



ADVISORY PLANNING COMMISSION REPORT

To: **Advisory Planning Commission**

Subject: **Rezoning Application RZ 05-19 &
Development Permit Application DP 05-19**

From: Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

File #: 6620.00
Bylaw #: 3113

Doc #:

Date: November 20, 2019

COMMITTEE RECOMMENDATION:

THAT Rezoning Application RZ 05-19 and Development Permit Application DP 05-19 to accommodate a 6-storey, mixed-use development comprising 144 condominium apartments and 287 m² (3,085 sq ft) commercial floorspace at 20350 and 20370 Logan Avenue be approved, inclusive of setback and off-street parking variances, subject to execution of a Development Servicing Agreement in compliance with the conditions outlined in the Deputy Director of Development Services' report.

PURPOSE OF REPORT:

To consider rezoning and Development Permit applications by L. Gosselin, for a 6-storey mixed-use development comprising 144 condominium apartments and 287 m² (3,085 sq ft) commercial floorspace.

POLICY:

The subject properties are currently zoned C2 Service Commercial and CD12 Comprehensive Development in Zoning Bylaw No. 2100 and designated "Downtown Commercial" in the Official Community Plan (OCP) Land Use Designation Map. All lands designated for Downtown Commercial use are subject to a Development Permit to address building form and character.

COMMENTS/ANALYSIS:

Application Summary Table:

Applicant:	L. Gosselin
Owner:	Whitetail Homes (Logan) Ltd.; Miat Properties Ltd.
Civic Addresses:	20350 & 20370 Logan Avenue
Legal Description:	Lots 87 & 88 Except: Part Dedicated Road on Plan 82134, District Lots 308 and 309, Group 2, New Westminster District, Plan 39522
Site Area:	3,995 m ² (0.987 acres)
Number of Units:	144 apartment
Density:	360.5 units/ha (145.9 units/acre)
Gross Floor Area:	
Residential:	10,628 m ² (114,400 sq ft)
Commercial:	287 m ² (3,089 sq ft)
Total:	10,915 m ² (117,489 sq ft)
Floor Space Ratio:	2.73
Lot Coverage:	77.1%
Parking Required:	214 spaces (including 11 h/c stalls)
Parking Provided:	
Commercial:	12 spaces
Resident:	156 spaces
Visitor:	24 spaces
Total	192 spaces (including 11 h/c stalls)
Existing Zoning:	C2 Service Commercial CD12 Comprehensive Development
Proposed Zoning:	C1 Downtown Commercial
OCP Designation:	Downtown Commercial
Variances Requested:	Front Setback - 2.0 m (4.0 m variance requested; 6.0 m is required setback) Rear Setback – 4.0 m (2.0 m variance requested; 6.0 m is required setback) Ext. Setback – 4.7 m (1.3 m variance requested; 6.0 m is required) Int. Setback – 0.0 m (6.0 m variance requested; 6.0 m is required setback) Off-Street Parking – 192 spaces provided (214 spaces required)
Development Cost Charges:	\$1,947,096.00 (City - \$1,375,056.00, GVS&DD - \$508,320.00, SD35 – \$63,720.00)
Community Amenity Charges:	\$288,000.00

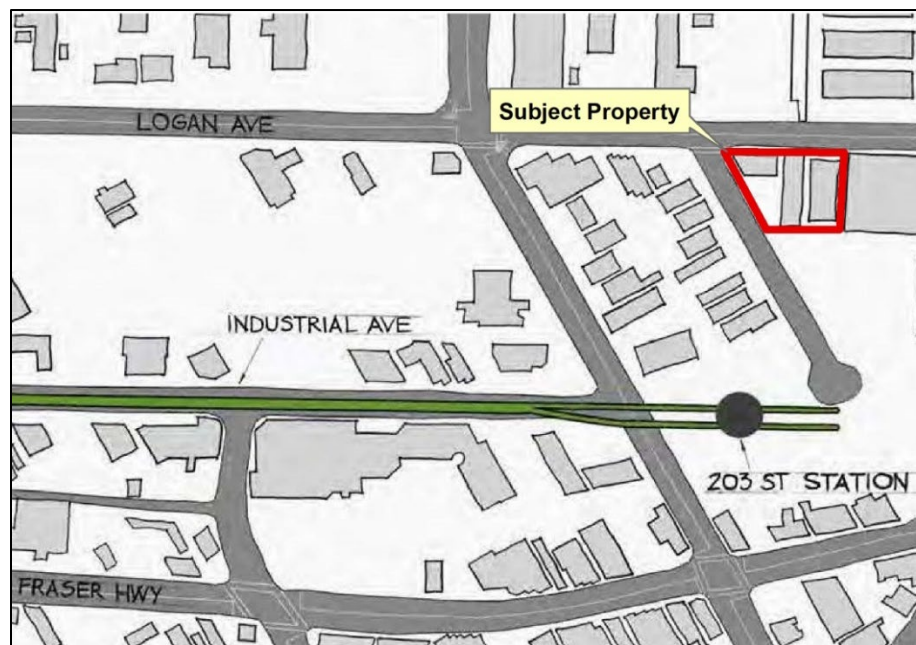
Discussion:

1. Context

The application site consists of two properties on Logan Avenue between 203A Street and the Cascades Casino parkade. The properties currently contain three buildings which house or recently housed Joe's Equipment & Garden Supply, Sunshine Autobody and other businesses. Across Logan Avenue (a 4-lane arterial road) to the north is the Duncan Way Industrial Area including a large storage business and the former Greyhound bus station. Several automotive service garages and parts shops are located on the west side of 203A Street. To the south and east of the site is the Cascades Casino/Coast Hotel & Convention Centre including a multi-storey parking garage (20420 Logan Avenue) that abuts the east property line.

The subject properties are part of the "Industrial Arts" Special Design District in the Downtown Master Plan and are identified in the Official Community Plan for commercial and light industrial uses with provision for some work/live units. At the time of the Downtown Master Plan, the area was envisioned as a Granville Island-inspired district of workshops and artist studios. In November 2019 TransLink identified the location of the future 203 Street/Downtown Langley SkyTrain station approximately 100 metres south of the development application site.

SkyTrain Alignment (green line) & 203 Street Station Location



2. Design

The proposal features a 6-storey, mixed-use building abutting the Cascades Casino parkade and fronting Logan Avenue and 203A Street. Recognizing that the OCP is under review and the development site is in close proximity to frequent transit service, a future bus transit exchange and recently confirmed future SkyTrain station, the applicant and City staff have worked together to refine the application design to better address the future SkyTrain. In deference to the SkyTrain station and bus exchange to the south, ground floor commercial units front a public plaza and outdoor seating area at the corner of 203A Street and Locke Lane. This creates an active and attractive frontage that reduces the design impact of the above-grade portion of the underground parkade (which is partially above grade due to soil conditions) and takes advantage of the following factors:

- Year-round sun exposure at the southwest corner of the site
- Availability of on-street parking on 203A Street and Locke Lane
- Pedestrian traffic generated by the planned SkyTrain station and bus exchange

Functionally the building is serviced by a two-level parkade accessed from Locke Lane. The upper parking level includes public parking for the commercial units as well as visitor parking for the apartments. Resident parking is secured behind a gate and ramps down to a lower (P1) level. The apartment entrance is located on Logan Avenue and a large amenity space (332 m²) on the second floor opens onto a landscaped private courtyard on top of the parking garage. The outdoor amenity space features a children's play area and community garden plots. Ground floor residential units on Logan Avenue and 203A Street enjoy direct access to the public sidewalk from their patios.

The building consists of three wings that wrap around a south facing central courtyard. The 6-storey massing is maintained in each wing, however, an interplay of elevation details including recessed windows, balconies, columnar elements, colours and finishes is employed by the architect to vary the perception of mass. The building height approximates that of the adjacent Coast Hotel (6-storeys) and the nearby Landing apartment (5 storeys) at 20299 Industrial Avenue. The architect is also employing a mix of materials and colours on the east-facing façade (party wall interface with Casino parkade) to create visual interest on the party wall portion that is visible above the parkade.

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

To provide a required 2.0 metre road dedication along Logan Avenue (for future bike lanes) and ground level commercial and residential units that address the City's urban design expectations, the applicant is requesting the following variances from C1 zoning provisions:

- Front Setback reduction from 6.0 metres to 2.0 metres
- Exterior Setback reduction from 6.0 metres to 4.7 metres
- Rear Setback reduction from 6.0 metres to 4.0 metres
- Interior Setback reduction from 6.0 metres to 0.0 metres
- Off-Street Parking requirement relaxation from 214 spaces to 192 spaces (22 space or approximately 10 percent relaxation)

The requested parking relaxation is supported by a traffic engineer's report that calculates the anticipated parking demand based on traffic engineering standards, survey data from similar developments and other factors such as proximity to transit services. Staff also note that the proposed 10 percent relaxation is consistent with parking relaxation policies used in other municipalities for developments near SkyTrain or other frequent transit services. Staff support the relaxation, given the application is in close proximity to existing frequent transit service and future rapid transit, and the parking space reduction has also enabled the current design with ground-floor retail oriented towards the future SkyTrain station and bus transit exchange.

The current setback and off-street parking requirements for residential uses in the C1 zone will be reviewed as part of work on the new Official Community Plan and Zoning Bylaw.

Staff recommend that the above variances be approved to accommodate the proposed development.

5. Summary

Recognizing that an OCP update is underway and the location of the 203 Street SkyTrain station was only recently confirmed, and in the absence of updated plans and design guidelines for the area, the proposed building

reflects cooperation between the applicant and City and balances current development realities in the area and the future arrival of SkyTrain.

Engineering Requirements:

These requirements have been issued for a rezoning and development permit for a proposed 144-unit mixed-use 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 and shall include 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 prior to applying for a 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 be approved by the City of Langley Fire Rescue Service.
 6. To accommodate the City of Langley's Fire Rescue Service equipment, the developer is responsible for providing an 8.0m minimum paved laneway along the Locke lane project frontage.
 7. A road dedication of 2.0m will be required along the entire Logan Ave. frontage of the proposed development.
 8. A traffic impact study will be required to determine if there will be significant impact and traffic concerns with the proposed development. The scope of the study must be approved by the Director of Engineering, Parks and Environment prior to initiation.
 9. 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.
 10. Existing sidewalk to be removed and replaced along the project's Logan Ave. and 203A St. frontage complete with boulevard trees. Sidewalk shall be as per the Downtown Realm of Influence standard as outlined in the Downtown Master Plan.
 11. Design and construct a pedestrian cross-walk on 203A Ave. crossing Locke lane complete with concrete let-downs at both ends.
 12. 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.
 13. Existing and proposed ornamental street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and lighting levels shall be as per the Downtown Realm of Influence standard as outlined in the Downtown Master Plan.

14. Eliminate the existing overhead hydro/telecommunication wiring and poles along the development's Logan Ave. frontage by replacing with underground hydro/telecommunication infrastructure.
15. Permanent pavement restoration of all pavement cuts shall be as per the City of Langley's pavement cut policy by the developer's contractor at the developer's expense.

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. The City plans to construct a future bike lane (future works) on Logan Ave. The developer will be required to make a cash-in-lieu contribution for the design, construction and administration of said future works (amount to be determined).
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. The City would require a \$40,000 bond for the installation of a water meter to current standards.

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

2. Undergrounding of hydro, telephone and cable services to the development site is required, complete with underground or at-grade transformer.
3. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.
4. 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.
5. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.

6. A "Stormceptor" or equivalent oil separator is required to treat site surface drainage.
7. 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 within 60 days of the substantial completion date. Digital drawing files in *.pdf* and *.dwg* formats shall also be submitted.
8. The selection, location and spacing of street trees and landscaping are subject to the approval of the Director of Engineering, Parks & Environment
9. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
10. 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"

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate exterior access was in place to accommodate fire apparatus. Interior floor access, fire hydrant and fire department connection locations will be evaluated during the building permit stage.

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 November 27, 2019 meeting. A copy of the APC minutes will be presented to Langley City Council at the December 9, 2019 Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$1,375,056.00 to City Development Cost Charge accounts and \$288,000.00 in Community Amenity Charges.

ALTERNATIVES:

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

Prepared by:



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Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



Rick Bomhof, P.Eng.
Director of Engineering, Parks &
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Concurrence:



Rory Thompson, Fire Chief

attachments