



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 06-21**

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Doc #:

Date: July 12, 2021

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Development Permit application by Harry Evans for a 1,499.11 m² commercial addition at 20359 Langley Bypass.

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. All lands designated for Service Commercial uses are subject to a Development Permit (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Harry Evans
Owner:	Jag Jaswal Holdings Ltd.
Civic Address:	20359 Langley Bypass
Legal Description:	Lot 2, District Lot 308, Group 2, New Westminster District, Plan LMP6366
Site Area:	6,564.99 m ² (1.62 acres)
Gross Floor Area:	1,499.11 m ² (16,136.3 ft ²)
Floor Area Ratio:	0.45
Lot Coverage:	42.3%
Total Parking Required:	64 spaces (including 4 h/c spaces)
Parking Provided:	64 spaces (including 4 h/c spaces)
OCP Designation:	Service Commercial
Zoning:	C2 Service Commercial
Variances Requested:	Loading – 1 space provided (4 required)
Development Cost Charges:	\$173,513.64 (City - \$110,259.34, GVS&DD - \$43,083.92, TransLink - \$20,170.38)

Discussion:

1. Context

The applicant is proposing to develop a 1,499.11 m² addition to an existing large-format furniture store at 20359 Langley Bypass. The site is designated as Service Commercial in the City's current Official Community Plan (OCP) and is proposed to be designated Service Commercial in the draft new OCP as well. This designation aligns with the C2 Service Commercial Zone, which allows for large-format retail. The draft new OCP also includes this property within the east Langley Bypass "Potential Study Area," which recommends further study to consider the potential for industrial uses to also be permitted in this area.

The site is located in a highway-oriented area composed of a variety of large-format retail centres and light industrial properties. The property has a single access from its sole road frontage formed by the Langley Bypass to the south, which is a Provincial highway connecting the City to the broader regional highway system. A building supply store and industrial office are located on the highway's south side across from the subject property. On its other three sides, the site is bound by existing development, including an auto dealership to its west and an auto service operation to its north. To its east, the site is separated from a hot tub retailer by Jeffrey Brook, a watercourse running from the property to the north into a culvert just south of the subject site.



Site Context

2. Design

The applicant is proposing a large addition to the existing building to be constructed on currently unused paved land at the back of the property, extending out to the north and west property lines. The eastern half of the site will remain undeveloped to account for Jeffrey Brook and its required Streamside Protection and Enhancement Area, and to accommodate vehicle movements for parking and loading areas located along the buildings' east wall. The overhead loading doors on the existing building's east side will be filled in and replaced by a large new dedicated loading space on the addition's northeast corner, and new parking spaces will be striped throughout the entire property.

On its east frontage, the addition reflects the character of the existing building, with wide dark grey pre-cast concrete sections interspersed by narrower white-painted concrete sections, and a dark grey corrugated metal cladding row running continuously across the top of the existing building and proposed addition. A large glazed surface is provided on the southeast corner of the addition where it meets with the existing building. The existing building has also

been updated with its overhead loading doors and glazing replaced by the same dark grey pre-cast concrete sections proposed for the addition, and red-painted concrete vertical accents provided in the narrow white concrete sections between them. The north and west elevations, both located a foot from the property boundary, are clad entirely in white-painted concrete. Minor updates to the entrance are also proposed.

The addition will be raised to an elevation slightly above the existing building in order to comply with the Floodplain Elevation Bylaw, which was not in place at the time of the original building's construction. The two sections will be connected internally through a gradual upward slope.

The proposed landscape design maintains shrubs on the existing building's southeast corner and at the entrance into the parking lot, and adds shrubbery in a row along the site's southwest property line as a subtle buffer with the property to the west. The landscaping responds to the site's service commercial use as well as to the CPTED report provided as part of this application which recommended that landscaping be kept low to ensure clear sightlines from the fronting highway to the building entrance and parking lot. The site also benefits from the Jeffrey Brook riparian area straddling its east property line and the collection of large trees and greenery that it provides.

The watercourse and its associated riparian area have been protected by locating the proposed addition outside of the Streamside Protection and Enhancement Area setback determined by a Qualified Environmental Professional's Riparian Area Assessment (RAA) that was approved by the Provincial Ministry of Forests, Lands, Natural Resource Operations and Rural Development. The RAA also outlines a proposed work schedule and procedures related to site preparation, construction, and post-construction monitoring or maintenance to protect the riparian area during construction. The proposed addition is also located outside of the Environmentally Sensitive Area on site.

Accessibility is incorporated through the level entrances at the front of the existing building, along with level or ramped emergency exits from the proposed addition. The redesign of the parking lot provides four accessible parking spaces near the building entrance, up from the one that currently exists.

3. 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.

4. VariANCES

The applicant has requested a variance from general Zoning Bylaw provisions as part of this development proposal to reduce the number of loading spaces from four to one. The applicant has advised that the owner requires only one loading zone for their business operations, as the building functions solely as a furniture product showroom and not as a distribution warehouse, with only occasional deliveries being made when display items are replaced. Given that commercial loading zones are operationally-related, in that they are designed for the benefit of the specific business as compared to parking which is provided also to meet the needs of the public, staff support this variance.

5. SUMMARY

This application is consistent with the property's zoning and OCP designation and policies, and is also consistent with the land use designation and policies in the proposed new OCP. The addition would represent a more productive use of currently bare land and contribute to the status of the Langley Bypass as a regional service commercial destination.

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 **1,499.11 m² commercial addition at 20359 Langley Bypass.**

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. New water, sanitary and storm sewer service connections are required. All existing services shall be capped at the main by the City. 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. New services to the property line by City forces at the Developer's expense.
2. The capacity of the existing water main fronting the project shall be assessed through hydraulic modeling performed by the City's hydraulic modeling consultant 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." FUS calculations will be done by the City's consultant based on architectural data provided by the Developer's Architect. Any upgrades required to service the project shall be designed by the Developer's consultant (approved by the City) and installed by the Developer's contractor at the Developer's expense (main tie-ins by City forces at the Developer's expense).
 3. 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 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.

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

1. A deposit for a storm, sanitary, and water connection is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
2. A deposit for all pavement cut is required as per the City's Pavement Cut Policy # CO-57.
3. An inspection/administration fee of 5% of construction costs for any off-site upgrades will be required (if applicable).
4. The City would require a \$40,000 bond for the installation of a water meter to current standards.

C) The developer is required to adhere to the following conditions:

1. Abandonment of outfall to Jeffrey Brook will require DFO/MOE approval.

2. 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.
3. 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.
4. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.

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. Fire suppression, including the provision of a sprinkler system for the entire building as well as the FDC location will be coordinated at the Building Permit stage.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, Zoning Bylaw amendment and DP applications will be reviewed by the Advisory Design Panel (ADP) at the July 21, 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 an additional City staff report prior to Council consideration of the proposed 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 \$110,259.34 to City Development Cost Charge accounts.

Prepared by:



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Concurrence:



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



Rick Bomhof, P.Eng.
Director of Engineering, Parks &
Environment

Concurrence:



Scott Kennedy, Deputy Fire Chief

Attachments

