ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **OCP Amendment Application OCP 04-21**
Rezoning Application RZ 05-21
Development Permit Application DP 07-21
(20137-20139 Fraser Highway)

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3177,3178
Doc #:

Date: June 23, 2021

RECOMMENDATION:

THAT this report be received for information.

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, 144-apartment unit and 841 m^2 commercial mixed-use development at 20137 & 20139 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 mixed-use residential and commercial development is not consistent with the permitted uses of the subject property’s Service Commercial OCP designation and requires an OCP amendment to accommodate it.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Luc Gosselin
Owner:	1270459 B.C. Ltd.
Civic Address:	20137 & 20139 Fraser Highway
Legal Description:	Lot A, District Lot 309, Group 2, New Westminster District, Plan BCP6602; Lot 145, District Lot 309, Group 2, New Westminster District, Plan 59502
Site Area:	3,969.34 m^2 (0.98 acres)
Number of Units:	144 apartments
Commercial Floor Area:	840.74 m^2 (9,050 ft^2)
Residential Density:	362 units/ha (147 units/acre)
Gross Floor Area:	11,625.17 m^2 (125,132 ft^2)
Floor Area Ratio:	2.93
Lot Coverage:	60.6%
Total Parking Required:	230 spaces (including 13 h/c spaces)
Parking Provided:	
Resident	153 spaces
Visitor/Commercial	29 spaces
Total	182 spaces (including 9 h/c spaces)
Existing OCP Designation:	Service Commercial
Proposed OCP Designation:	Transit-Oriented Core
Existing Zoning:	C2 Service Commercial
Proposed Zoning:	C1 Downtown Commercial
Variances Requested:	Front residential setback – 4 m (6 m min.) Rear residential setback – 2 m (6 m min.) East residential setback – 5 m (6 m min.) West residential setback – 0 m (6 m min.) Bicycle parking – provided through storage lockers (required to be separate) Resident parking – 153 spaces (173 spaces min.) Sharing parking spaces for both residential visitor and commercial users (required to be provided separately) 57.1% small car spaces (max. 40%)
Development Cost Charges:	$2,179,124.66 (City - $1,381,123.70, GVS&DD - $510,690.96, SD35 - $63,720.00, TransLink - $223,590.00)
Community Amenity Contributions (CACs):	$288,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey mixed-use building of 144 apartments and 840.74 m^2 of commercial space on a site that currently hosts two commercial establishments at 20137 & 20139 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.

A draft new OCP received 1st and 2nd Readings by Council on May 31, 2021 and continues to proceed through the formal approval process. The draft land use plan proposed for the new OCP identifies this site as Transit-Oriented Core, which would allow high-density mixed-use development up to 46 metres in height (subject to Airport Zoning Regulation or "AZR" maximum permitted height for this site). To enable the development of a mixed-use building prior to the adoption of the new OCP, the applicant has applied to amend the site from the current Service Commercial designation to the Transit-Oriented Core designation proposed in the new OCP. The applicant held a virtual Public Information Meeting on June 23, 2021 to receive public input on the application. This consultation is considered "early and ongoing," 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 and industrial buildings and "brownfield" sites, along with some apartment and townhouse developments, demonstrating the area's transitioning land uses. The 4-building, 4-storey Varsity apartment complex (completed 2016) is located southwest of the site, while the 4-building, 3 & 4-storey Paddington Station apartment complex (2008) is located kitty-corner to the site's southeast. An active development application site for a 6-storey mixed-use building lies to the west at 20059 Fraser Highway.

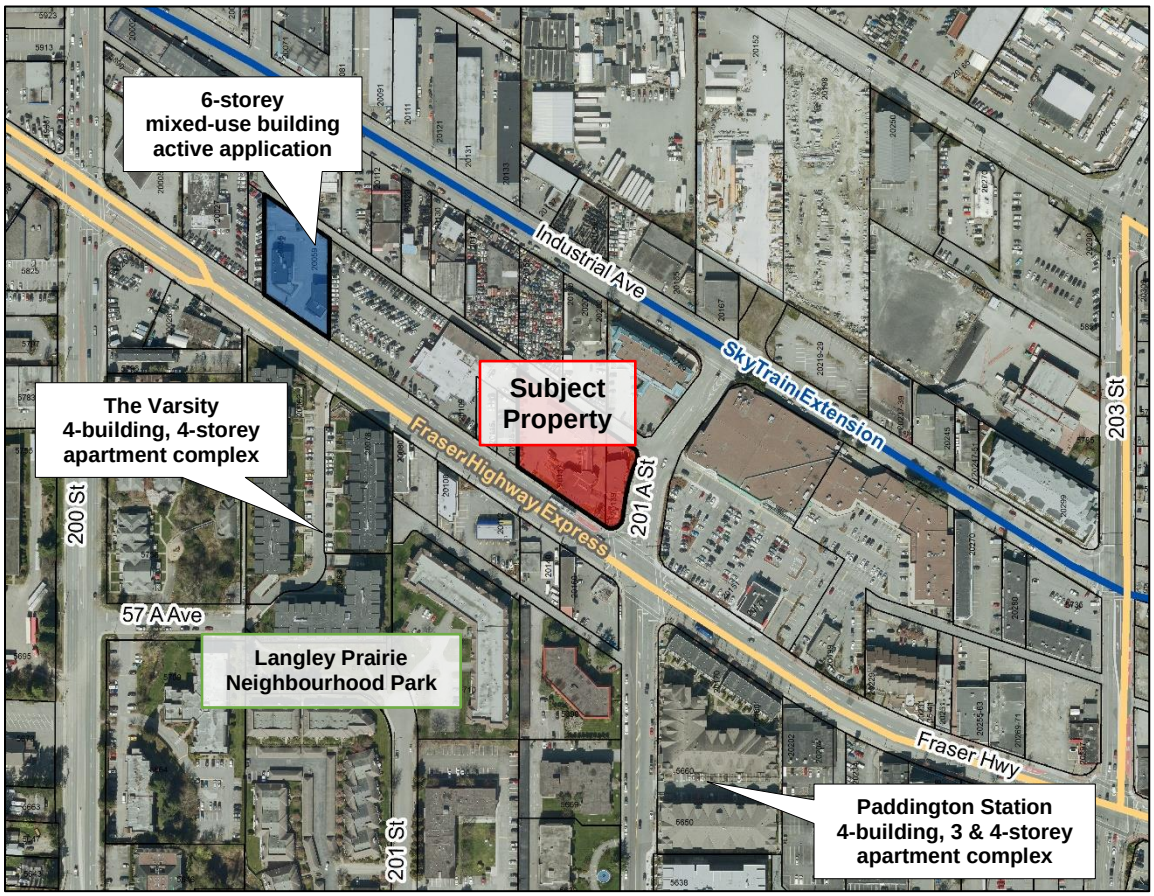
This corner site is surrounded by roadways on three sides. Its southern edge is defined by Fraser Highway, a major regional arterial road lined with service commercial buildings on the opposite side. 201A Street is a collector road that forms the site's eastern boundary and separates the subject property from a commercial plaza anchored by a grocery store. Victoria Court, a mixed-use commercial and residential building completed in 1992, along with service commercial and industrial properties are located across the lane forming the

northern border of the site. The site is abutted by two properties to its west: an auto dealership and a small commercial building currently hosting a pizzeria. The site is well positioned with pedestrian connections to Downtown retail and service establishments in its immediate vicinity. The site is also located near several transit services, including:

- the frequent service Fraser Highway Express bus (directly adjacent);
- the Langley Centre bus exchange serving 15 routes (10 to 15-minute walk); and
- the planned 203 Street SkyTrain station and its associated bus exchange (5 to 10-minute walk).

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

- Linwood Park, Langley Prairie Neighbourhood Park, Michaud Park Community Garden, and Innes Corner Plaza (10-minute walk); and
- Timms Community Centre (10-minute walk).



Site Context

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

The proposed development site is currently zoned C2 Service Commercial and designated as Service Commercial in the OCP. As noted above, a new OCP Bylaw is currently proceeding through the approval process and includes a land use plan 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. 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 fall 2021 adoption of the new OCP.

While this proposal requires an OCP amendment to create a new land use designation, the C1 Downtown Commercial Zone in the existing Zoning Bylaw is able to accommodate it and is the zone sought by this rezoning application. The proposed rezoning is consistent with the land use plan in the new OCP.

3. Design

The applicant is proposing a U-shaped building in order to maximize transit-supportive density in close proximity to existing frequent transit service and the proposed 203 Street SkyTrain station. The residential lobby is located on the building's south with commercial units parallel to both streets activating Fraser Highway and 201A Street, screening a surface parking area on the interior of the site while wrapping a plaza on the southeast corner facing the intersection. A breezeway connects the plaza and parking area to provide convenient access for customers arriving by vehicle to the street-facing storefronts. The flat-roofed wood frame building rises above the surface parking area and commercial units on columns to host five levels of apartments configured efficiently within the site through the use of two wings extending north from a southern bar oriented parallel to the property line. This bottom section of the U-shaped building makes use of a party wall on the southwest built nearly flush to the property line to allow for the property directly to the west to build up against it. This would allow for the western site's efficient redevelopment in the future and the establishment of an urban street wall for this gateway section of Fraser Highway.

The main building entrance is located between commercial units on the south of the building, with access provided both from both Fraser Highway and the internal surface parking area. The two-level parkade features one level located fully underground and one open-air level at-grade, and is served by three

entrances located off the lane on the site's north. The westernmost entrance provides access to the underground resident parking area, and the next entrance to the east provides access to a surface resident parking area. The easternmost entrance provides access to the shared commercial and residential visitor parking area, as well as to a second resident parking area beyond it along the same drive aisle, with both located at grade. The underground parkade is secured by a gate, while both surface residential parking areas are secured by fencing and control arms. The building and its two outdoor amenity decks cover most of the surface parking level, which is screened from both street frontages by commercial units on its south and east and left open to the north and west.

The building's façades are designed with a modern and quasi-industrial white, grey, black and copper colour palette, generous fenestration, a prominent commercial ground level, and a peaking corner feature to establish a strong urban character. The street-fronting elevations ground the building with dark grey brick-clad commercial units, which feature large windowed areas articulated with black mullions and capped off with black glass canopies and dark grey cement board cornice panelling above them. The residential lobby entrance is covered by the same black glass canopy and is highlighted with a lighter-coloured copper-coloured vertical metal cladding that adds further definition to the longer south frontage.

The five residential storeys above are set back from the ground floor and finished in lighter colours to differentiate between the commercial base and the residential top. These upper storeys generally follow a consistent vertically-articulated pattern along all elevations, with white cement board panelling interspersed on the south with copper-coloured vertical metal balcony carve-outs and on the east with grey cement board panelling. The copper-coloured metallic metal siding rises from the residential lobby on the south and accent features on the east to extend beyond the roof line into a prominent swooping feature on the southeast corner and several smaller ones on the ends of the two northern wings. Grey cement board panel extrusions frame the balcony alcoves and white panel-clad areas.

A large outdoor amenity deck, programmed with decking, outdoor seating and trees in planters, projects from the second-storey between the two northern building wings to provide outdoor space from the indoor amenity area and provide cover over the surface parking area. A second smaller outdoor amenity deck, to be programmed in a similar manner as the larger outdoor deck, is provided on the building's west just north of the party wall to provide additional outdoor space and screen more of the surface parking area and parkade ramp.

The ground-level corner plaza facing the intersection of Fraser Highway and 201A Street is wrapped by glazed storefronts and covered by a black glass

canopy connecting the south and east-side commercial unit canopies with a curve on the corner. This curve is then echoed with the curved balconies rising above the plaza culminating in a raised corner feature peak. The applicant has indicated further design elements are to be considered for the plaza space, in terms of additional features and programming, prior to the application being considered by Council.

This urban site is landscaped with paperbark maple trees on its southern street frontage and Persian ironwood trees on the east. Potted flame amur maple trees are also provided on the outdoor amenity area to provide greenery and shade.

Accessibility is incorporated through level entrances to the residential lobby, commercial units, and surface parkade. In addition, 9 accessible parking spaces are provided, including 6 in the underground level beside the elevator lobby, and one as a shared commercial/visitor space at the at-grade level.

Sustainability has been implemented into the proposal through multiple actions including low-disturbance and air quality-protecting construction methods, incorporating light pollution reduction principles, landscaping the site with non-water dependent materials, using a reflective roof material, and providing 16 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 auto-oriented commercial site to a high-density mixed-use building in close proximity to retail and service amenities, other higher-density residential buildings, existing high-frequency transit, and the future 203 Street SkyTrain station. This can contribute to shorter trips, reduced automobile use and more travel by walking, cycling, and transit for both this development's residents as well as those already living nearby.

Within the building, residential unit sizes range from 44 m^2 to 92 m^2 (475 ft^2 to 987 ft^2). The unit type distribution provides 5 studio apartments, 94 1-bedroom apartment types (1-bedroom or 1-bedroom + flex room) and 45 2-bedroom apartments. Tenant storage facilities are provided in several storage rooms in the parkade as well as in in-unit storage rooms.

346 m^2 (3,723 ft^2) of indoor amenity space is provided on the second floor, with a 238 m^2 (2,560 ft^2) outdoor amenity space extending out of it. A second outdoor amenity of 119 m^2 (1,282 ft^2) is provided on the west side of the building on the second floor. 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 has requested the following variances from C1 zoning provisions as part of this development proposal:

- Front residential setback reduction to 4 metres (6 metres minimum)
- Rear residential setback reduction to 2 metres (6 metres minimum)
- East side residential setback reduction to 5 metres (6 metres minimum)
- West side residential setback reduction to 0 metres (6 metres minimum)
- Bicycle parking – provided through storage lockers (required to be separate)
- Resident parking reduction to 153 spaces (173 spaces minimum)
- Sharing parking spaces for both residential visitor and commercial users (required to be provided separately)
- Share of small car spaces increased to 57.1% (maximum 40%)

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 requested setback variances are consistent with the updated setbacks staff are considering for the C1 Downtown Commercial Zone in the new Zoning Bylaw. Based on the principle of ensuring a minimum of 12 metres of separation between building faces to preserve privacy, light, and air access, 3-metre front and exterior (road-fronting) side residential setbacks are being considered to allow for a denser and more urban frontage while maintaining adequate separation between residential units, the street, and any development across from it. Similarly, a 2-metre rear residential setback for properties abutted by a lane is being contemplated to provide additional development room while taking advantage of the separation created by the lane width to maintain the minimum 12-metre distance between building faces (a minimum 2-metre setback will be required of any future development on the site across the lane to the north).

0-metre interior side setbacks are being considered by staff to allow for party-wall development to enable additional density and create a consistent engaging street wall. The proposed development makes use of a zero lot line setback on its southwest corner to enable future redevelopment on the properties to the west 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 west to connect Fraser Highway and Industrial Avenue, as outlined in Appendix B of the new OCP. On the site's northwest, residential units facing west are setback over 6 metres, 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 west as well).

The proposal requires a variance from general Zoning Bylaw provisions to allow bicycle parking within storage rooms rather than as separate facilities. Staff note that shared bicycle parking and storage lockers are currently being considered in the new Zoning Bylaw to allow for more flexibility in their configuration.

Proposed Parking

The applicant's proposed overall parking amount is 20.9% less than required under the current Zoning Bylaw. Given the site's immediate proximity to frequent transit and being a 5-10-minute walk from the planned 203 Street 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.

Residential Parking

The proposed residential parking amount of 153 total spaces (less 20 spaces or an 11.6% 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) and 1.2 spaces per 2-bedroom unit (unchanged from the current 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, including 20059 Fraser Highway. 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 at grade 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 as the current Zoning Bylaw requires residential visitor and commercial parking spaces to be provided separately. 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 floor 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 floor space. Applying the proposed new Zoning Bylaw rates to this application, 22 visitor and 13 commercial parking spaces are required, for a total visitor and commercial amount of 35 spaces.

The applicant is proposing 16 dedicated residential visitor and 7 dedicated commercial spaces, and 6 additional shared spaces 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 35-space requirement through the combination of the dedicated spaces and the 6 shared commercial/residential visitor spaces. This approach results in a minimum of 13 commercial spaces being available for commercial use during the day (9:00 AM and 6:00 PM) and a minimum of 22 residential visitor spaces being available for visitor use in the evening (6:00 P.M. to 9 A.M), which would meet the proposed parking regulations in the new Zoning Bylaw. 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 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 stations 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.

<u>Small Car Spaces</u>

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.

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 144 Unit Mixed Use Development Located at 20137, 20139 Fraser Hwy.

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.
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. All existing services shall be disconnected by the City, at the Developer's expense prior to applying for a Demolition permit.
4. New water and sanitary 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. 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. 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 by the Developer's contractor at the Developer's expense.
5. The storm service connection shall be on Fraser Hwy. (DMA-163) complete with a manhole.
6. The Consulting Engineer shall demonstrate that all downstream storm sewer infrastructures for 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 *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. All dedications to be determined by a legal land surveyor.
9. A property dedication of *approximately* 0.4m will be required along the 200A St. frontage of 20137 Fraser Hwy. to provide an 8m paved width. The north property line of 20139 Fraser Hwy. shall match the newly established north property line of 20137 Fraser Hwy. All dedications to be determined by a legal land surveyor.
10. The *minimum* corner truncation required is 5m for signalized and 4m for unsignalized intersections. Any architectural design is strongly advised to keep in consideration the effect of upcoming requirements for curb returns, corner truncations and/or road dedications.

11. 200A St. shall be rehabilitated (based on the geotechnical report) for its entire width complete with reverse roll-over curb along the project's entire 200A St. frontage.
12. New sidewalk will be required along the Fraser Hwy. frontage, complete with boulevard trees and a planting strip to COL standard SS-RO1A. The Developer's consultant shall contact Engineering Services to obtain City's Landscaping design standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
13. New sidewalk barrier curb and gutter will be required along the 201A St. frontage, complete with boulevard trees and a planting strip. The Developer's consultant shall contact Engineering Services to obtain City's Landscaping design standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
14. A full TIA will be required for the development. Any further required truncations/dedications and upgrades will be based on the results of the TIA.
15. 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 cost.
16. 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. A dedicated on-site loading zone shall be provided by the Developer and indicated on all engineering drawing sheets. Any pad mounted transformers shall be located on-site with provision for on-site maintenance access – both to be indicated on all engineering drawings.
17. Access to the development shall be as follows:
    a. 200A St. – full access
    b. 201A St. – no access
18. 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.
19. The existing traffic signal at the intersection of Fraser Hwy. and 201A St. shall be reviewed by a qualified consultant for any required upgrades, if necessary, shall be completed by the Developer at the Developer's expense.
20. A new concrete pad will be required for the bus stop bench as well as a concrete pad in the bus lane adjacent to the bus stop.

21. Eliminate the existing overhead BC Hydro and telecommunication wiring and poles along the development's entire frontage (including laneway) by replacing with underground infrastructure.
22. Contamination from 20137 Fraser Hwy. has spread into the City right-of-way on Fraser Hwy. The City will require the area in the City right-of-way to be decontaminated. The City will also require a Certificate of Compliance from a QEP stating that the subject site has been remediated to the Province's standards and satisfaction.

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

1. Cash in lieu items, to be reviewed and approved by the City will include, *but shall not be limited to*, the following:
    a. New curb/gutter (ultimate – COL standard SS-RO1A) – Fraser Hwy.
    b. Road widening – Fraser Hwy.
    c. Concrete pad in bus lane adjacent to bus stop – Fraser Hwy.
    d. Lane markings – Fraser Hwy.
2. 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.
3. 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).
4. 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.
5. The City would require a $40,000 bond for the installation of a water meter to current standards.
6. 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 in place to accommodate fire apparatus and personnel. A construction fire safety plan shall be completed, and the fire department connection shall be confirmed between the applicant and the Fire Department.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, rezoning and DP application will be reviewed by the Advisory Design Panel (ADP) at the 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 $1,381,123.70 to City Development Cost Charge accounts and $288,000.00 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 04-21
REZONING APPLICATION RZ 05-21
DEVELOPMENT PERMIT APPLICATION DP 07-21

Civic Address:	**20137 & 20139 Fraser Highway**
Legal Description:	**Lot A, District Lot 309, Group 2, New Westminster District, Plan BCP6602; Lot 145, District Lot 309, Group 2, New Westminster District, Plan 59502**
Applicant:	**Luc Gosselin**
Owner:	**1270459 B.C. Ltd.**