



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **OCP Amendment Application OCP 02-20**
Rezoning Application RZ 05-20
Development Permit Application DP 07-20

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3159,3160
Doc #:

Date: January 27, 2021

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Official Community Plan amendment, rezoning, and Development Permit applications by Matthew Cheng for a 6-storey, 68-unit apartment development at 5394 – 5402 207 Street.

POLICY:

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

The proposed development exceeds the density and height parameters in the current OCP and Zoning Bylaw and requires an OCP amendment and Comprehensive Development (CD) Zone to accommodate it.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Matthew Cheng
Owners:	1168883 B.C. Ltd.
Civic Addresses:	5394, 5396, 5400, & 5402 207 Street
Legal Description:	Lots 42 & 43, District Lot 36, Group 2, New Westminster District, Plan 29783; Lots "A" & "B," District Lot 36, Group 2, New Westminster District, Plan 20643
Site Area:	2,630.6 m ² (0.65 acres)
Number of Units:	68 apartments
Density:	258 units/ha (105 units/acre)
Gross Floor Area:	5,523.1 m ² (59,450 ft ²)
Floor Space Ratio:	2.10
Lot Coverage:	44%
Total Parking Required:	106 spaces (including 6 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	89 spaces
Visitor	<u>12 spaces</u>
Total	101 spaces (including 6 h/c spaces)
Existing OCP Designation:	Medium-Density Residential
Proposed OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Multiple Residential Low Density
Proposed Zoning:	CD72 Comprehensive Development
Variances Requested:	Provision of 12 visitor parking spaces (14 required) <i>Note a resident parking variance is not required due to the use of CD Zone – see staff commentary in Variances section of this report for further details and rationale.</i>
Development Cost Charges:	\$914,324.00 (City - \$575,696.00, GVS&DD - \$218,328.00, SD35 - \$27,140.00, TransLink - \$93,160.00)
Community Amenity Contributions (CACs):	\$136,000.00

Discussion:

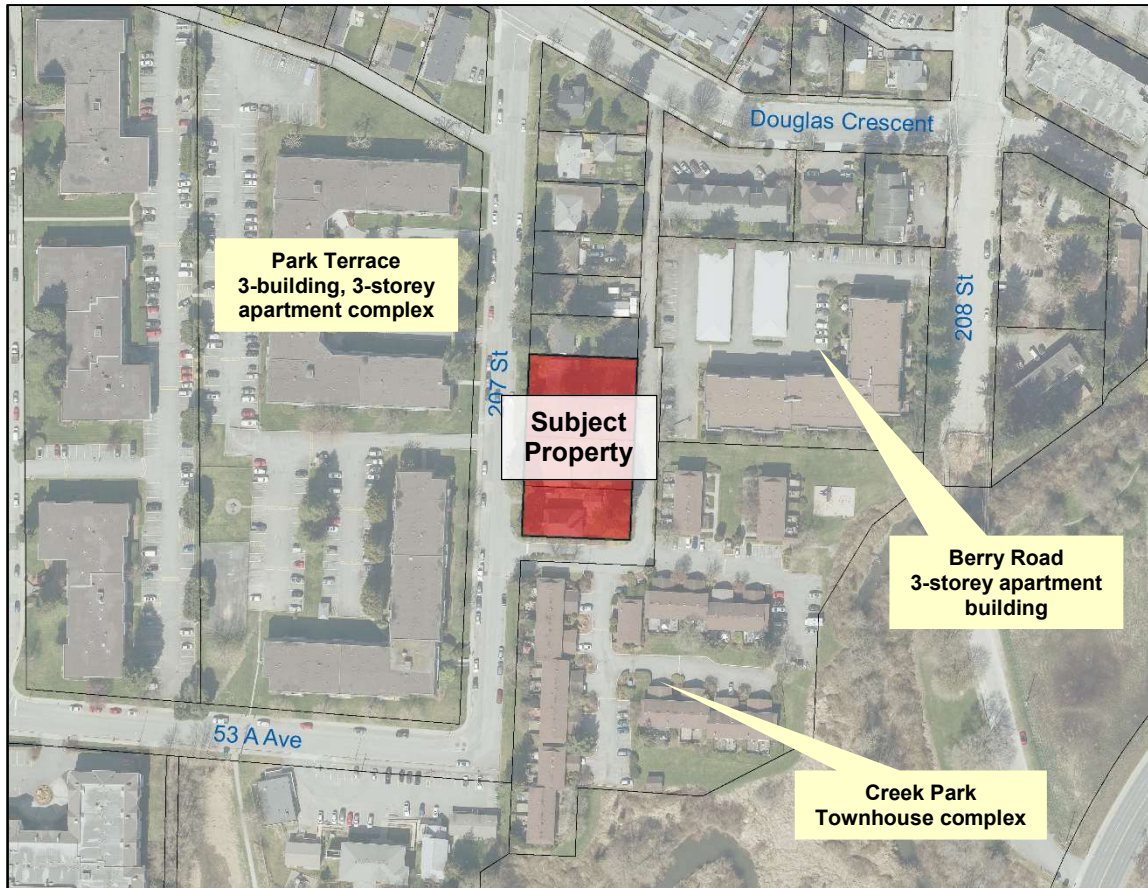
1. Context

The applicant is proposing to develop a 6-storey, 68-unit apartment building on the site of four single detached dwellings at 5394 – 5402 207 Street. This site is designated as Medium-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM2 Multiple Residential Medium Density Zone, which allows for medium density multi-unit development of up to four storeys in height.

Staff note that the City is currently developing an updated OCP, with an expected completion date of April 2021. The draft land use plan proposed for the new OCP identifies this site as Low Rise Residential, which would allow for higher density development of up to six storeys. To enable the development of a six-storey building prior to the adoption of a new OCP the applicant has applied to amend the OCP designation of their site from the current Low Density Residential designation to the Low Rise Residential designation proposed in the draft OCP. The applicant held a virtual Public Information Meeting in July 2020 with area residents to receive public input on the application prior to submitting a formal application. This consultation is considered "early and ongoing" consultation, as typically required for OCP amendment applications.

The site's immediate surroundings include residential buildings of various forms and ages. The site's north boundary abuts a row of single-detached homes which are also designated in the current OCP as Medium Density Residential and proposed as Mid Rise Residential in the draft new OCP. The western edge of the site is defined by 207 Street, a short local road providing access to a number of residential properties and to the Fraser Highway commercial corridor. Across 207 Street from the site are the "Park Terrace" apartments, a large 3-building, 3-storey development completed in 1972. The project's other two frontages are defined by a City lane, which separates it from the "Creek Park" townhouse complex (completed 1978) to the south and the 3-storey "Berry Road" apartment building (completed 1977) to the east.

The site is well positioned with pedestrian connections to retail and service areas, with downtown located within a five-minute walk. This site is also located near several transit services, such as the 503 Fraser Highway Express bus route on Logan Avenue (ten-minute walk), the Langley Centre bus exchange and the fifteen routes it serves (ten-minute walk), and the planned 203 Street SkyTrain station and its associated bus exchange (ten to fifteen-minute walk). The site also benefits from proximity to several recreational amenities, including Nicomekl and Douglas Parks (five-minute walk), Rotary Park (ten-minute walk), and Timms Community Centre (ten-minute walk).



Site Context

2. Proposed Rezoning and the Official Community Plan (OCP)

The proposed development site is currently zoned RS1 Single Family Residential and designated as Medium Density Residential in the OCP. As noted above, the City is currently developing a new OCP and is proposing to designate the subject property, along with the area to its immediate south and east, as Low Rise Residential. The properties to its north and west are currently proposed as Mid Rise Residential. If the proposed Low Rise Residential land use is adopted by Council it will allow the development of four to six-storey apartment buildings on these properties. The applicant has tailored their development to this proposed designation and has applied for an OCP amendment in order to allow their development to proceed through the approval process ahead of the expected spring 2021 adoption of the new OCP.

The applicant is proposing to rezone the properties to a site-specific Comprehensive Development (CD) zone as no existing zones adequately accommodate the proposed Low Rise Residential OCP designation. The

project was designed to conform to the preliminary regulations and draft zone associated with this designation, which include a six-storey height limit, a Floor Space Ratio (FSR) maximum of 2.1, and a lot coverage maximum of 45% if ground-oriented units are provided. Should the CD rezoning be adopted it is anticipated that following the adoption of the new OCP, and as part of adopting the new Zoning Bylaw, the City will rezone this site from its CD zone to the new zone crafted to implement the Low Rise Residential designation.

3. Design

The applicant is proposing a bar building offering an engaging presence along 207 Street and the southern lane. This is achieved through a row of 2-storey townhouses provided on both these frontages, with direct front door access to the street and lane. The building then rises above these townhouses to host four levels of apartments, with the top two floors set back to reduce massing and support a gradual transition from the potential future mid-rise development north of the building to the townhouse complex and the Nicomekl River floodplain beyond it to the south. A cut-out on the building's southwest corner facing the intersection of 207 Street and the lane embraces this corner and offers a prominent entrance and small open space to further strengthen the building's engagement with the street.

The back of the building faces a row of surface visitor parking spaces with a parkade extruding approximately one and a half levels above grade. Five residential storeys above it rise in line with the parkade wall on the building's southeast corner, while the northern portion steps back significantly resulting in an expansive outdoor amenity space and large private unit patios. The building steps back further on the uppermost two floors to provide additional massing articulation and mix of private and shared outdoor space. This design reduces the building's bulk as it rises which allows it to relate more sensitively to the shorter apartment and townhouse development surrounding it while achieving the density envisioned for the site's proposed Low Rise Residential designation, meeting parking principles, providing a large supply of outdoor amenity space, and contributing to an active street frontage.

The main building entrance is located on the southwest corner of the property, facing the intersection of 207 Street and the public lane. The two parkade entrances are located on the building's east face. The flat-roofed 6-storey building sits on top of two levels of parking. Parkade access is provided through two side-by-side ramps, with one descending into the underground parkade and the other rising to the raised parkade floor. Both parkade levels are fully enclosed. The extruded parkade is screened from 207 Street and the southern lane by townhouses. On the east, the parkade is set back from the lane by surface visitor parking spaces and is further softened through glazing and colour

variation. The roof of the parkade provides a substantial supply of open space, including large private patios and an expansive outdoor amenity area.

The building's façades are animated with a simple material and colour palette, balconies, and massing details, and reflect a base-middle-top design. The west and south façades engage directly with the street through townhouses. These units feature individual exterior entrances and vertical articulation that highlights each individual unit, breaks up the building's frontage and extruded parkade tiers, and contributes to a strong pedestrian-scale base. Grey fibre cement panelling is the primary material used on the townhouses, but is balanced with white fibre cement lap siding and wood-tone fibre cement panel accents. The upper four storeys employ an inverse material relationship, with white fibre cement panel supplemented by grey fibre cement lap siding, to lighten the building as it rises and emphasize the grounded "base" while reducing the building's visual bulk above. This effect is amplified through the additional setback of the highest two levels. Balconies provide further visual interest to the west and south façades. The extruded tiered parkade walls present on these elevations are landscaped with various tree and shrub species, broken up by townhouse entrance stairways, and clad in light grey brick veneer to soften them and provide a more pedestrian-friendly frontage along the sidewalks.

The building's north elevation is designed to be sensitive to neighbouring single detached homes and future apartment development. This is accomplished through the extruded parkade wall situated on the property line to enable future development to include a parkade flush against it, and the building face set back 6.1 metres from the north property line to provide light and air access to this building, the neighbouring houses, and any future development.

The east elevation benefits from an extra-wide lane frontage separating the building from the townhouse and apartment development. The applicant has considered the building's impact on this lane by wrapping the brick veneer from the extruded parkade walls on the southern façade around the eastern frontage and providing fenestration and colour differentiation on the exposed parkade level above it. The parkade is set back from the lane along with the southeast corner of the building, while the bulk of the building to the north is set back substantially from the lane and oriented toward 207 Street. This creates a more engaged relationship with the street while enabling maximum light access from the west. Alternating light and dark fibre cement siding supplemented with substantial glazing and wood-tone aluminum accents further enliven this façade.

Accessibility is incorporated through a ramp provided on the southwest corner of the building, adjacent to the main stairs, leading directly to the main entrance. Accessible parking stalls are also placed near the elevator lobby in the parkade.

Sustainability has been implemented into the proposal through multiple actions including low-disturbance and air quality-protecting construction methods, incorporating a construction recycling plan and recycled building materials, implementing a water-conserving irrigation system, and providing ten (10) Level II Electric Vehicle (EV) charging stations, with the remainder of parking stalls being pre-ducted for future EV charger installation.

Within the building, unit sizes range from 535 square feet to 1,369 square feet. The unit type distribution includes forty-one (41) one-bedroom apartment types (1-bedroom or 1-bedroom + flex room), sixteen (16) 2-bedroom apartments, and eleven (11) 3-bedroom townhouses. Three (3) of the units are adaptable. Tenant storage facilities are provided on each residential floor.

Indoor amenity space is provided on the second floor adjacent to the large partially-covered outdoor amenity area, which is programmed with tables and chairs and a children's play area. The indoor amenity area also incorporates large sliding glass walls to allow the space to be opened up to the outside. An elevator-accessible rooftop deck is provided on the building's south, and additional smaller outdoor amenity areas are provided on the first and fifth floor.

All units have balconies or private ground-level patios. An elevator core with two elevators services the building.

4. 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.

5. Variances

As noted above, the applicant's proposed development, in terms of height, lot coverage, maximum density, and setbacks, is consistent with the proposed 4 to 6 storey apartment building zone that is being considered for the new Zoning Bylaw. This new zone is also generally based on the existing RM3 zone, and will be used to implement the draft OCP's Low Rise Residential land use designation. However, given that the applicant is seeking an OCP amendment to redevelop the site prior to the adoption of the new OCP and new Zoning Bylaw, a CD zone will be created to accommodate the redevelopment.

Proposed Parking

In terms of parking, if the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) is applied to this application, the applicant's proposed parking amount is 4.7% less than required. Given that a CD zone is being

proposed to accommodate this redevelopment, technically a variance is required only for visitor parking. However, it is important to note that staff support the applicant's overall parking approach based on the following rationale:

- The proposed parking approach (less 3 residential spaces and less 2 visitor spaces or a 4.7% total parking space reduction) is supported by the site's location in a "shoulder" area, within a ten-minute walk of the Fraser Highway Express bus and existing transit exchange on Logan Avenue, and a ten to fifteen-minute walk of the planned 203 Street SkyTrain station. Similar or greater variances have recently been approved by Council at 20350 Logan Avenue (10% reduction) and 20416 Park Avenue (2.6% reduction). Staff note that parking reductions of up to 5% have been supported for applications in shoulder areas (within a ten minute-walk of the future SkyTrain) prior to the adoption of new Zoning Bylaw parking requirements;
- The proposed visitor parking rate is 0.18 spaces per unit, which is close to the current Zoning Bylaw rate of 0.20 spaces per unit, and higher than the proposed rate of 0.15 visitor spaces per unit under preliminary consideration in the new Zoning Bylaw for buildings located in "shoulder" areas. Staff note that two visitor parking spaces were converted into an off-street loading space, to ensure loading is conducted on the property, and staff support this approach given the proposed visitor space rate remains above the rate being considered for the new Zoning Bylaw;
- If the preliminary rates under consideration for the new Zoning Bylaw were applied to this application in the "shoulder" area, 94 parking spaces would be required, based on rates of 1 space per 1 bedroom unit, 1.25 spaces per two bedroom unit, 2 spaces per three bedroom unit (=83 resident spaces), and 0.15 visitor spaces per unit (=11 visitor spaces). This preliminary rate total is about 6.9% less than the applicant's proposed parking amount of 101 spaces and 11.3% less than the current Zoning Bylaw requirement of 106 spaces. These preliminary residential and visitor rates are currently under review by staff and will likely change, and will require Council approval before they come into effect.

6. Summary

The proposed development is consistent with the City's proposed new OCP and Zoning Bylaw policies and Development Permit Area guidelines for this area, and presents a pedestrian-friendly, high-quality, ground-oriented design that will provide housing in close proximity to downtown and the Nicomekl River.

Engineering Requirements:

Additional design changes may be required upon further investigation, site inspections and receipt of other supporting reports and documents. All work to be done to the City of Langley Subdivision and Development Bylaw, Specifications & MMCD Standards.

These requirements have been issued to reflect the application for rezoning and development for a proposed **68-Unit Condominium Development at 5394, 5396, 5400, & 5402 207th St.** which may be subject to change upon receipt of updated development plans to the City.

The City's Zoning Bylaw, 1996, #2100 has requirements concerning landscaping for buffer zonings, parking and loading areas, and garbage and recycling containers, all of which applies to this design.

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

1. The existing sanitary sewer main in the statutory right-of-way through 5396 207 St will need to be relocated to accommodate the current site plan. A design by a Professional Engineer of the proposed relocation is required for City approval before the City will consider the possible discharge of the statutory right-way.
2. Implement erosion and sediment control measures designed and approved by a qualified professional in accordance with the City of Langley Watercourse Protection Bylaw #2518.
3. The condition of the existing pavement on the project frontage (207 St and City lanes) shall be assessed. 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, test holes and visual assessment carried out on the existing road which is to be upgraded. If the pavement is inadequate it shall be remediated to centerline.
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".

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 Department.
6. New water and sanitary and storm sewer service connections are required. 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 should be assessed and any upgrades required servicing the site shall be designed and installed at the Developer's expense. All existing services shall be capped at the main by City of Langley forces, at the Developer's expense, upon application for Demolition permit.
7. A stormwater management plan for the site, including the temporary visitor parking lot 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.
8. 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.
9. Eliminate the existing overhead hydro/tel wiring and poles along the frontage by replacing with underground hydro/tel infrastructure.
10. New curb, gutter, sidewalk, street trees and boulevard strip is required on 207 St to meet a residential local (multi-family) standard.
11. New LED street lighting to City standards fronting the site shall be required to replace the BC Hydro lease lights along the frontage and to make sure the lighting on 207 St meets City standards.

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

1. The City would require a Security Deposit of 110% of the estimated offsite 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 \$20,000 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 BC hydro, telephone and cable services to the development site are required.
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. 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 to treat site surface drainage.
6. 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.
7. 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.
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"

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place to accommodate fire apparatus and personnel. A construction fire safety plan shall be completed, and the fire department connection shall be confirmed between the applicant and the Fire Department.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, rezoning and DP application will be reviewed by the Advisory Design Panel (ADP) at the February 3, 2021 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP advice and recommendations will be presented to Council through the ADP meeting minutes, and if applicable through an additional City staff report, prior to Council consideration of the proposed Rezoning and DP Applications.

A copy of the ADP minutes will be presented to Langley City Council at the February 22, 2021 Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$575,696.00 to City Development Cost Charge accounts and \$136,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov
Planning Assistant II

Concurrence:



Roy Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



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

Concurrence:



Scott Kennedy, Acting Fire Chief

Attachments



OCP AMENDMENT APPLICATION OCP 02-20 REZONING APPLICATION RZ 05-20 DEVELOPMENT PERMIT APPLICATION DP 07-20

Civic Address: 5394, 5396, 5400, & 5402 – 207 Street
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