



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 12-21  
OCP Amendment Application OCP 08-21  
Land Use Contract Discharge LUC 01-21  
(20785 Fraser Highway)**

From: Anton Metalnikov,  
Planning Assistant II

File #: 6620.00  
Bylaw #: 3196,3197  
Doc #:

Date: November 3, 2021

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## RECOMMENDATION:

THAT this report be received for information.

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## PURPOSE OF REPORT:

To consider Development Permit, OCP amendment, and Land Use Contract discharge applications by Luc Gosselin for a 6-storey, 200-apartment unit and 1,518 m<sup>2</sup> commercial mixed-use development at 20785 Fraser Highway.

## POLICY:

The subject property is currently zoned C1 Downtown Commercial in Zoning Bylaw No. 2100 and designated "Medium-Density Residential" in the Official Community Plan (OCP) Land Use Designation Map. In the proposed new OCP, which received 3<sup>rd</sup> Reading by Council on July 26, 2021, this property is proposed to be designated as "Mixed Use." The applicant is applying to amend the subject property's designation accordingly 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 uses permitted in the subject property's Medium-Density Residential OCP designation or Land Use Contract (LUC 03-73) and requires an OCP amendment and Land Use Contract discharge to accommodate it.

## COMMENTS/ANALYSIS:

### Background Information:

<b>Applicant:</b>	Luc Gosselin
<b>Owner:</b>	C.D.Z Development Ltd.
<b>Civic Address:</b>	20785 Fraser Highway
<b>Legal Description:</b>	Lot 115, District Lot 36, Group 2, New Westminster District, Plan 45255
<b>Site Area:</b>	5,420.5 m <sup>2</sup> (1.34 acres)
<b>Number of Units:</b>	200 apartments
<b>Commercial Floor Area:</b>	1,518.0 m <sup>2</sup> (16,339 ft <sup>2</sup> )
<b>Residential Density:</b>	369 units/ha (149 units/acre)
<b>Gross Floor Area:</b>	16,193.6 m <sup>2</sup> (174,306 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	2.93
<b>Lot Coverage:</b>	58.4%
<b>Total Parking Required:</b>	328 spaces (including 16 h/c spaces)
<b>Parking Provided:</b>	
<b>Resident</b>	205 spaces
<b>Visitor Only</b>	20 spaces
<b>Commercial Only</b>	12 spaces
<u><b>Visitor/Commercial</b></u>	<u>10 spaces</u>
<b>Total</b>	247 spaces (including 12 h/c spaces)
<b>Existing OCP Designation:</b>	Medium-Density Residential
<b>Proposed OCP Designation:</b>	Mixed Use
<b>Variances Requested:</b>	Front residential setback – 2 m (6 m min.) Rear residential setback – 0 m (6 m min.) East residential setback – 0 m (6 m min.) West residential setback – 2 m (6 m min.) Resident parking – 205 spaces (240 min.) Accessible stall length – 5.5 m (5.8 m min). Sharing parking spaces for both residential visitor and commercial users (required to be provided separately) 55% small car spaces (max. 40%) Bicycle parking – provided through storage lockers (required to be separate) Indoor amenity – multiple areas (single area required)
<b>Development Cost Charges:</b>	\$2,655,626.58 (City - \$1,685,366.10, GVS&DD - \$623,132.98, SD35 - \$74,340.00, TransLink - \$272,787.50)
<b>Community Amenity Contributions (CACs):</b>	\$400,000.00

## **Discussion:**

### 1. Context

The applicant is proposing to develop a 6-storey mixed-use building of 200 apartments and 1,518.0 m<sup>2</sup> of commercial space on a site that currently hosts a 3-storey mixed-use building, with commercial space and apartments on the ground and upper floors respectively, at 20785 Fraser Highway. This site is designated as Medium-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM2 Multiple Residential Medium Density Zone, which allows for medium-density residential development of up to four storeys in height and a density of up to 173 units/hectare. Despite the current land use designation, the site is zoned C1 Downtown Commercial and is also affected by Land Use Contract 03-73, which accommodates the existing mixed-use development.

Council gave 3<sup>rd</sup> Reading to a proposed new OCP on July 26, 2021. The land use plan proposed for the new OCP identifies the site as Mixed Use, which would allow for higher density mixed-use development of up to twelve storeys, a Floor Area Ratio (FAR) of up to 3.5, and no unit density maximums. To enable a mixed-use development, as currently exists on site but is inconsistent with the current OCP land use designation, the applicant has applied to amend the land use designation of the property from the current Medium-Density Residential designation to the Mixed Use designation proposed in the new OCP. The applicant held a virtual Public Information Meeting on October 12, 2021 to receive public input on the application. This consultation is considered "early and ongoing," as typically required for OCP amendment applications.

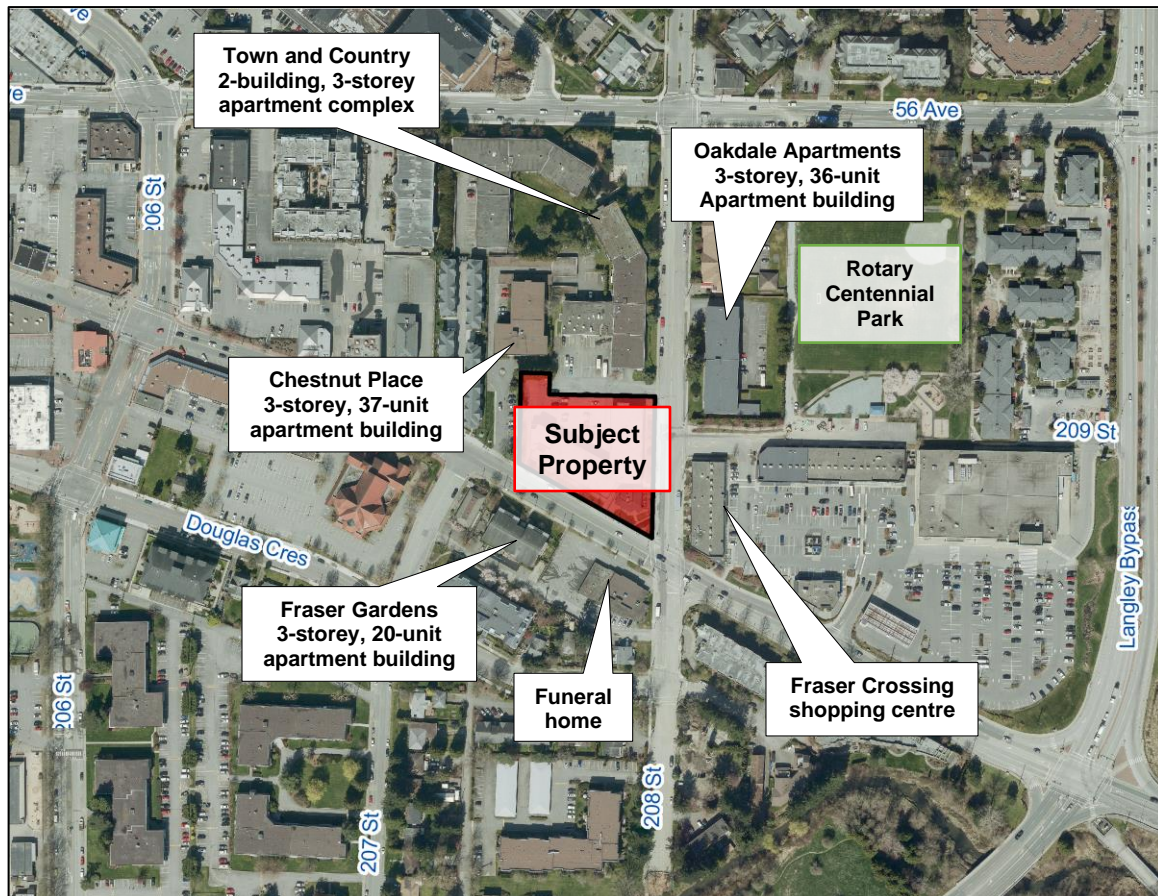
The development site is located in an area proposed in the draft new OCP to transition into a high-density mixed-use neighbourhood that complements the City's Downtown and focuses future growth around the planned 203 Street SkyTrain station. The site stands on a prominent intersection, with the immediate area currently consisting of a mix of residential and commercial buildings. Fraser Highway, a major arterial road, forms its boundary to the south and separates the site from a funeral home and Fraser Gardens, a 3-storey 20-unit, non-market apartment building. The site's eastern border is formed by 208 Street, a collector road across from which are located the Fraser Crossing shopping centre, Rotary Centennial Park, and Oakdale Apartments (3-storey, 36-unit building completed in 1981). To the north, the site is separated from the 2-building, 3-storey, 144-unit Town and Country apartment complex (completed 1972) by a public lane, and is abutted to the west by Chestnut Place Apartments, a 3-storey, 37-unit building completed in 1971.

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 (5-to-10-minute walk);
- The Langley Centre bus exchange serving 15 routes (5-to-10-minute walk); and
- The planned 203 Street SkyTrain station and its associated bus exchange (10-minute walk).

Additionally, the site is located near various neighbourhood amenities, including:

- Rotary Centennial Park (less than 5-minute walk);
- Douglas Park Elementary School (5-to-10-minute walk); and
- Timms Community Centre (10-minute walk).



*Site Context*

## 2. Land Use Contract Discharge and the Official Community Plan (OCP)

The proposed development site is currently zoned C1 Downtown Commercial and is designated as Medium-Density Residential in the OCP. It is also affected by a Land Use Contract (LUC 03-73), which was registered to accommodate the existing development specifically as a 3-storey building with ground floor commercial uses and 24 apartment units on the floors above. As noted above, a new OCP received 3<sup>rd</sup> Reading by Council on July 26, 2021 and is proposing to designate the subject property, along with the remainder of the block and properties across the streets to its south and east, as Mixed Use, with the properties kitty-corner from the site to the southeast proposed to be designated as Low Rise Residential. If these proposed land use designations are adopted by Council, the Mixed Use designation would allow the development of mixed-use buildings of up to twelve storeys and a FAR of up to 3.5, and the Low Rise Residential designation would allow residential buildings of up to six storeys and a FAR of up to 2.1. The applicant has tailored their development to the existing C1 zoning and proposed Mixed Use designation and has applied for a Land Use Contract discharge to be able to make use of C1 zoning provisions, as Land Use Contract regulations supersede those in the Zoning Bylaw. A new Zoning Bylaw is currently under development and it is anticipated that, as part of its future adoption, all Land Use Contracts in the City would be discharged, as required (by 2024) and enabled in the *Local Government Act*.

In addition, the proponent has applied to amend the OCP to the proposed Mixed Use designation in order to enable the Land Use Contract discharge, make the property's existing C1 zoning consistent with the OCP, and allow their development to proceed through the approval process ahead of the expected fall 2021 adoption of the new OCP. Should the new OCP be adopted prior to the OCP amendment application being completed, the OCP amendment application will become unnecessary and therefore canceled.

## 3. Tenant Relocation Plan

As the current building contains existing residential rental units, the applicant is undertaking a Tenant Relocation Plan, as required by Policy 1.18 (*Tenant Relocation Plans*) in the proposed new OCP. A separate explanatory memo detailing the applicant's efforts and communications with tenants to date will be provided to Council when the application is considered by Council. The Provincial *Residential Tenancy Act* legislation also applies in this case.

## 4. Design

The applicant is proposing a U-shaped building in order to maximize Downtown and transit-supportive density in close proximity to existing frequent transit, the

planned 203 Street SkyTrain station, and the Historic Downtown. The residential lobby is located on the building's south and is wrapped with commercial units positioned parallel to both Fraser Highway and 208 Street, which activate these streets while screening the site's interior surface parking area. A breezeway connects the parking area to the residential lobby and both streets 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.

The main building entrance is located between commercial units on the south of the building, with access provided from both Fraser Highway and the internal surface parking area. The two-level parkade features one level partially extruding above grade, due to the property's location in the area affected by the City's Floodplain Elevation Bylaw, and one open-air level at-grade, with each served by a separate entrance located off the lane on the site's north. The western entrance provides access to the underground resident parking area, and the east entrance provides access to additional resident parking along with commercial and residential visitor spaces. The at-grade parking area is wrapped by the building on its south, east, and west, and left open to the north.

On the street frontages, the extruded parkade is clad with a brick veneer to add texture and warmth to the street frontages, with brick vertical sections of different tones climbing from it up the façade in varying heights to ground the development and create a sense of individual buildings along the property's long frontages and create continuity with the height and character of buildings located further west along Fraser Highway. The raised parkade level requires walkways to be integrated into it with stairs and ramps to provide access to the commercial units, while also contributing to a unique corner plaza design with large planters (accommodating two red maple and one dogwood tree) and seating areas built into the parkade box. The building's brick base sections are capped off by prominent cornice lines above which a similar vertically-articulated pattern emerges with sections of different-coloured fibre cement and composite paneling continuing from the vertical sections on the bottom floors. These paneled sections continue on the west and north elevations, as well as in the courtyard, of the building and end in striking offset diagonal rooflines to further break up the building's horizontal massing and complete a modern design.

In addition to the public outdoor plaza facing the intersection of Fraser Highway and 208 Street, the site is landscaped with 6 paperbark maple trees lining Fraser Highway to the south. Additional open space on the property is provided by two private outdoor amenity spaces for building residents: one on the west end of the second floor covering a portion of the surface parking level below and the other on the southeast corner of the building roof. Both areas feature lounge and dining furniture along with a combined 18 potted flame amur maple trees.

Accessibility is incorporated through accessible ramps along both street frontages leading into the storefront walkways and breezeways to the residential lobby and parking area beyond. In addition, 12 accessible parking spaces are provided, including 11 resident spaces broken up into 7 in the underground level and 4 at-grade near the elevator lobbies, and 1 shared commercial/residential visitor space on the surface parking level.

Sustainability has been implemented into the proposal through multiple actions including incorporating non-water dependent landscaping and providing fourteen Level II electric vehicle (EV) charging stations, with the remaining stalls pre-ducted for future EV charger installation.

Within the building, residential unit sizes range from 43 m<sup>2</sup> to 91 m<sup>2</sup> (464 ft<sup>2</sup> to 979 ft<sup>2</sup>). The unit type distribution includes 175 one-bedroom apartment types (1-bedroom or 1-bedroom + flex room) and 25 two-bedroom apartment types (2-bedroom or 2-bedroom + flex room). 10 of the units are adaptable. Tenant storage facilities are provided in common areas on the residential floors as well as through in-unit storage rooms.

541 m<sup>2</sup> (5,819 ft<sup>2</sup>) of indoor amenity space is provided over 5 rooms located on floors 2-6. All units have balconies. A 2-elevator core services the building.

#### 5. 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.

#### 6. Variances

The applicant has requested the following variances from C1 zoning provisions as part of this development proposal:

- Front residential setback reduction to 2 metres (6 metres minimum);
- Rear residential setback reduction to 0 metres (6 metres minimum);
- East side residential setback reduction to 2 metres (6 metres minimum);
- West side residential setback reduction to 0 metres (6 metres minimum);
- Bike parking shared with storage lockers (required to be separate);
- Resident parking reduction to 205 spaces (240 spaces minimum);
- Sharing parking spaces for both residential visitor and commercial users (required to be provided separately);
- Share of small car spaces increased to 55% (maximum 40%);
- Accessible stall length reduced to 5.5 metres (5.8 metres minimum); and

- Indoor amenity provided in separate areas (required to be in one area).

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 generally 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, 2-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 0-metre rear residential setback for properties abutted by a lane is supported by staff as, in this instance, it refers to extruded balconies, with the residential walls and windows themselves set back approximately 1 metre from the rear property line and north lane. Similar reduced setbacks are being contemplated for the new Zoning Bylaw 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. At this location, the public lane is wider (9.2 metres) than the City's typical standard (8.0 metres), which further supports this setback.

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. North of this corner, 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 separation of the indoor amenity space into five rooms, with one on each residential floor, provides more convenient access for residents while using the building's unique U-shape more efficiently to make space for additional housing.

Though the applicant is providing 86 of the required 100 bicycle parking spaces in bicycle-specific spaces, the remaining 14 bicycle spaces are proposed to be shared with storage lockers. Staff note that many of the storage lockers provided exceed the minimum 5.67 m<sup>3</sup> volume required in the Zoning Bylaw, and 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 24.7% less than required under the current Zoning Bylaw. Given the site's location Downtown, proximity to frequent transit, and being within a 10-minute walk from the planned 203 Street station, this proposed reduction reflects the highly-accessible 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 parking rates that are being considered for the new Zoning Bylaw, as described in detail below.

### Residential Parking

The proposed residential parking amount of 205 spaces (less 35 spaces or a 14.6% reduction from the current Zoning Bylaw) is supported by the site's location in the Shoulder area as proposed in the new OCP, as well as by the existing rates in the C1 Zone. 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 supported by staff, as the 1-bedroom rate is consistent with the requirement being considered for the new Zoning Bylaw and the 2-bedroom rate is consistent with the C1 Zone requirement in the current Zoning Bylaw. These rates are 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 parking rate requirements in other municipalities within the Lower Mainland and British Columbia. A similar variance for residential parking has recently been approved by Council at 20230 56 Avenue (11.3%), and Council has also recently given Third Reading ("approval-in-principle") to applications with similar or greater residential parking variances at 20059 Fraser Highway (15.3%) and 20137-20139 Fraser Highway (11.6%).

### 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 research done for previous applications, which noted 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 area are being considered for the new Zoning Bylaw for properties in the Shoulder area and Mixed Use OCP designation. 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, 30 visitor and 22 commercial parking spaces are required, for a total visitor and commercial amount of 52 spaces.

The applicant is proposing 20 dedicated residential visitor and 12 dedicated commercial spaces, and 10 additional shared spaces to be used from the morning to the evening for commercial use, and from the evening to the morning for residential visitors, thus achieving the 52-space requirement through the combination of the dedicated spaces and the 10 shared commercial/residential visitor spaces. This approach results in a minimum of 22 commercial spaces being available for commercial use during the day and a minimum of 30 residential visitor spaces being available for visitor use in the evening, 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 note this shared parking approach is being used and/or considered in other high-density, mixed-use nodes located near SkyTrain stations elsewhere in the region (such as 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 with agreement from both the property owner and City. Shared parking approaches similar to this are also being considered for the new Zoning Bylaw, given the potential improved site efficiencies for urban mixed-use sites.

#### Small Car Spaces

55% of on-site parking spaces are being proposed as small car spaces. The current Zoning Bylaw allows a maximum of 40% small car spaces, but staff are considering increasing this to a maximum of 60% for Core and Shoulder areas in the new Zoning Bylaw. This 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.

Additionally, given the over-width rear lane (9.2 metres vs the standard 8.0 metres), the small car visitor spaces and shared commercial/visitor spaces located along the lane can be considered “standard” in length as a result of the extra room provided, but must be classified as “small car” due to their width being below the 2.6 metre standard requirement, while remaining wider than the 2.4-metre small car width being considered by staff for the new Zoning Bylaw.

#### Accessible Stall Length

A variance is required for the provision of accessible parking spaces at the standard length of 5.5 metres compared to the required 5.8 metres. Staff support this variance as the 5.5-metre length is consistent with the City’s standard parking space dimension requirements and, in a review of nearby municipalities, found that all used the same parking stall length for both standard and accessible spaces. Staff are considering aligning standard and accessible stall length requirements in the new Zoning Bylaw currently in development.

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

#### 7. 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 strengthen the City’s east 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 **200 Unit Mixed Use Development located at 20751-95 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 10% shall be added to the calculated storage volume. *Pre-development release rates shall not include climate change effect.*
3. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
4. 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.
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 Developer's Consultant 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. Fraser Hwy. frontage of the project shall be designed to the City's SS-R01 standard. The Developer's consultant shall contact Engineering Services to

- obtain the City's road cross-section design standards and any modification details (if applicable).
9. A 3m dedication will be required on the project's Fraser Hwy. frontage. No dedication requirement for 208 St.
  10. A 5m corner truncation will be required at the corner of Fraser Hwy. and 208 St. A 4m truncation will be required at the corner of 208 St. and the lane north of the proposed development.
  11. New sidewalk, barrier curb, gutter will be required along the entire project 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.
  12. If the proposed development will generate more than 50 additional peak direction trips (inbound and outbound) to or from the site during the peak hour, then a basic traffic impact assessment (TIA) will be required; between 30 and 40 trips – reduced scope TIA; 50 and greater trips – TIA. Prior to hiring a traffic engineering consultant, the Developer shall contact Engineering Services Division for the required scope of work.
  13. 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.
  14. 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.
  15. A dedicated on-site loading zone shall be provided by the developer.
  16. 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.
  17. Eliminate the existing overhead electrical/telecommunication wiring and poles along the development's Fraser Hwy. frontage by replacing with underground electrical/telecommunication infrastructure.

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

1. The City will 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 will 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 will 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 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.

To: Advisory Design Panel

Date: November 3, 2021

Subject: Development Permit Application DP 12-21, OCP Amendment Application OCP 08-21, & Land Use Contract Discharge Application LUC 01-21

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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 including the public lane on the north side of the property. A construction fire safety plan shall be completed, and the location of fire hydrants, the fire department connection, standpipes, and annunciator panel shall be confirmed between the applicant and the Fire Department. A Fire safety Plan will be required before occupancy as well as a FD lock box. Location to be finalized at a later date.

### **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 November 10, 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 \$1,685,366.10 to City Development Cost Charge accounts and \$400,000.00 in Community Amenity Contributions.

Prepared by:



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Anton Metalnikov  
Planning Assistant II

Concurrence:



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

Concurrence:



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Carl Johannsen, RPP, MCIP  
Director of Development Services

Concurrence:



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

Concurrence:



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Scott Kennedy, Deputy Fire Chief

*Attachments*



# DEVELOPMENT PERMIT APPLICATION DP 12-21 OCP AMENDMENT APPLICATION OCP 08-21 LUC DISCHARGE APPLICATION LUC 01-21

**Civic Address:** 20785 Fraser Highway  
**Legal Description:** Lot 115, District Lot 36, Group 2, New Westminster District, Plan 45255  
**Applicant:** Luc Gosselin  
**Owner:** C.D.Z Development Ltd.

