



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Rezoning Application RZ 06-20
Development Permit Application DP 08-20**

From: Anton Metalnikov
Planning Assistant II

File #: 6620.00
Bylaw #: 3165

Doc #:

Date: April 6, 2021

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Zoning Bylaw amendment and Development Permit applications by L-129 Holdings dba Crossroads Enterprises Ltd. for a 5-storey, 62-unit apartment development at 5609 201A Street.

POLICY:

The subject properties are currently zoned RM2 Multiple Residential Medium Density 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 (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

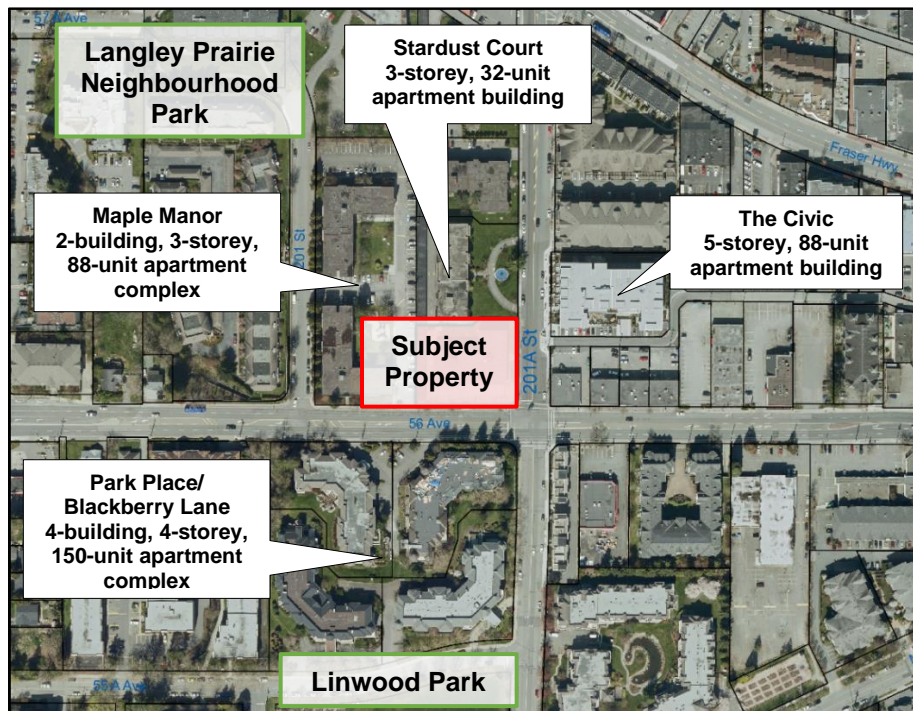
Applicant:	L-129 Holdings dba Crossroads Enterprises Ltd.
Owner:	L-129 Holdings Ltd.
Civic Address:	5609 201A Street
Legal Description:	Lot 62 Except: Firstly: Part Subdivided by Plan 31183 and Secondly: Parcel A (Bylaw Plan 68245), District Lot 309, Group 2, New Westminster District, Plan 29687
Site Area:	3,174 m ² (0.784 acres)
Number of Units:	62 apartments
Density:	195 units/ha (79 units/acre)
Gross Floor Area:	8,190 m ² (88,156 ft ²)
Floor Space Ratio:	1.74
Lot Coverage:	38%
Total Parking Required:	95 spaces (including 5 h/c spaces)
Parking Provided:	
Resident	74 spaces
Visitor	11 spaces
Total	85 spaces (including 5 h/c spaces)
OCP Designation:	High Density Residential
Existing Zoning:	RM2 Multiple Residential Medium Density
Proposed Zoning:	RM3 Multiple Residential High Density
Variances Requested:	Height – 5 storeys (4 storeys max.) Front setback – 3.07 m (7.5 m min.) Rear setback – 6.02 m (7.5 m min.) South side setback – 3.53 m (7.5 m min.) North side setback – 7.22 m (7.5 m min.) Resident parking – 74 stalls (82 stalls min.) Visitor parking – 11 stalls (13 stalls min.) Indoor amenity – 119.1 m ² (142.6 m ² min.) Indoor amenity – multiple rooms (single room required)
Development Cost Charges:	\$375,777.50 (City - \$238,725.00, GVS&DD - \$88,250.00, SD35 - \$10,177.50, TransLink - \$38,625.00)
Community Amenity Contributions (CACs):	\$124,000.00

Discussion:

1. **Context**

The applicant is proposing to develop a 5-storey 62-unit apartment building on a vacant site on the northwest corner of the intersection of 201A Street and 56 Avenue. The site was recently cleared following the demolition of the fire-damaged 37-unit Villa Fontana Apartments in 2020. The property is located in a transitional area between the mixed-use downtown core to its east and north and medium-density residential areas composed of multi-unit developments of various ages to its west and south. A 10-foot wide BC Hydro right-of-way runs along the property's western edge.

The site's eastern edge is defined by 201A Street, a collector road linking the Nicomekl River Floodplain with Linwood Park and Fraser Highway. Across 201A Street to the east is a row of small commercial buildings lining 56 Avenue, with the recently-completed (2019) 5-storey 88-unit Civic apartment building located across the lane north of them. 56 Avenue forms the site's southern boundary, across from which lies the Park Place/Blackberry Lane apartment complex, consisting of four 4-storey buildings with a total of 150 units (completed 1991). The property is bounded on its other two sides by 3-storey apartment buildings: the 2-building, 88-unit Maple Manor Apartments complex to the west (completed 1971) and the 32-unit Stardust Court to the north (completed 1967).



Site context

The site is well positioned with pedestrian connections to retail and service areas, with Downtown located within a few minutes walk. This site is also located near several transit services, including:

- the frequent service 503 Fraser Highway Express (few minutes walk);
- Langley Centre exchange, serving fifteen routes (ten-minute walk); and
- the planned 203 Street SkyTrain station and its associated bus exchange (five to ten-minute walk).

The site also benefits from proximity to several recreational amenities, including:

- Linwood Park (few minutes walk);
- Langley Prairie Neighbourhood Park (five-minute walk); and
- Timms Community Centre (ten-minute walk).

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

The property proposed for rezoning is designated as High Density Residential in the City's OCP, which allows for low-rise apartment buildings. The City is currently developing a new OCP and is proposing to designate the subject property, along with those to its north, west, and south, as Mid Rise Residential. The area across 201A Street to the east is proposed as Transit-Oriented Core. If the proposed Mid Rise Residential land use is adopted by Council it will allow the development of apartment buildings up to 12 storeys in height (subject to the Airport Zoning Regulation or 'AZR') and a Floor Area Ratio (FAR) up to 3.5.

The proposed rezoning is consistent with both the current OCP as well as with the proposed OCP land use plan.

3. Design

The applicant is proposing a unique L-shaped building consisting of a set back "podium" paralleling the site's two street frontages punctuated by "towers" extruding from it on each of the site's exterior corners. The resultant building form screens an expansive outdoor amenity area on the site's northwest from its adjoining roads, while maintaining ample light and air access through its substantial southwestern exposure. The building lands on a partially-extruded parkade, which is tiered as it meets the sidewalk and broken up by stairways providing individual accesses to ground-floor units.

The flat-roofed wood frame 5-storey building sits upon a single level of underground parking. The proposal's form and massing are compatible with the character of the immediate area, with the building's orientation to the site's surrounding streets reflecting the scale of buildings located across from it while

creating generous separation with the adjoining properties to its north and west. Design elements such as a subtle cornice accentuating the change in cladding between the fourth and fifth storeys on the towers further help tie the building to its surroundings and the design scheme of strong cornice lines and base-middle-top building façades common throughout the neighbourhood.

The top of the parking structure projects above the grade of the site due to geotechnical conditions. Where it meets the site's surrounding streets, the extruded parkade is tiered with a step between the main parkade wall and ground level to reduce its height and massing along the sidewalk. The lower step is clad with masonry blocks to create an attractive interface with the public realm, while the upper step is provided as a concrete wall treated with a ribbed pattern to play off of the ribbed vertical accents used throughout the building's façades. This above-grade parkade wall is also landscaped with a diversity of shrub and tree species to further reduce the visual impact of the exposed wall. The parkade's street-fronting elevations are also broken up with individual ground-floor unit patio accesses, which are screened by matte gold perforated metal gates and fencing. This breaks up and adds warmth to the parkade façade while strengthening the connection between the building and the street. The building's western parkade frontage runs as a single landscaped ribbed concrete wall along the BC Hydro right-of-way to an exit stairway at the northwest corner, with the masonry block and ribbed concrete pattern continuing in line from the south façade treatment. The northern elevation accommodates the parkade entrance and exit stairs. The main building entrance is located on the building's east on 201A Street, connecting to the street with an entry plaza which meets the sidewalk with a wide stairway and accessible ramp.

All four of the building's façades follow a similar design scheme, with charcoal-coloured central podiums set back from and punctuated by white corner towers, both clad in fiber cement panelling. This breaks up the building's massing and articulates its interface with the surrounding streets. The podiums' fifth floor is further set back from the street to enhance this effect, while the podium on the interior of the site rises only to four storeys, with its roof serving as a large outdoor amenity area. Balcony walls, guards, and window frames are designed with wood and matte gold perforated metal to add warmth to the façades. All elevations feature ribbed fiber cement panels adjacent to windows and balconies as an accent treatment intended to catch and reflect light at different angles to add dynamism to the building's appearance. The balconies, offset windows, and ribbed panel treatment provides visual interest to the monotone building components, with further variation created by providing inset balconies in the towers and extruded balconies in the podiums. On the towers, a cornice marks a transition to a fifth floor clad entirely in these ribbed panels, which establishes a distinct building top that subtly relates to the corniced base-middle-top design buildings common in the area.

Accessibility into the building is provided by the ramp on the eastern frontage at the main building entrance, and locating the accessible parking spaces near the elevator core in the underground parkade.

Sustainability is incorporated into the proposal through multiple actions including using a centrally-controlled irrigation system, providing community garden plots for residents, using landscaped or light-coloured roofs to increase solar reflectivity and reduce the urban heat island effect, and providing two (2) parking spaces with Level II electric vehicle chargers and pre-ducting the remaining parking spaces for convenient future charger installation.

Within the building, unit sizes range from 47.4 m² (510 ft²) to 134.5 m² (1,448 ft²). The unit type distribution is composed of twenty-eight (28) 1-bedroom units, twenty-eight (28) 2-bedroom units, and six (6) 3-bedroom units. Three (3) of the units are adaptable. Tenant storage is accommodated in in-unit storage rooms.

1191.1 m² (1,282 ft²) of total indoor amenity space is provided in two areas: a second floor gym and a fifth floor lounge. 540.7 m² (5,926 ft²) of generously-landscaped outdoor amenity space is also provided, broken up into multiple distinct areas. The ground floor includes amenity space behind the building, hosting a lounge, dining area, and children's play area, as well as a community garden area for resident use on the south side of the building overlooking 56 Avenue. A raised "garden pavilion" also stands within the back amenity area, and is accessible by stairs from ground level or through the second story indoor gym by a short bridge. The fifth floor outdoor amenity includes a large raised yoga platform with informal seating and dining facilities around it.

All of the units have balconies or private ground level patios. Two elevators are provided to service 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

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

- Height increase to 5 storeys (4 storeys max.)
- Front setback reduction to 3.07 m (7.5 m min.)
- Rear setback reduction to 6.02 m (7.5 m min.)

- South side (exterior lot line) setback reduction to 3.53 m (7.5 m min.)
- North side setback reduction to 7.22 m (7.5 m min.)
- Resident parking – 74 stalls (82 stalls min.)
- Visitor parking – 11 stalls (13 stalls min.)
- Indoor amenity – 119.1 m² (142.6 m² min.)
- Indoor amenity – multiple rooms (single location required)

These variances are requested in recognition of the changes being considered to current requirements in the new OCP and Zoning Bylaw based on the work done by staff on these projects to date.

The proposed height fits in well with the surrounding 3-5 storey apartment buildings, is consistent with the 12-storey height limit in the Mid Rise Residential land use designation proposed for this property in the draft new OCP, and allows this well-located site close to Downtown and frequent transit to be developed to its maximum currently permitted density with more generously-sized units.

The requested setback variances are consistent with the setbacks staff are considering for the new Zoning Bylaw to implement the Mid Rise Residential designation. Six (6) metre setbacks from all lot lines are being contemplated for apartment buildings, which could be reduced to three (3) metre setbacks for street-facing frontages when ground-oriented units are provided. This would achieve the minimum 12 metre separation between residential building faces being considered for the new Zoning Bylaw and Development Permit Area guidelines, while taking advantage of the additional separation offered by road rights-of-way to allow for reduced setbacks to enable buildings to more actively engage with the public realm through units with individual entrances from the street. The proposed 6.02 m and 7.22 m interior setbacks and 3.07 m and 3.53 m exterior setbacks comply with these changes being considered.

The applicant's proposed parking supply of 85 stalls is 10.5% less, or 10 spaces fewer, than the current Zoning Bylaw requirement (95 spaces). Put another way, the proposed parking rate is an average of 1.37 spaces per unit, compared to the average 1.53 spaces per unit that would be required in the current Zoning Bylaw. This approach is supported by the site's close proximity to downtown and its collection of commercial services (few minutes walk), existing high-frequency transit on Fraser Highway (few minutes walk) and Langley Centre transit exchange (ten-minute walk), and being located within the "shoulder" area of the planned 203 Street SkyTrain Station (five to ten-minute walk). A similar variance was recently approved by Council at 20350 Logan Avenue (10% reduction). A review of regulations in other municipalities showed variances of this scale are common for projects within similar distances from frequent transit.

If the preliminary rates being considered for the new Zoning Bylaw were applied to this application located in the SkyTrain “shoulder” area, 81 parking spaces would be required (72 resident spaces and 9 visitor spaces), based on rates of 1 space per 1-bedroom unit, 1.25 spaces per 2-bedroom unit, 1.5 spaces per 3-bedroom unit, and 0.15 visitor spaces per unit. This preliminary rate total is 4.7% less than the applicant’s proposed parking amount of 85 spaces and 14.7% less than the current Zoning Bylaw requirement of 95 spaces.

The proposed indoor amenity space (119.1 m²) is 16.5% smaller than the indoor amenity space required in the Zoning Bylaw (142.6 m²). This indoor amenity space is supplemented by 540.7 m² of generously landscaped outdoor amenity space with a diversity of programming including lounge and dining areas, a children’s play area, community garden plots, and a yoga platform. When the indoor and outdoor amenity areas are combined, a substantial amount of total amenity space is provided, at a rate of 10.6 m² per unit – over four times the Zoning Bylaw requirement. The separation of the indoor amenity space into two rooms allows the building to provide two distinct areas: a gym on the second floor and a lounge on the fifth floor.

Based on the above commentary and analysis, staff support the requested variances.

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 unique, high-quality, ground-oriented design providing housing in close proximity to existing frequent transit, the planned 203 Street Skytrain station, and the Downtown core.

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 Specifications & MMCD Standards.

These requirements have been issued to reflect the application for development for a proposed **62 Unit Apartment Development located at 5609 201A St.**

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 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 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, as amended.
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. Predevelopment release rates however, shall not include climate change effect.
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.
4. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
5. Through the City's engineering department, conduct a fire hydrant flow test to be used in the City's water modeling 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.

6. 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.
7. A property dedication of *approximately* 2.5m will be required along the 56 Ave frontage of the proposed development to provide a new back of curb to P/L distance of 5.7m - to be determined by a legal surveyor.
8. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip. The Developer shall contact Engineering Services to obtain City's Landscaping standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
9. If the proposed development will generate more than 30 additional peak direction trips (inbound and outbound) to or from the site during the peak hour, then a basic traffic impact assessment (TIA) will be required; between 30 and 40 trips – reduced scope TIA; 50 and greater trips – TIA. Prior to hiring a traffic engineering consultant, the Developer shall contact Engineering Services Division for the required scope of work.
10. The condition of the existing pavement along the proposed project's frontages 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.
11. 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.
12. Existing and proposed street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and lighting levels meet current City of Langley standards.
13. Eliminate the existing overhead telecommunication wiring and poles along the development's 56 Ave. project frontage by replacing with underground telecommunication infrastructure.
14. A dedicated on-site loading zone shall be provided by the developer.

B) The developer is required to deposit the following bonding and 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.
5. Permanent pavement restoration of all pavement cuts, all associated deposits and fees, shall be as per the City of Langley's pavement cut policy by the developer's contractor at the developer's expense.

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 on private property, preferably in the mechanical room, in accordance to the City's current 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 within 60

- days of the substantial completion date. Digital drawing files in *.pdf* and *.dwg* formats shall also be submitted. All the drawing submissions shall:
- a. Use City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's "Drawing Specifications" that will be provided to the Developer's Consulting Engineer.
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 accommodate 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 provided for Fire Rescue vehicles including the new private lane being constructed along the northern edge of the property from 201A Street to the existing private lane along the property's west boundary. This lane is to be no less than 8 metres wide except for the section immediately adjacent to the existing building on the northside where the lane shall temporarily be no less than 3.6-metre-wide until the development of phase 2 when the lane will be adjusted to the full 8 metre width. A construction fire safety plan and lock box program must be provided.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the April 14, 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 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 Zoning Bylaw amendment and Development Permit Applications.

A copy of the ADP minutes will be presented to Langley City Council at a future Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$238,725.00 to City Development Cost Charge accounts and \$124,000.00 in Community Amenity Contributions.

Prepared by:



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Concurrence:



Roy M. 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 &
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Concurrence:



Scott Kennedy, Deputy Fire Chief

attachments

