



# ADVISORY PLANNING COMMISSION REPORT

To: **Advisory Planning Commission**

Subject **Rezoning Application RZ 03-19  
Development Permit Application DP 03-19**

From: Development Services & Economic  
Development Department

File #: 6620.00  
Bylaw #: 3106

Doc #:

Date: May 30, 2019

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## COMMITTEE RECOMMENDATION:

THAT Rezoning Application RZ 03-19 and Development Permit Application DP 03-19 to accommodate a 5-storey, 69-unit condominium apartment development located at 20209, 20219, 20225, 20237 – 53A Avenue be approved, inclusive of building height and setback variances, subject to execution of a Development Servicing Agreement in compliance with the conditions outlined in the Deputy Director of Development Services & Economic Development's report.

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## PURPOSE OF REPORT:

To consider a Rezoning Application and Development Permit Application by Redekop Kroeker Development Inc. for a 5-storey, 69-unit condominium apartment.

## POLICY:

The subject properties are currently zoned RS1 Single Family Residential 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:

<b>Applicant:</b>	Redekop Kroeker Development Inc.
<b>Owner:</b>	RKDI (Langley 2) Homes Ltd.
<b>Civic Addresses:</b>	20209, 20219, 20225, 20237 – 53A Avenue
<b>Legal Description:</b>	Lots 70 & 71, District Lot 305, Group 2, New Westminster District, Plan 33503; Lot 66, Group 2, New Westminster District, Plan 33157; Lot 9, Group 2, New Westminster District, Plan 21003
<b>Site Area:</b>	3,540 m <sup>2</sup> (0.875 acres)
<b>Number of Units:</b>	69 apartment
<b>Density:</b>	194.9 units/ha (78.9 units/acre)
<b>Gross Floor Area:</b>	6,081 m <sup>2</sup> (65,455 sq ft)
<b>Floor Space Ratio:</b>	1.718
<b>Lot Coverage:</b>	34.4%
<b>Total Parking Required:</b>	101 spaces (including 5 h/c spaces)
<b>Parking Provided:</b>	
<b>Resident</b>	87 spaces
<b><u>Visitor</u></b>	<u>14 spaces</u>
<b>Total</b>	101 spaces (including 5 h/c spaces)
<b>OCP Designation:</b>	High Density Residential (HDR)
<b>Existing Zoning:</b>	RS1 Single Family Residential
<b>Proposed Zoning:</b>	RM3 High Density Residential
<b>Variances Requested:</b>	Building Height – 5 storeys (4 storey max.) Interior Setbacks – 7.0 m (7.5 m min.)
<b>Development Cost Charges:</b>	\$839,774.25 (City - \$585,245.00, GVS&DD - \$221,858.00, SD35 - \$32,671.25)
<b>Community Amenity Charges:</b>	\$138,000.00

### Engineering Requirements:

These requirements have been issued for a rezoning and development permit application for a proposed 69-unit condominium apartment development. These requirements may be subject to change upon receipt of a development application.

The City's Zoning Bylaw, 1996, #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. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #2518.
2. A storm water management plan for the site is required. Rainwater management measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw. All calculations shall be based on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the calculated results to account for climate change.
3. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format that includes all formulas 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 sanitary 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 by the City, at the Developer's expense, upon application for Demolition permit.
4. 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. Replacement of the existing watermain may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995". All calculations shall be submitted in spreadsheet format that includes all formulas for review by the City.
5. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must approved by the City of Langley Fire Department.
6. A minimum road dedication of 0.6m will be required along the entire 53A Ave. frontage of the proposed development.
7. To accommodate the City's fire department, the Developer is responsible for providing an 8m minimum paved laneway along the north frontage of the proposed project with an appropriate road dedication.

8. Design and construct a half-width road on 53A Ave. along the project frontage to a City of Langley modified local road standard (curb to curb width 11.0m) including pavement, barrier curb and gutter; 1.5m wide sidewalk; curb bulges; boulevard strip; existing driveway removal; street lighting; street trees and storm drainage. Additionally, any widening of the pavement structure required to meet the design road width will need to be designed by a geotechnical engineer.
9. The site layout shall be designed by a 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.
10. Existing street lighting along 53A Avenue shall be reviewed by a qualified lighting consultant to ensure existing street lighting and lighting levels meet current City of Langley standards.
11. The condition of the existing pavement along the proposed project frontage 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 the developer's cost.

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

1. The City would require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.
2. The City would require 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).
3. 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.
4. The City would require a \$40,000 bond for the installation of a water meter to current standards.

NOTE: Deposits for utility services or connections are estimates only. The actual cost incurred for the work will be charged. The City will provide the developer with an estimate of connections costs, and the Developer will declare in writing that the estimate is acceptable.

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

1. Undergrounding of hydro, telephone and cable services to the development site is required, complete with underground or at-grade transformer.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.
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.
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 to treat site surface drainage.
6. A complete set of as-built drawings, service record cards, a completed tangible capital asset form (TCA) and a completed pavement cut form all sealed by a Professional Engineer shall be submitted to the City after completion of the works. Digital drawing files in .pdf and .dwg formats shall also be submitted.
7. The selection, location and spacing of street trees and landscaping are subject to the approval of the Director of Engineering, Parks & Environment
8. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
9. Garbage and recycling enclosures shall be accommodated on the site and 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 subject properties are located within 300 metres (a five minute walk) of the Downtown Commercial area in a neighbourhood of mostly multifamily residential developments. The site consists of four lots within a remaining pocket of single family homes. Across the lane to the north are the three and four storey Emerald Court, Brighton Place and Cavalier Court apartment buildings. To the east are the four storey Innis Park (a BC Housing rental property) and Chilton Layne apartments. Across 53A Avenue to the south is the recently completed LC Residence, a four storey 80-unit apartment building. To the west are three single family lots between the proposed development site and a lane that runs between 53A Avenue and 54 Avenue.

### 2. Design

The applicant is proposing a five storey, flat roofed building on top of a parkade structure that partially projects above the existing grade of this mostly level site. A terraced, brick-faced retaining wall with integrated planters provides an attractive transition from 53A Avenue to the residential floors. The building presents a prominent main entrance accentuated by a facade projection finished in brick to the fronting street. Exterior finishes (materials and paint treatments) lighten in progressive bands moving up from ground level to the fifth floor, de-emphasizing the height and mass of the building.

Vehicular access to the building is derived from the lane at the rear of the properties with the parkade ramp positioned in the northwest corner of the site. Visitor parking spaces are provided on the surface behind the building, perpendicular to the lane. Two electric vehicle charging stations are provided within the secured underground parking with rough-in wiring for the remaining spaces.

Unit floor plans range from one-bedroom, 566 square foot apartments to two-bedroom plus flex space apartments with 1,021 square feet of floorspace. Five units meeting the B.C. Building Code standard for Adaptable Housing are provided in the building. Indoor and outdoor amenity spaces in excess of bylaw requirements are provided including a proposed community garden and a barbecue area behind the building.

### 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. Variances

The applicant has requested the following variances from RM3 zoning provisions as part of this development proposal:

- Maximum building height increase from 4 to 5 storeys
- Interior Setback (east and west sides) reduction from 7.5 metres to 7.0 metres

The applicant's architect has provided a design rationale for the 5-storey building height noting:

- How projecting roof elements on 4-storey buildings in the immediate vicinity can be compared visually to a flat roofed, 5-storey building
- Presence of other 5 and 6-storey buildings within the general neighbourhood

Staff would also note that the applicant's reduced setbacks and increased building height proposals are in step with previous recommendations made for a new zoning bylaw in 2017. The variances help to offset significant road dedications required along both the front (0.6 metres) and rear (2.0 metres) property lines. Staff support the proposed variances.

### 5. Summary

The proposed development is generally consistent with the City's Official Community Plan policies and Development Permit Area guidelines for this area. The development of this site will fill in a gap between multifamily residential buildings in this central city neighbourhood.

#### **Fire Department Comments:**

Fire hydrants for the site and location of the fire department connection will be reviewed when building plans are received. A lockbox for firefighter access will be supplied during construction. A dedicated 8.0 m wide fire access lane will be included in the project.



**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 June 12, 2019 meeting. A copy of the APC minutes will be presented to Langley City Council at the June 24, 2017 Regular Council meeting.

**BUDGET IMPLICATIONS:**

In accordance with Bylaw No. 2482, the proposed development would contribute \$585,245.00 to City Development Cost Charge accounts and \$138,000.00 in Community Amenity Charges.

**ALTERNATIVES:**

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

Prepared by:



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

Concurrence:



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

Concurrence:



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Rory Thompson, Fire Chief

*attachments*