# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **OCP Amendment Application OCP 01-21**
**Rezoning Application RZ 01-21**
**Development Permit Application DP 02-21**

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3163,3164
Doc #:

Date: April 6, 2021

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**RECOMMENDATION:**

THAT this report be received for information.

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**PURPOSE OF REPORT:**

To consider Official Community Plan amendment, Zoning Bylaw amendment, and Development Permit applications by Luc Gosselin (Whitetail Homes) for a 6-storey, 98-unit apartment development at 20059 Fraser Highway.

**POLICY:**

The subject property is currently zoned C2 Service Commercial in Zoning Bylaw No. 2100 and designated “Service Commercial” in the Official Community Plan (OCP) Land Use Designation Map. A new draft OCP is currently in development and this property is proposed to be designated as “Transit-Oriented Core,” and the applicant is applying to amend the OCP to this designation ahead of the adoption of the new OCP. All lands designated for commercial and multi-family residential uses are subject to a Development Permit (DP) to address building form and character.

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

**COMMENTS/ANALYSIS:**

**Background Information:**

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|---|---|
| **Applicant:** | Luc Gosselin |
| **Owner:** | 1257926 B.C. Ltd. |
| **Civic Address:** | 20059 Fraser Highway |
| **Legal Description:** | Lot "A", District Lot 309, Group 2, New Westminster District, Plan 13456 |
| **Site Area:** | 2,440 $m^2$ (0.6 acres) |
| **Number of Units:** | 98 apartments |
| **Commercial Floor Area:** | 389.81 $m^2$ (4,196 $ft^2$) |
| **Residential Density:** | 402 units/ha (163 units/acre) |
| **Gross Floor Area:** | 8,360 $m^2$ (89,986 $ft^2$) |
| **Floor Area Ratio:** | 3.43 |
| **Lot Coverage:** | 64.3% |
| **Total Parking Required:** | 151 spaces (including 8 h/c spaces)<br>**C1 requirement* |
| **Parking Provided:** | |
| **Resident** | 100 spaces |
| **Visitor/Commercial** | 20 spaces |
| **Total** | 120 spaces (including 6 h/c spaces) |
| **Existing OCP Designation:** | Service Commercial |
| **Proposed OCP Designation:** | Transit-Oriented Core |
| **Existing Zoning:** | C2 Service Commercial |
| **Proposed Zoning:** | CD73 Comprehensive Development |
| **Variances Requested:** | Sharing parking spaces for both residential visitor and commercial users (required to be provided separately)<br>56.7% small car spaces (max. 40%)<br>Distance of 0.3 metres to 0.56 metres between parking spaces and walls (0.6 metres required)<br>2.4 m wide small car spaces (min. 2.5 m)<br>*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.* |
| **Development Cost Charges:** | $1,476,517.00 (City - $935,802.00, GVS&DD - $345,940.00, SD35 - $43,365.00, TransLink - $151,410.00) |
| **Community Amenity Contributions (CACs):** | $196,000.00 |

## Discussion:

1. Context

The applicant is proposing to develop a 6-storey mixed-use building of 98 apartments and 389.81 $m^2$ of commercial floor space on a site that currently hosts two commercial buildings at 20059 Fraser Highway. This site is designated as Service Commercial in the City's current Official Community Plan (OCP). This designation generally aligns with the C2 Service Commercial Zone, which allows for service commercial buildings of up to 15 metres high.

The City is currently developing a new OCP, with an expected completion date of June 2021. The draft land use plan proposed for the new OCP identifies this site as Transit-Oriented Core, which would allow for high density mixed-use development of up to 46 metres in height (subject to Airport Zoning Regulation or 'AZR' maximum permitted height for this site) and a Floor Area Ratio (FAR) of up to 5.5. To enable the development of a high density, mixed-use building prior to the adoption of a new OCP, the applicant has applied to amend their site's land use designation from the current Service Commercial designation to the Transit-Oriented Core designation proposed in the draft OCP. The applicant is also holding a virtual Public Information Meeting on April 8, 2021 to receive public input on the application. This consultation is considered "early and ongoing" consultation, which is typically required for OCP amendment applications prior to proceeding to Council.

The development site is located in an area proposed in the draft new OCP to undergo a significant transformation to a high-density neighbourhood that complements the City's Downtown and focuses future growth around the planned 203 Street SkyTrain station. The site's immediate area currently consists predominantly of service commercial, industrial buildings and 'brownfield' sites, along with some apartment and townhouse developments, demonstrating the area's transitioning land uses.

The site is separated from the auto dealership to its west by a Greater Vancouver Sewerage and Drainage District (GVS&DD) trunk main, which is protected by a Statutory Right of Way and likely to remain in place for the long term. A second auto dealership is located adjacent to the site on its east. Several multi-tenanted service industrial buildings stand across the lane forming the site's northern boundary. The southern edge of the site is defined by Fraser Highway, a major regional arterial road with commercial and residential buildings on the south side of Fraser Highway, including the 4-building, 4-storey Varsity apartment complex (completed 2016).

The site is well positioned with pedestrian connections to retail and service areas, with Downtown located within a five to ten-minute walk. This site is also located near several transit services, such as the frequent 503 Fraser Highway Express bus on Fraser Highway (directly adjacent), the Langley Centre bus exchange and the fifteen routes it serves (fifteen-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 Langley Prairie Neighbourhood Park (five-minute walk), Linwood Park (ten-minute walk), and Timms Community Centre (ten-minute walk).


*Site Context*

2. <u>Proposed Rezoning and the Official Community Plan (OCP)</u>

The proposed development site is currently zoned C2 Service Commercial and designated as Service Commercial 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 north, west, and east, as Transit-Oriented Core. The area across Fraser Highway to the south is currently

proposed as Transit-Oriented Residential. If the proposed Transit-Oriented Core land use is adopted by Council it will allow the development of mixed-use buildings of up to 46 metres in height (subject to the Airport Zoning Regulation) and a Floor Area Ratio (FAR) of up to 5.5 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 can accommodate the high residential density proposed. The current highest density zone, C1 Downtown Commercial, permits a maximum unit density of 371 units per hectare, while the applicant is proposing 402 units per hectare in this development. The project was designed to conform to the draft requirements associated with the proposed Transit-Oriented Core OCP designation, which includes a maximum FAR of 5.5 and, notably, also includes a minimum FAR of approximately 3.0 in order to maximize the supply of housing, jobs, and services near the future SkyTrain station. The proposal has a FAR of 3.43, which contributes to the substantial unit density. 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 likely rezone this site from its CD zone to the new zone that implements the Transit-Oriented Core designation.

3. Design

The applicant is proposing a C-shaped building, in order to maximize density on this parallelogram-shaped site in close proximity to existing frequent transit service and the proposed 203 Street SkyTrain station, and present an attractive and engaging presence along Fraser Highway. This frontage is set by two commercial units oriented parallel to the street on the southwest and southeast corners of the site, with a breezeway providing pedestrian access to the residential lobby and commercial parking area. The at-grade commercial and residential parking areas are separated by a residential lobby and storage room, and both are screened from Fraser Highway by the commercial units. The building rises above the surface parking area and commercial units on columns to host five levels of apartments oriented efficiently within the site through the use of south, west, and north walls oriented parallel to the property lines and a party wall on the building's southeast built flush to the property line to allow for the property directly to the east to build up against it. This would allow for the eastern site's efficient redevelopment in the future and the establishment of an urban street wall for this gateway section of Fraser Highway, while maintaining light and air access for units oriented to the building's northeast cut-out.

The main building entrance is located on the south of the property along Fraser Highway and is accessed between the two commercial units. The two-level parkade features one underground level and one open-air at-grade level, and is served by two entrances located off the lane to the site's north. The eastern entrance provides access to the at-grade residential parking area, and the western entrance provides access to the shared commercial and residential visitor parking area as well as to the ramp accessing the underground residential parking level. Both the underground and at-grade residential parking areas are fully secured. The surface parking level is partially covered by the flat-roofed building rising above it, and is screened from the lone street frontage by commercial units on the south, by landscaping and entrance ramps against the lane to the north, and left open on the east and west frontages.

The building's design is decorated with a straight-forward material and colour palette, balconies, and massing details to create an urban aesthetic that complements the site's angular shape. White composite metal panels serve as the building's primary cladding. This is contrasted with charcoal aluminum horizontal siding, which simultaneously enhances the visual relief provided by the balcony carve-outs while emphasizing the darker first floor signage band and lower southwest corner to land the building and set a gateway to the city core. Red prefinished metal provides a contrasting addition of colour to the building's elevations as horizontal accents, with grey prefinished metal trim providing additional contrast and visual interest. Upstand walls on the building's southwest corner screen a roof-top amenity area, and create a faux seventh storey/landmark feature that will punctuate this key corridor into the Downtown.

The lone street-fronting south elevation facing Fraser Highway begins at ground level with two generously glazed commercial units. This first floor is distinguished from the building's upper floors by a prominent signage band providing weather protection. The residential floors above, while in line with the commercial units below them, are set back from this band and clad predominantly in white to reduce their visual massing and emphasize the commercial base. Balconies on the first two residential floors are guarded by perforated metal panels, while grey-tinted glass panels are used as balcony guards for the levels above.

The signage band and upper-floor residential treatment stays generally consistent across the building's north, west, and east elevations, with the ground level changing in response to the abutting conditions. The north elevation's ground floor includes two parkade entrances separated by the partially extruded parkade wall screened with several shrub species and Persian Ironwood trees. The west elevation fronts onto the GVS&DD trunk main right-of-way with the parkade wall intermittently broken up by the same grey-tinted glass panels used on the upper-floor balconies to add a sense of openness and sightlines into the

parkade. The east elevation sees the open-air parking level with residential floors above it continue to wrap around the building until it nears the intersection with the building's southeast corner. Here, the southern half of the east façade is designed as a zero-lot-line 'party wall' to enable density on site as well as to facilitate future zero-lot-line redevelopment to the east. This party wall is clad largely in white, with the red and grey accents from the rest of the façade carried over to create an attractive interim condition while the adjacent auto dealership remains in place, with glass blocks set into it to provide additional visual interest.

Accessibility is incorporated through level entrances to the residential lobby, commercial units, and surface parkade from the street entrance. In addition, three accessible parking spaces on each parkade level (for a total of six) are provided near the elevator lobby.

Sustainability has been implemented into the proposal through multiple actions including low-disturbance and air quality-protecting construction methods, using non-water dependent materials in the site's landscaping, incorporating light pollution reduction principles, and providing seven (7) Level II electric vehicle (EV) charging stations, with the remaining stalls pre-ducted for future EV charger installation. The proposal also contributes to sustainability by redeveloping a low-density commercial site to a high-density mixed use building in close proximity to retail and service amenities, existing high frequency transit, and the future 203 Street SkyTrain station, which in turn will result in shorter trips, reduced automobile use and more travel by walking, cycling, and transit.

Within the building, residential unit sizes range from 56 square metres to 92 $m^2$ (605 $ft^2$ to 994 $ft^2$). The unit type distribution provides eighty-eight (88) one-bedroom apartment types (1-bedroom or 1-bedroom + flex room) and ten (10) two-bedroom apartments. Five (5) of the units are adaptable. Tenant storage facilities are provided in a storage room in the parkade as well as through in-unit storage rooms.

226 $m^2$ (2,476 $ft^2$) of indoor amenity space is provided on the second floor, with two walkout balconies provided from it. A 165.35 $m^2$ (1,780 $ft^2$) elevator-accessible rooftop patio is provided on the building's southwest corner, and is protected from the wind by upstand walls on its south and west while including large windows to allow for expansive views and maximal sunlight.

All units have balconies. A two-elevator core 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

The applicant's proposal is consistent with the Transit-Oriented Core zone that is being considered for the new Zoning Bylaw. This new zone will build off of the existing C1 Downtown Commercial zone to allow additional density among other potential changes (such as supplementing indoor amenity space with outdoor amenity areas and permitting bike parking to be provided within storage lockers), and will be used to implement the draft OCP's Transit-Oriented Core 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 Zoning Bylaw, a CD zone is required to accommodate the redevelopment.

*Setbacks*
The applicant is proposing several setbacks below the requirements in the most similar zone for this type of development in the current Zoning Bylaw (the C1 Downtown Commercial Zone, which requires 6 metre setbacks from all residential storeys). Given that this application necessitates a rezoning to a CD zone, setback variances are not technically required. However, staff support the applicant's proposed setbacks as they facilitate higher-density development of this central transit-proximate site and the adjacent sites to the east, while meeting urban design and livability principles as explained below:

- The front (south) setback, for both the commercial floor and the residential floors above, is proposed at 2 metres. This is consistent with the C1 Zone's 1.8 metre minimum setback for non-residential uses. For the residential floors, the reduced setback allows for the accommodation of a 2.69 metre road dedication while maintaining ample light and air access. Given this side's frontage onto the wide Fraser Highway right-of-way (approximately 28 metres after dedication), the 2 metre setback will provide a minimum of 30 metres of separation between this building and the Varsity apartment buildings across the street – well beyond the 12 metre minimum separation between residential uses being considered for the new Zoning Bylaw and Development Permit Area guidelines.
- The west interior side setback is also proposed at 2 metres for both the commercial and residential floors. This side of the building benefits from its GVS&DD trunk main frontage, which is situated within a 12.1 metre right-of-way that cannot be built on. As with the front setback, this retains light and air access to the units facing this side despite the reduced

setback, with 14.1 metres of separation provided between the building face and the auto dealership's eastern property line.

- The east interior side setback makes use of a zero lot line 'party wall' built up to the property line on the southern half of the site, with no units facing east on this façade portion. This enables future redevelopment on the site to the east to be located directly adjacent to the subject site, which also recognizes that a future street connection is planned to bisect the site to the east and connect Fraser Highway and Industrial Avenue, as outlined in the draft OCP Appendix B. On the northern half of the site a 6 metre side setback is provided for residential units facing east, as is currently required in the C1 Zone, which will enable the minimum 12 metre separation between residential building faces (a minimum 6 metre setback will be required for residential façades on the site to the east).
- The rear (north) setback is proposed at 2 metres to accommodate a 2 metre lane dedication and take advantage of the resultant 10 metre separation from the property to the north provided by the setback and the lane width. A minimum 2 metre setback in the future redevelopment of the northern property would create the minimum 12 metre separation between buildings being considered for the new Zoning Bylaw.

*Proposed Parking*

The applicant's proposed overall parking amount is 20.5% less than required by the current Zoning Bylaw for a similar type of development (C1 Zone). Given the site's immediate proximity to frequent transit and being a five to ten minute walk from the 203 SkyTrain station, this proposed reduction reflects the highly-transit oriented 'core' nature of the area. Comparing this proposed reduction to nearby communities, Abbotsford allows parking reductions of up to 20 percent for applications on the South Fraser Way transit corridor and Delta allows reductions up to 15 percent for those on the Scott Road transit corridor. This proposed reduction is also consistent with preliminary 'core' parking rates that are being considered for the new Zoning Bylaw, as described in detail below.

Given that a CD zone is being proposed to accommodate this redevelopment, technically no variance is required for the proposed reduced residential parking reduction. However, several variances related to parking are still required for the applicant's proposed sharing commercial and residential visitor spaces, providing an increased share of small car spaces, and reducing the width of small car spaces. The below analysis outlines the rationale behind the proposed parking amounts and variances.

<u>Residential Parking</u>

The proposed residential parking amount of 100 total spaces (less 18 spaces or a 15.3 percent reduction from the current Zoning Bylaw) is supported by the site's location in the 'core' area as proposed in the draft new OCP, as well as by

a professional traffic engineer's report supporting this reduction. The applicant's proposed residential parking rates of 1.0 space per 1-bedroom unit (currently 1.2 spaces per 1-bedroom unit in the C1 Zone) and 1.2 spaces per 2-bedroom unit (unchanged from the current C1 Zone requirement) are consistent with the recommendations of the City's OCP and Zoning Bylaw consultant and rates used by other Lower Mainland municipalities for core areas, and are similar to other recent development applications within core areas of the City. As noted above, these residential parking rates are also being considered for core area developments in the new Zoning Bylaw.

Visitor and Commercial Parking

The applicant is proposing a shared commercial and visitor parking area, on the west side of the ground floor, as an innovative way to provide sufficient parking for residential visitors and commercial users while maximizing site and parkade area efficiency. This is a proposed variance given that the current Zoning Bylaw requires residential visitor and commercial parking spaces to be provided in separate physical areas; however this shared approach is supported by a professional engineer's parking report, which notes that commercial and residential visitor parking have opposing peak hours, with residential visitor parking demand dropping during the day when commercial parking demand is at its highest, and residential parking demand peaking in the evening when commercial demand is at its lowest (i.e. 'the stores are closed').

Staff note that a residential visitor parking rate of 0.15 spaces per unit and a commercial parking rate of 1.5 spaces per 100 square metres of commercial space are being considered for the new Zoning Bylaw. The current Zoning Bylaw requires 0.20 spaces per unit for residential visitor parking and 3.0 spaces per 93 square metres of commercial space. Applying the proposed new Zoning Bylaw rates to this application, 15 visitor and 6 commercial parking spaces are required, for a total visitor and commercial amount of 21 spaces.

The applicant is proposing 14 dedicated residential visitor and 5 dedicated commercial spaces, and one (1) additional 'shared' space to be used 9:00 A.M to 6:00 P.M. for commercial use and 6:00 P.M. to 9 A.M. for residential visitors, thus achieving the 21 space requirement through the combination of the dedicated spaces and the (1) shared commercial/residential visitor space. This approach results in a minimum of 6 commercial spaces being available for commercial use during the day (9:00 AM and 6:00 PM) and a minimum of 15 residential visitor spaces being available for visitor use in the evening (6:00 P.M. to 9 A.M). This coincides with the anticipated demand for these spaces, i.e. commercial use during the day and visitor parking in the evenings, and meets the intent of the new parking rates being considered for the new Zoning Bylaw.

This shared parking approach enables higher density development and more efficient use of parkade space (especially given the challenging 'parallelogram' configuration of this site) while also ensuring anticipated parking demand is met. Staff also note this shared parking approach is being utilized and/or considered in other high density, mixed use nodes located near SkyTrain elsewhere in the region (including in Richmond and Coquitlam). Staff support for this approach is contingent on the applicant securing their proposed shared parking spaces through a covenant registered on the property title, which can only be amended by the property owner and the City. Shared parking approaches similar to this are also being considered for the new Zoning Bylaw, given the potential improved site efficiencies for core area sites.

Small Car Spaces

57.1% of on-site parking spaces are being proposed as small car spaces. The current Zoning Bylaw allows a maximum of 40% small care spaces, but staff are considering increasing this to a maximum of 60% for 'core' areas in the new Zoning Bylaw. This approach can significantly improve parkade space efficiency for developments of 100 units or more, as the use of slightly narrower individual spaces often results in the creation of additional parking spaces on the same amount of land without needing to further reduce parking rates. This in turn allows additional site density and maintains reasonable parking supply.

The width of about 40 percent (28 spaces) of the total proposed small car spaces have been reduced to 2.4 metres from the 2.5 metres required in the current Zoning Bylaw, to ensure this application contains the 100 residential space 'target' that aligns with the residential rates being considered for the new Zoning Bylaw. Reducing the width of small car spaces to 2.4 metres is under consideration for the new Zoning Bylaw, to accommodate additional parking spaces in all development projects. This width is also similar to other municipalities in the region, such as Burnaby which has a minimum small car width of 2.4 metres, and Richmond which has a small car space width of 2.3 metres. Staff are not considering changes to the required drive aisle widths in the Zoning Bylaw, to ensure that safe and easy vehicle movements in parkades and parking lots are maintained.

Lastly, two parking spaces adjacent to a parkade wall are located between 0.3 and 0.56 metres away from the wall face, which is below the minimum 0.6 metres currently required in the Zoning Bylaw. Staff note the Township of Langley, Coquitlam, Richmond and Surrey permit the distance between parking spaces and parkade walls to be as low as 0.3 metres, and this proposed variance is considered to be minor.

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

6. Summary

The proposed development is consistent with the City's proposed new OCP policies and Development Permit Area guidelines for this area, and presents a high density development with a pedestrian-friendly, high-quality, landmark design that will enhance the high profile Fraser Highway corridor and the emerging transit oriented core area west of the Historic Downtown.

**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 98 unit mixed use commercial development located at 20059 Fraser Highway.

*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 #3152, as amended. The assigned QEP is required to review the bylaw reporting requirements in detail before assuming his/her responsibilities as the site environmental monitor.
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. Pre-development release rates however, shall not include climate change effect. An additional safety factor of 10% is required when using “Modified Rational Method” for sizing detention tanks.

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.”
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* 2.69m will be required along the Fraser Highway frontage of the proposed development to provide 5.4m from property line to back of existing curb and a dedication of *approximately* 2m will be required along the lane frontage to provide a minimum paved width of 8m – exact dedications to be determined by a legal survey.
8. New sidewalk, barrier curb, gutter will be required along the Fraser Highway project frontage, complete with boulevard trees and a planting strip (the Developer shall contact Engineering Services to obtain the City’s Landscaping standards prior to hiring a professional to prepare boulevard trees and a planting strip plan). The existing lane shall be rehabilitated (based on the geotechnical report) for its entire width and widened to 8m, complete with reverse roll-over curb on the south side along the project frontage.

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 entire frontage by replacing with underground telecommunication infrastructure.
14. Off-site loading zones are not permitted. This means, a dedicated on-site loading zone shall be provided by the Developer.

<u>B) The Developer is required to deposit the following bonding and fees:</u>

1. The City would require a Security Deposit in the form of cash, certified cheques, or an automatically renewing and irrevocable letter of credit 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 with Radio Meter Interface Unit, as per City's Water Meter Specifications document, 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 the 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 in place to accommodate fire apparatus and personnel. Confirmation of two exits from rooftop amenities area to be verified. 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 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 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 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 $935,802.00 to City Development Cost Charge accounts and $196,000.00 in Community Amenity Contributions.

Prepared by:

Anton Metalnikov
Planning Assistant II

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 &
Environment

Concurrence:

Scott Kennedy, Deputy Fire Chief

*Attachments*

# OCP AMENDMENT APPLICATION OCP 01-21
# REZONING APPLICATION RZ 01-21
# DEVELOPMENT PERMIT APPLICATION DP 02-21

**Civic Address:** **20059 Fraser Highway**
**Legal Description:** **Lot "A", District Lot 309, Group 2, New Westminster District, Plan 13456**
**Applicant:** **Luc Gosselin**
**Owner:** **1257926 B.C. Ltd.**