



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject **OCP Amendment Application OCP 05-21**
Rezoning Application RZ 07-21
Development Permit Application DP 09-21

From: Anton Metalnikov
Planning Assistant II

File #: 6620.00
Bylaw # 3185,3186

Doc #:

Date: September 3, 2021

COMMITTEE RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Official Community Plan amendment, rezoning, and Development Permit applications by Tannin Developments Ltd. for a 6-storey, 113-unit apartment development at 5370 & 5380 200 Street, 5371 & 5381 200A Street, 20010 & 20020 Michaud Crescent, & 20031-20051 53B Avenue.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "High-Density Residential" in the Official Community Plan (OCP) Land Use Designation Map. A new draft OCP is currently in development and these properties are proposed to be designated as "Low Rise Residential," and the applicant is applying to amend the land use designations of the subject properties to this designation ahead of the adoption of the new OCP. All lands designated for 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:

Applicant:	Tannin Developments Ltd.
Owners:	Harkaval James Gill, Loan Thi Nguyen, Hung Van Duong, Huong Thi My Ly, Michael Deral Jenkins, Jessie Rae Carol Hartley, Leo Joseph Carruthers, Pamela June Carruthers, Sukhwinder Singh, Kanwaljeet Kaur, & 1295708 BC Ltd.
Civic Addresses:	5370 & 5380 200 Street, 5371 & 5381 200A Street, 20010 & 20020 Michaud Crescent, & 20031-20051 53B Avenue
Legal Description:	Lots 94, 95, & 96, District Lot 305, Group 2, New Westminster District, Plan 33845; Lots 56 & 57, District Lot 305, Group 2, New Westminster District, Plan 32496; Lots 42 & 43, District Lot 305, Group 2, New Westminster District, Plan 31810
Site Area:	5,217 m ² (1.29 acres)
Number of Units:	113 apartments
Residential Density:	217 units/ha (92 units/acre)
Gross Floor Area:	10,236.6 m ² (110,186 ft ²)
Floor Area Ratio:	1.96
Lot Coverage:	33.5%
Total Parking Required:	168 spaces (including 10 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	134 spaces
<u>Visitor</u>	<u>19 spaces</u>
Total	153 spaces (including 8 h/c spaces)
Existing OCP Designation:	High-Density Residential
Proposed OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD78 Comprehensive Development
Variances Requested:	19 visitor parking spaces (23 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:	\$1,509,668.00 (City - \$950,174.00, GVS&DD - \$360,894.00, SD35 - \$44,840.00, TransLink - \$153,760.00)

**Community Amenity
Contributions (CAC's)**

\$226,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 113-unit apartment building on the site of seven single-detached lots at 5370 & 5380 200 Street, 5371 & 5381 200A Street, 20010 & 20020 Michaud Crescent, & 20031-20051 53B Avenue. The site is designated as High-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM3 Multiple Residential High Density Zone, which allows for high-density residential development of up to four storeys in height.

The City is currently developing a new OCP, with completion expected in late 2021. The draft land use plan proposed for the new OCP identifies the site as Low Rise Residential, which would allow for higher density development of up to six storeys and a Floor Area Ratio (FAR) of up to 2.1, with no unit density maximums. To enable a higher density development (213 units/hectare) than what is permitted in the current OCP (max. 198 units/hectare), the applicant has applied to amend their site's land use designation from the current High-Density Residential designation to the Low Rise Residential designation proposed in the draft new OCP. The applicant held a virtual Public Information Meeting on August 31, 2021 with area residents to receive public input on the application. This consultation is considered "early and ongoing" consultation, as typically required for OCP amendment applications.

The site is located in a residential area in transition composed of recently developed and under construction apartment buildings, as well as older single-detached houses that have been the focus of developer interest and assembly. The site is flanked by four streets. The primary entrance is located on the interior of the site on the corner of 53B Avenue and 200A Street, two local roads which separate the site from the Meridian, a 5-storey apartment building located to the southeast. A second entrance is provided on 200 Street, an arterial road with regional transit service and road connections, across from which sits Catherine Court, a 3-storey apartment building. Michaud Crescent, a collector road with a greenway character and local transit service, forms the site's northern boundary and separates it from the 3-storey Plaza 200 apartment building. The site's unique shape has it abutting both a single-detached property and the Point, a 4-storey apartment building, to the east and the Lincoln, a 4-storey apartment building currently under construction, to the south.

The site is well positioned with pedestrian connections to retail and service areas, with Downtown located within a ten-minute walk. It also benefits from proximity to key neighbourhood amenities, including:

- Nicomekl Elementary School (5-minute walk);
- Nicomekl River trail network (5-minute walk);
- Linwood Park (5-minute walk);
- Brydon Park (10-minute walk);
- Brydon Lagoon (10-minute walk); and
- Timms Community Centre (15-minute walk).

The site is also located near several transportation amenities, including:

- Two bus routes (directly adjacent on 200 Street and Michaud Crescent);
- The frequent service 503 Fraser Highway Express bus (10-to-15-minute walk); and
- The planned 203 Street SkyTrain station and its associated bus exchange (10-to-15-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 High-Density Residential in the OCP. As noted above, the City is currently developing a new OCP and is proposing to designate the subject properties, along with much of the immediate area around it, as Low Rise Residential. Properties on the northeast of the intersection of 200 Street and Michaud Crescent are proposed as Mid Rise Residential. If the proposed Low Rise Residential land use is adopted by Council it will allow the development of apartment buildings of up to six storeys, a FAR of up to 2.1, and no unit density maximum. The applicant has tailored their development to this proposed designation and has applied for an OCP amendment in order to allow their application to proceed through the approval process ahead of the expected adoption of the new OCP later in 2021.

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 associated with this designation. 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 an L-shaped building to efficiently make use of the site's unique angled shape while accommodating a surface visitor parking lot on its southeast and an expansive outdoor amenity area to its north. The flat-roofed wood frame building rises above a partially extruded parkade, with one building wing oriented along 200 Street and the other running perpendicularly to the east to screen the parking area from 200 Street and Michaud Crescent. The proposal's low-rise massing and setbacks are consistent with both existing and under construction development in the immediate area, while its design scheme, through its use of elements common to nearby buildings such as strong cornice lines and base-middle-top elevations, further ties it to its surroundings.

Two separate parking accesses are provided off of 200A Street and 53B Avenue. One ramp leads to the resident spaces in the secured underground level and the other rises to the surface level which hosts visitor spaces and a loading zone. The top of the underground parkade projects above the grade of the site due to geotechnical conditions and has been designed to provide an attractive landscaped interface with the public realm. Its two visible walls, along 200 Street and Michaud Crescent, are tiered with a step between the main

parkade wall and ground level to reduce their height and massing, and are also screened with landscaping to further soften and improve their appearance. Accessible ramps and stairways are provided on both sides of the building leading to the two entrance doors.

The building's façades are animated with massing details, natural tones, and an articulated roofline of various heights, which together contribute to a clear base-middle-top design. All four elevations start as a darker base with grey cement board siding interspersed by brick columns capped off with a subtle brown cornice. Upper floors feature grey cementitious paneling of various shades, which get lighter on the top floor, contrasted with darker balcony alcoves as well as central wood-tone elements and blue frame accents. The building top is finished with a grey cornice punctuated by raised blue roof projections. The east wall incorporates a similar but simplified design scheme, with grey paneling rising from a brick base finishing with a lighter shade at the top, extruded façade elements, and windows and glass blocks added into the wall to provide visual interest and transparency to this elevation.

The site is landscaped predominantly with lawns and paved hardscaping, and complimented with deciduous trees placed among various grasses and shrubs, including along the extruded parkade wall, in the outdoor amenity space, and along southeast patios to screen them from the surface parking area.

Accessibility is incorporated by providing ramps leading to entrances from both sides of the building. Resident parking stalls are located close to the elevator core in the underground level, and the visitor space nearest to the entrance on the surface parking level has been made accessible.

Sustainability has been incorporated into the proposal by actions including incorporating a construction recycling plan, using drought-tolerant and non-water dependent landscaping maintained by a centrally controlled irrigation system with rain sensors, and providing four Level II electric vehicle (EV) chargers, with the remaining stalls pre-ducted for future EV charger installation.

Within the building, unit sizes range from 46 m² to 116 m² (500 ft² to 1,250 ft²). The unit type distribution provides 5 studios, 51 one-bedroom unit types (1-bedroom or 1-bedroom + flex room), 52 two-bedroom units types (2-bedroom or 2-bedroom + flex room), and five three-bedroom + flex units. Six of the units are adaptable. Tenant storage facilities are provided in storage rooms located on floors two to six, as well as through in-unit storage rooms.

443 m² (4,766 ft²) of indoor amenity space is split among three separate rooms on the first floor, hosting a lounge area, a gym, and a theater. The lounge area and gym both have direct access to an expansive outdoor amenity area

programmed with fitness equipment, a barbecue area, a dog run, and a children's play area. All units have balconies or private ground-level patios. 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

As noted above, the applicant's proposed development is generally consistent with the proposed 4-6 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the draft new OCP's Low Rise Residential designation. However, given 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 will be created to accommodate the redevelopment.

Despite the use of a site-specific CD zone, the proposal requires a variance from general Zoning Bylaw provisions on 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 overall parking amount of 153 spaces is 8.9% less than the 168 spaces that would be required. Given that a CD zone is being proposed to accommodate this development, 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 15 spaces or 8.9%) is supported by the site's "shoulder" location within a 10-to-15-minute walk of the frequent Fraser Highway Express bus and planned 203 Street SkyTrain station. Similar or greater variances have recently been approved by Council at 20360 Logan Avenue (10% reduction), 20230 56 Avenue (14.7% reduction), and 20695 Eastleigh Crescent (4.7% reduction);
- The proposed visitor parking rate is 0.17 spaces per unit, which is above the 0.15 rate under preliminary consideration for "shoulder" areas in the new Zoning Bylaw. This rate is being contemplated based on research work conducted by staff to date, which has included a review of the Metro Vancouver Parking Study as well as of visitor parking rates in other municipalities within the Lower Mainland and British Columbia;
- If the preliminary "shoulder" area rates under consideration for the draft new Zoning Bylaw were applied to this application, 145 parking spaces would be required, based on rates of 1 space per studio and 1-bedroom unit, 1.25 spaces per 2-bedroom unit, 1.45 spaces per 3-bedroom unit (=128 resident spaces), and 0.15 visitor spaces per unit (=17 spaces).

This total is 5.2% less than the applicant's proposed parking amount of 153 spaces and 13.7% less than the current RM3 zone requirement of 168 spaces, which is based on rates of 1.2 spaces per studio and 1-bedroom unit, 1.3 spaces per 2-bedroom unit, 2.0 spaces per 3-bedroom unit (=145 spaces), and 0.2 visitor spaces per unit (=23 spaces).

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

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-quality and neighbourhood-compatible design providing housing in close proximity to parks, Nicomekl Elementary School, existing transit service, the planned 203 Street SkyTrain station, and 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 rezoning and development for a proposed **113 Unit Apartment Development located at: 5370-80 200 St.; 5371-81 200A St.; 20031 53B St.; 20010-20 Michaud Cres.**

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 apply to this design.

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

1. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
2. A storm water management plan for the site is required. Rainwater detention 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 tabulated data to account for climate change. A safety factor of 20% shall be added to the calculated storage volume. *Pre-development release rates 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.
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. 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. At the Developer's expense, the City's hydraulic modeling consultant shall 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 (based on architectural data supplied by the Developer's Architect). Upgrading of the existing watermain(s) 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." Any upgrades required to service the site shall be designed by the Developer's consultant and installed at the Developer's expense.
6. The Consulting Engineer shall demonstrate that all downstream storm sewer infrastructures for a distance of up to 500m are capable of conveying the projected 5-year runoff flows created by the proposed Subdivision/Development within the catchment area and under the ultimate land use (OCP) conditions.

7. 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.
8. A property dedication of 2.55m will be required along the 200 St. frontage of the proposed development, as well as a 1.95m dedication along the 200A frontage of the proposed project (to match the project to the south (the Lincoln).
9. New sidewalk, barrier curb, gutter and a planting strip will be required along the 200A St./ 53B Ave. project frontage.
10. New multi-use path, barrier curb, gutter and a planting strip will be required along the 200th St. project frontage.
11. 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 50 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.
12. The condition of the existing pavement along the proposed project's entire frontage shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated, at the developer's expense.
13. 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.
14. 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.
15. Eliminate the existing overhead hydro/telecommunication wiring and poles along the development's 200A St. project frontage by replacing with underground hydro/telecommunication infrastructure. Undergrounding of existing hydro/telecommunication infrastructure on 200th St. frontage of the project shall be satisfied by a cash-in-lieu contribution.

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

1. The City would require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.
2. The City would require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
3. 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 outside in a vault away from any structures in accordance to the City's 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. A dedicated on-site loading zone shall be provided by the Developer.
10. Any PMT and associated maintenance access servicing the project shall be located on site.
11. 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" and associated maintenance access servicing the project shall be located on site.

Fire Department Comments:

Langley City Fire-Rescue Service has reviewed the attached plans and provided preliminary comments to the applicant. The department will review, and make further comment regarding site access for fire apparatus and personnel as well as FDC and FD lock box locations as the project continues to the building permit design stage.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, Zoning Bylaw amendment, and Development Permit applications will be reviewed by the Advisory Design Panel (ADP) at the September 15, 2021 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to 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 June 29, 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 \$950,174.00 to Development Cost Charge accounts and \$226,000.00 in Community Amenity Charges.

Prepared by:



Anton Metalnikov
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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 &
Environment

Concurrence:



Scott Kennedy, Deputy Fire Chief

Attachment 1 – Architectural Plans – Keystone Architecture
Attachment 2 – Landscape Plans – VDZ Landscape Architecture



DEVELOPMENT PERMIT APPLICATION DP 09-21 REZONING APPLICATION RZ 07-21 OCP AMENDMENT APPLICATION OCP 05-21

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