



MINUTES OF A PUBLIC HEARING MEETING

Monday, September 27, 2021

7:00 p.m.

Remote Video / Teleconference

- Present:
- Mayor van den Broek
 - Councillor Albrecht
 - Councillor James
 - Councillor Martin (7:05 pm)
 - Councillor Pachal
 - Councillor Storteboom (7:10 pm)
 - Councillor Wallace
- Staff Present:
- F. Cheung, Chief Administrative Officer
 - R. Bomhof, Director of Engineering, Parks and Environment
 - K. Hilton, Director of Recreation, Culture and Community Services
 - C. Johannsen, Director of Development Services
 - D. Leite, Director of Corporate Services
 - R. Beddow, Deputy Director of Development Services and Economic Development
 - H. Gill, Manager of Engineering
 - K. Kenney, Corporate Officer
 - P. Kusack, Deputy Corporate Officer

1. **CALL TO ORDER**

Mayor van den Broek called the Public Hearing to order and acknowledged that the land on which we gather is the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

Mayor van den Broek read a statement regarding the procedures to be followed for the Public Hearing.

Councillor Martin entered the meeting.

The Corporate Officer advised that notification of the Public Hearing had been publicized in the following manner:

Two newspaper advertisements for Bylaws 3179 and 3180 were placed in the September 16th and 23rd editions of the Langley Advance Times and notices were mailed out to owners within 100 m of the subject properties.

Notice of the Public Hearing was placed on the City's website and on the posting board on the first floor of City Hall.

Six pieces of correspondence, which included a petition with 103 names, were received in relation to Bylaw No. 3179 and Bylaw No. 3180, two of which were included in the Agenda package and four, which were received after the agenda was published, were circulated to Council via email.

2. BUSINESS

a. Bylaw 3179 - Official Community Plan Amendment No. 17 (OCP 02-21)

A bylaw to amend City of Langley Official Community Plan Bylaw in order to designate the properties located at 5324, 5326, 5334 and 5336 198 Street Low-Rise Residential, with additional policy in Appendix A: Nicomekl River District Neighbourhood Plan, that limits the properties to Ground Oriented Residential

Councillor Storteboom entered the meeting.

The Mayor invited Carl Johannsen, Director of Development Services to present the proposed bylaw.

Mr. Johannsen provided an overview of the purpose of the bylaw as follows:

- the OCP amendment application is being brought forward in conjunction with a proposed rezoning application for a 13-unit townhouse project;
- in order to enable this application to proceed prior to the adoption of the new draft OCP which is expected to occur in November of this year, an OCP amendment is necessary as the application is within an area currently designated low-density residential in the current OCP which would enable a maximum density of 11 units on site
- the proposed new land use is low rise residential which is consistent with the new OCP and the Nicomekl River District Neighborhood Plan which, if adopted by Council would enable townhouse projects, ground oriented projects of a maximum density of 1.2 floor area ratio or FAR which in this case, yields a unit count of 13, which exceeds the current OCP density.

Mr. Johannsen further advised that the new OCP is utilizing an FAR to measure density in all zones relative to the current OCP.

The Mayor invited those in attendance at the electronic meeting who deem their interest in property affected by the proposed bylaw to present their comments.

Sandi Hanawalt, 5229 197A St., Langley, spoke regarding the following:

- referred to a recent Vancouver Sun article that stated the City of Langley was one of the five worst places to live in Metro Vancouver in terms of the level of heat island effect caused by too much heat absorbing materials (concrete, asphalt roads, parking lots);
- the development right down the block from this development doesn't resemble the renderings in the OCP;
- too much concrete and not enough greenspace in the development;
- setbacks requested for the roadway by developer shouldn't be allowed as developer should have known the drive aisle needed to be 8 meters for fire safety;
- setbacks requested indicate the developer is trying to put too many units of housing on this property; if approved will create a precedent for future developers;
- should reduce number of units and maintain setbacks to increase green space;
- should follow step approach outlined in the OCP
- at minimum would like all road setbacks to be maintained to promote more greenspace and reduce heat island effect.

Jason Melnick, 19810 53A Ave., Langley, spoke regarding the following:

- wish there was more shadow studies so that he can see the full extent of how his property will be affected by this development;
- this three-story development will greatly affect him and his neighbours; everything that they grow in their gardens will now be in shadow;
- the size of the property is not conducive to the size of the development.

Leslie Schellenberg, 5311 198A street, Langley, spoke regarding the following:

- concern with lack of parking due to:
 - tandem parking garages rarely used as intended with only of car parked in one of the spaces and the other space often used for storage or converted into additional living space; concerned this will result in more cars being parked on the streets in the area which already has limited parking available;
 - street parking on 53rd Ave east of 198th street is full on a regular basis with people walking in nature trails around Brighton lagoon;
 - families playing at the playground Brighton park;
 - another three-unit townhouse development is in the application process right next door to this 13-unit

development will require parking for more vehicles in this area;

- the City needs to look at where all these new residents and their visitors are going to park as we're not going to be a car free community within the next five years especially now since the sky train extension has already been delayed;
- requested all parties review the parking design for this townhouse complex and future ones and provide double garages instead of tandem garages or possibly resident only permanent permit parking in this neighbourhood.

Rhianna Reddekopp, 5313 198A street, Langley, spoke regarding the following:

- safety concerns for her and others living in cul-de-sac to get in and out of the cul-de-sac due to number of cars parked on the street blocking their line of sight; additional developments like this in the area will make it even more dangerous
- would really like parking to be addressed in her neighborhood before more developments are built in the area, not afterward;
- potential buyers of units in these development need to understand the parking issue that they have in this area;
- attended the Advisory Design Panel meeting for this development and the landscape architect commented that nothing would grow on the east side of the building which is the side that Ms. Reddekopp's house is on which means that those backyards aren't going to have trees or grass just more concrete space which leads to the heat dome scenario
- very concerned with shadow and heat producing effects of this development on her and her neighbours' backyards as they all use their backyards to garden and are in their backyards everyday; no consideration given as to how they can soften those edges for the neighborhood; these issues haven't been properly addressed.

Kirby Hanawalt, 5229 197A St., Langley, spoke regarding the following:

- didn't receive the notice of the Public Hearing even though they can see the development from their residence;
- estimates that 50% of people don't stop at the stop sign at 198 St. and 53 Ave., attributing it to all the development in the area resulting in a constant stream of cars;
- concerned that the new development being so close to the corner and having a driveway to the development 15 feet away will increase the risk of injury to pedestrians and cyclists as there will be even more traffic in that area and site lines for vehicles exiting the driveway will be hindered by all the vehicles parked on the street;
- need to look at traffic control for this area and monitoring by the police.

Sage Robertson 5310 198A St., Langley, spoke regarding the following:

- she moved into the area to get away from the high-density neighbourhood she used to live in;
- the number of units that developers are trying to squeeze onto small lots is causing traffic issues such as not being able to see around corners, not being able to pull out of streets, not being able to find parking;
- recognizes the area is going to get developed under the OCP but recommends doing it more gradually with less units, less height and provide double garages instead of tandem garages so people will actually use them.

The Mayor called a second time for speakers.

Rhianna Reddekopp, 5313 198A street, Langley, spoke regarding the following:

- reiterated traffic safety concerns, particularly with children walking to the park when the traffic increases on 198 St. due to this development;
- people don't pay enough attention currently when pulling out of a driveway or street or parking spot, so the safety risk will only increase with further development down towards 53 Ave.

Jason Melnick, 19810 53A Ave., Langley, spoke regarding the following:

- there is the smell of garbage in certain areas due to so many residences squeezed into small areas;
- there can be noise issues for neighbouring properties from air conditioners all running at the same time in these dense developments on small lots.

Mayor called a third and final time for speakers.

There were no further speakers.

In response to questions from members of Council, the applicant and staff advised:

- staff can work with the applicant to look into putting a restrictive covenant on the properties requiring the tandem parking spaces are utilized for parking only as they were designed;
- there is no regulations on tandem parking in the current Zoning Bylaw;
- given the small scale of this development compared to some other developments in the area and, staff are supportive of tandem parking garages for this development; however, for the new Zoning Bylaw, in order to meet housing demand and the missing middle, staff will be bringing proposals forward to limit tandem parking;
- the distance from the driveway on 53 Ave. to the corner of 198 St. is 30.48 m and curb to curb would be 26.48 m; this was one of the first things staff checked when the initial application was received, to check the distance from the intersection for safety and turning movements and it was determined to be far enough away to enable a driveway there; the number of traffic movements for this site is low in comparison to other driveway movements coming out onto the street;
- with respect to sightline safety, as part of the civil works for this development staff are looking at extending the curb bulge on 53 Ave. back to the proposed driveway which would improve sightlines and ensure that when cars are coming out of there, they are able to see clearly onto the travel lanes so there won't be parked cars there; the buildings are definitely outside the sightlines, there are clear sightlines from the stop bars on 53 Ave. and 198 Street as is required;
- the size of the tandem parking spaces meet the requirements of the Zoning Bylaw and could fit one full size truck and a car in the tandem garage;
- in terms of having a roundabout instead of a four way stop in that area, that would be something Engineering staff would normally look at in terms of traffic warrants and the configuration of the intersection; however, the suggestion is noted;
- another element that's been designed into this proposal is the possibility that that driveway entrance on 53 Ave. may be closed to vehicular travel in the future once the properties to north redevelop as part of a longer-term vision for connecting developments that area.

b. Bylaw 3180 - Zoning Amendment (RZ 02-21) and Development Permit No. 03-21

A bylaw to rezone properties located at 5324, 5326, 5334 and 5336 198 Street from RS1 Single Family Residential Zone to CD77 Comprehensive Development Zone to accommodate a 13-unit townhouse development.

Mr. Johannsen provided an overview of the purpose of the bylaw as follows:

- Zoning bylaw amendment and development permit application is for a 13 unit, three story townhouse project;
- In accordance with the current Zoning Bylaws there are two parking spaces required for each unit and three visitor parking spaces
- Working with the applicant much attention was paid to adjusting the site design to push the building blocks away from the east and north property lines in order to maximize the distance between those building blocks and existing residents to the east and to help improve sunlight access and reduce shadowing impact;
- this proposal aligns with the proposed OCP and the Nicomekl River District Neighbourhood Plan for the area and is located across from Brydon Park which just recently underwent an expansion bring it up to a total size of 6.67 acres;
- the application was reviewed by the Advisory Design Panel on September 21st and received the support of the Panel;
- the applicant is incorporated the Panels' recommendations, including updating their roof design, adding additional facade interests along 198 St., more varied colours, new Juliet balconies and high-quality aluminum decorative fencing along 198th St. and also 2-metre-high aluminum privacy fencing adjacent to the properties east.

Mr. Johnson further advised that the City's typical shadowing study conventions are as follows:

- usually looks at the impact of buildings on park spaces or public spaces; in this case the shadow studies are looking at private properties;
- shadow study time periods are between 9:00 am and 3:00 pm at the equinox, which is March 21st and September 21st roughly because typically at the June solstice, the sun is high in the sky and there's considerably more solar access and less shadowing, while in Winter everything casts quite a long shadow.

The Mayor invited the following applicants to present the proposed bylaw:

Erik Hacker, Quarry Rock Developments
Gordon Yiu, Atelier Pacific Architecture Inc.
Jennifer Wall, Van der Zalm + Associates

Mr. Hacker spoke provided an overview of the development proposal, providing information on the following:

- Context photo
- Overall site plan
- Detailed site plan
- Shadow study
- Floor plans for block 2
- Colour and materials
- Elevations block 1, 2, 3

Ms. Wall provided information on the landscape plan for the site, including the proposed plant and materials palettes.

The Mayor invited those in attendance at the electronic meeting who deem their interest in property affected by the proposed bylaw to present their comments.

Jason Melnick, 19810 53A Ave., Langley, spoke regarding the following:

- Although staff indicated that shadow studies are mostly done for parks, in looking at this shadow study, his residence will be greatly impacted by this development as it shows that half his yard will be in shade by 3:00 pm in March while his neighbours are in complete sunshine;
- need to provide a more in-depth shadow study, something that shows impact on residential neighborhoods not on parks;
- what amenities will be in the outdoor amenity area as it is going to be directly backing on his property; and whether it is something that may cause a lot of noise or unpleasant odours as his kitchen window is 9 ft. from the fence
- the two- metre- high wall will not provide privacy for his property from the second and third floor units facing his property
- wouldn't have bought his house if he knew that there was going to be a three-story building there and would have to live in the shade of the complex;
- has been paying taxes for decades on his property and he and others deserve better than this proposal;

Rhianna Reddekopp, 5313 198A street, Langley, spoke regarding the following:

- appreciate the work that was put in to increasing the setbacks from her backyard;
- what is the actual size of the third bedroom;
- what kind of plantings will be in the back yards;
- concern with the heat the building produces vs. the greenspace offered;
- storage closet in garage will only hold one bicycle but most families all have more than one bicycle that needs to be stored.

The applicant responded to questions posed as follows.

Mr. Yiu advised that the dimensions of the third bedroom are 7.4 ft. x 8.7 ft. and will fit a twin bed.

Ms. Wall advised that:

- there won't be anything planted on the patios to the east; however, residents are able to put shade loving potted plants out there;
- due to the increased height of the fencing, the grass area will be sod with high infiltration and is intended to provide a space for people with children to have a place where they may sit on the grass; she acknowledged that shade loving grass would be required for that area and are more difficult to maintain; an alternative to grass in that area would be ground cover such as Broadleaf Evergreen.

Mr. Yiu advised that the bicycle storage space in the garage is 6 ft. 2 ¼ and if they buyer want additional space to be able to store more bicycles, they could remove the enclosed storage space which would provide additional space in the garage.

Mr. Johannsen advised that development meets the requirements for bicycle storage.

Leslie Schellenberg, 5311 198A street, Langley, spoke regarding the following:

- requested clarification of the dimensions of the garage as 12 inches on either side of a car didn't seem to leave enough room to get in and out of a car.

Mr. Yiu clarified that the size of the parking spaces meet the Zoning Bylaw requirements and the space is a little bigger than a car and per the Zoning Bylaw they must provide an additional 12 inches on each side of the parking space and cars would already fit into the parking space so there would be more than 12 inches on either side; there is also additional space in the garages due to configuration of the space.

Sandi Hanawalt, 5229 197A St., Langley, spoke regarding the following:

- asked where the garbage containers were on the site;
- suggested it was important to have enough space for a car to be parked in front of the garages, like some other developments in the area, in order to reduce the need to park on the street.

Sage Robertson, 5310 198A St., Langley, spoke regarding the following:

- this development has too much density for the site;
- people with trucks won't be able to get in and out of their trucks in the garages so they will park;
- bicycle storage isn't adequate;
- the units are functional for the people who are supposed to live in them; more planning is needed.

The Mayor called a third and final time for speakers.

Jason Melnick, 19810 53A Ave., Langley, spoke regarding the following:

- how many people actually remove the storage structure in the garage to make more room;
- although the size of the parking space in the garage may be in compliance with the bylaw, they are not an adequate size realistically;
- want to know what the outdoor amenities are going to be next to his property; older buildings are not as soundproof as new buildings and this development is being built within metres of his house.

Ms. Wall advised that the outdoor amenity area would consist of a 2m high aluminum fence with a hedge in front of that and then an open lawn area which would be fenced. The intent with that area being fenced with a gate is to allow the opportunity for with people with small dogs to come into the area and let the dogs run around and do their business if necessary. Waste bags will be provided in the area. The bylaw regulations of the strata will control the use of the that area.

There will be a trellis and a bench at the end of the open lawn space which is open for the residents to use, for example it could be utilized by parents with small children as the area is gated. On the other side, close to 198 St. there are visitor stalls and more landscape buffer planting with hedge material and visitor bike parking. It is not anticipated that either space will have very high activity.

Sandi Hanawalt, 5229 197A St., Langley, asked again where the garbage container would be on the property.

Mr. Hacker advised that all homeowners will take out their own garbage and a garbage truck would pick it up.

Mr. Johannsen advised that the City's Zoning Bylaw regulations for parking spaces required 2.6 meter wide space and that's our typical standard and is a standard that's used in many municipalities across the Lower Mainland and is actually one of the widest standards, our standard for small car spaces is currently 2.5 meters, although it's possible that might be going down to 2.4 meters in the future, is not being applied in this in this case, so the parking spaces are 2.6 meters plus the additional buffer on the sides as noted in the City's Zoning Bylaw. He further noted the size of a typical car and truck and advised that significant research and technical work goes into developing these standards to ensure that these spaces are sized appropriately for the vehicles that are currently produced.

Sandi Hanawalt, 5229 197A St., Langley, asked for clarification where the garbage bin would be located on the property.

Mr. Hacker clarified that each homeowner would have their own individual container.

In response to a question from a Council member, Mr. Hacker advised that the roof treatment hasn't been finalized yet and they will take the suggested options into consideration.

In response to questions from a Council member, Ms. Wall advised that:

- there are many shade plants that can be grown in the shaded area on the east side of the development and proceeded to list a number of varieties. She further advised that if the developer wished the area to be more of a garden space, many types of ferns could go in there, and that another alternative would be to add a layer of hydrogen to the area to change the area into a plant bed for the homeowners as opposed to a sod replacement;
- there are three visitor parking spots on site, one of which is accessible.

In response to questions from Council members, Mr. Johannsen advised that:

- should Council advance this application, this would be addressed at the civil works stage; with our street standards, the City is trying to maximize the amount of street trees with new development to complement what's being planted on the site, while being mindful of sightlines but staff will do our best to maximize the street trees on site;
- staff can't remember exactly what Duncan Way looks like in terms of its street trees; however, the design of this development's frontage will accommodate a wide public realm, and street trees will be part of the planting strip between the curb and the sidewalk, while being mindful of the sightlines, which might limit a few trees;
- green space is a major emphasis in terms of our planning the area, as mentioned Brydon Park was recently expanded and improved and the Nicomekl Plan is looking to preserve and enhance the floodplain itself and with that we want to enhance the tree canopy as much as we can;
- with respect to ensuring there are clear sightlines, the buildings are definitely set back far enough to ensure clear sightlines; a car stopped at the stop bar on 53 Ave. would be able to see well down 198 St. to see approaching traffic and traffic at the intersection, and for a car that's up on the stop bar at 198 St., they would be able to see far down 53 Ave. In looking at the architectural DP 1.0 in the drawing package where the driveway comes out, it shows that the curb bulge is located about a car length away from the western edge of the driveway; in order to create clear unobstructed sightlines, the idea would be to bring that curb bulge further east along 53 Ave. and have it meet up with the edge of the driveway so that there would be additional boulevard there and a car won't be able to park there so there would be clear unobstructed sightlines and approaching traffic would be clearly able to see a vehicle looking to get onto the street;
- staff are looking to create a parking strategy for the City;
- it is staff's understanding that the length and width of parking spaces have remained relatively static over the past few decades;
- in comparing this development to the development at 5255 201A St., that development is three stories and has 18 units and is about 1500 sf. larger than the development we are looking at today so the density on that site is higher.

3. MOTION TO CLOSE PUBLIC HEARING

It was MOVED and SECONDED

THAT the Public Hearing close at 8:42 pm.

CARRIED

Signed:

MAYOR

Certified Correct:

CORPORATE OFFICER