



## MINUTES OF A PUBLIC HEARING MEETING

Monday, January 24, 2022

7:00 p.m.

Remote Video / Teleconference

Present: Mayor van den Broek  
Councillor Albrecht  
Councillor James  
Councillor Martin  
Councillor Pachal  
Councillor Storteboom  
Councillor Wallace

Staff Present: F. Cheung, Chief Administrative Officer  
R. Bomhof, Director of Engineering, Parks and Environment  
K. Hilton, Director of Recreation, Culture and Community Services  
C. Johannsen, Director of Development Services  
D. Leite, Director of Corporate Services  
H. Gill, Manager of Engineering  
A. Metalnikov, Planner  
K. Kenney, Corporate Officer  
P. Kusack, Deputy Corporate Officer

Mayor van den Broek began by acknowledging that the land on which we gather is the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

### 1. **CALL TO ORDER**

Mayor van den Broek called the Public Hearing to order.

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

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

Two newspaper advertisements for the each of the bylaws was placed in the January 13<sup>th</sup> and January 20<sup>th</sup> editions of the Langley Advance Times and notices were mailed out to owners within 100 m of the subject properties.

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

She further advised that no correspondence has been received in relation to Bylaw 3199 and eighteen pieces of correspondence have been received in relation to Bylaw 3195, fifteen of which are included in the agenda package and three were circulated to Council after publication of the agenda.

## **2. BUSINESS**

### **a. Bylaw 3199 - Zoning Bylaw Amendment No. 185 - Body Art and Tattoo Services Separation Amendment**

Carl Johannsen, Director of Development Services provided an overview of the purpose of the bylaw:

- will enable existing long-time city business Lady Luck Tattoo to move from their current location at 20785 Fraser Highway to a new location at 20258 as the building as their current location is being proposed for redevelopment;
- would enable this tattoo parlor business to relocate to another site on Fraser highway that is within 400 metres of another tattoo parlor;
- the City's Zoning Bylaw currently requires a 400 metres separation between tattoo body art businesses
- the proposed relocation address is approximately 70 to 80 metres from an existing tattoo establishment at 203 St. on Fraser Highway; however, this will not result in an over concentration the proposed location is separated from the other tattoo business by a major arterial intersection and is not on the same block face;
- staff are supportive of this approach as it facilitates the relocation of an existing business and will not result in an over concentration of these businesses along Fraser highway;
- the proposed by law is also written in a manner that enables lady left to relocate to the redeveloped property at 20785 Fraser highway once that redevelopment is complete.

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

There were no speakers.

The Mayor called a second time for speakers on Bylaw 3199.

There were no speakers.

The Mayor called a third and final time for speakers on Bylaw 3199.

Mike Prior, 20771 Fraser Hwy., the applicant, thanked Council for considering this bylaw amendment that would allow him to keep his business in the City of Langley, noting that his business has been here for a long time and he does not wish to relocate it to another municipality.

There were no further speakers.

b. Bylaw 3195 - Zoning Bylaw Amendment No. 184 (RZ 10-21) and Development Permit DP 13-21

A bylaw to rezone properties located at 19701 - 19729 55A Avenue from RS1 Single Family Residential Zone & RM1 Multiple Residential Low-Density Zone to the CD81 Comprehensive Development Zone to accommodate a 6-storey, 96-unit apartment development.

Carl Johannsen, Director of Development Services provided an overview of the purpose of the bylaw:

- the proposed rezoning and development permit application was reviewed by the City's Advisory Design Panel and the applicant has incorporated the Panel's recommendations into their drawings including adjustments to open space implements and underground parkade and provision of future e-bike charging capability;
- the previous Official Community Plan permitted town houses and apartment buildings up to four stories in this area and the new adopted Official Community Plan includes the same land uses but enables apartments up to six stories;
- this land use reflects the existing condition in the neighborhood which includes a mix of apartment buildings and townhomes;
- a large deep site enables a larger than usual front and rear yard setbacks;
- the building form steps down four stories to create gradual building transitions on the east side where there are townhouses and on the west side which could redevelop to town houses or an apartment building in future;
- a small residential parking variance is required using a rate of 1.1 spaces per one bedroom instead of the current 1.2 spaces per bedroom which is consistent with rates being considered for the new Zoning Bylaw;
- the applicant is also proposing a higher percentage of small parking spaces 46% relative to the current limit of 40% which is also consistent with what is being contemplated for the new Zoning Bylaw;
- the west and east side of the partially exposed parkade is raised above grade due to geotechnical conditions and is proposed to be treated

with paint, shrubs, and trees to provide a green buffer interface between properties;

- if the project is approved and constructed a new curb, gutter, and pavement along 55A Ave. will enable approximately twelve parallel on-street parking spaces.

The Mayor invited the applicant to present the proposed bylaw.

The following representatives were in attendance:

Vikas Sharma, Saiya Developments  
Bronwen Jones, PMG Landscape Architects  
Eric Poxleitner, Keystone Architecture  
Kyle Nagtegall, Keystone Architecture

Mr. Nagtegall provided a PowerPoint presentation providing information on the following:

- Project data
- Context and precedent images
- Aerial view of the site
- Transit 10-minute radius map
- Site plan

Ms. Jones provided information on the landscape and amenity space plans

Mr. Nagtegall provided further information on the following:

- Shadow studies
- Parkade plan
- Floor plans
- Streetscape – 55A Ave.
- Exterior elevations
- Material board
- Renderings

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

Paul Fitzgerald, 55A Ave., spoke regarding the following:

expressed concerns regarding the following aspects of the proposed development:

- density, overcrowding, vehicle access, and pedestrian and vehicle safety issues due to size of the development and its location
- potential for years of ongoing construction noise without respecting curfews in noise bylaw;

- building should not be built to an east/west configuration, should be north to south configuration to allow more sun exposure on units; current configuration and height of the building will cast shadow extending all the way to 56 Ave.;
- lack of sun exposure for units located at the rear of the building facing north detrimental to the mental well-being of the individuals residing in these units;
- above-grade parking structure too large for the property footprint and should be set back from the property line so as not to impact neighbouring properties; not clear how much above grade it will be;
- construction of the parking structure could cause structural damage to neighbouring units as evidenced by damage sustained to neighbouring units such as his when the building across the street was built by the same developer; sinkhole has been developing along that development's property line as the building was built on aquifers, causing cracking damage to neighbouring buildings' parking pads, garage floors and walls;
- should not approve this development until the deficiencies of the existing building have been addressed by the developer;
- bottleneck in the road will become even more of a safety issue; have attended to three accidents occurring there in the past 9 months;
- everything about this building design needs to be re-examined.

Lizette Etsebeth, 19709 55A Ave., spoke regarding the following:

- will be moving, currently living in a rented house that is going to be demolished for redevelopment;
- asked what the timeline is for construction of this development so she knows how much time she has to pack up and find another residence.

In response the applicant advised that without knowing if and when this development proposal will be approved advising of a timeline would be difficult but were the proposal to be approved it would likely take six months to obtain the building permit and the construction phase after that would be approximately 18 months.

Sasha Okyere, 155 Ave., spoke regarding the following:

- expressed concerns that given the large number of units in this building, the amount of parking provided in the development will not accommodate more than one vehicle per resident and, as most residents will likely have two vehicles, will result in more on-street parking issues in this already densely populated area, and asked what the developer will be doing to address potential parking issues both during and after construction of this development.

Mr. Nagtegal advised that:

- during the construction phase, the goal would be to have as little impact on the neighbourhood as possible, although some impact cannot be avoided;
- the portion of land designated for the laneway visitor parking will be utilized for trade worker parking during the construction phase and once the parkade is constructed that parking will also be utilized for trades parking.

Mr. Johannsen, Director of Development Services advised that:

- every application submitted to the City has to meet certain parking requirements; with respect to this particular development which has 96 units, there are 137 parking spaces proposed, 115 being resident spaces and the remainder being visitor; which represents 1.1 to 1.2 spaces per unit;
- the City is modernizing its parking standards and the number of parking spaces being proposed in this development is actually higher than what the City is contemplating for its parking standards;

Minh Son Vuong, 19704 55A Ave. spoke regarding the following:

- his property is directly across from the subject property;
- expressed concerns with respect to:
  - increased density will further worsen the parking issues that already exist in the area such as lack of parking and difficulty in turning vehicle around to travel in the opposition direction due to parked cars and dead-end street;
  - ongoing construction noise negatively impacting his family's quality of life;
  - unexpected higher density redevelopment of this area.

Mr. Johannsen, Director of Development Services advised that:

- at the building permit stage a construction management plan is required to be in place to identify traffic movements and how construction will be undertaken;
- the City has a Noise Bylaw that contractors must abide by;
- if this project is approved street improvements would be made to 55A Ave. which would include two travel lanes, two parking lanes, a curb, gutter, tree strip, and sidewalk which would enable additional on street parking and travel lanes in the area.

The Mayor called a second time for speakers on Bylaw 3195.

Paul Fitzgerald, 55A. Ave., spoke regarding the following:

- advised of his background and credentials with respect to knowledge of building design and construction;
- expressed the following concerns:
  - has seen many dangerous construction practices during construction of another of the developer's building in the area;
  - the area is already overcrowded with vehicles parked on the street; some of which park in front of fire hydrants;
  - construction crews are working outside of the curfew hours of the City's Noise Bylaw, including during the night;
  - never see Bylaw Enforcement Officers in the area;
  - Council should not approve this development application until they visit the building at 19704 55A Ave. which was built by the same developer to see the issues with that building; its deficiencies are not being addressed and owners' warranties are not being honoured.

The Mayor called a third and final time for speakers on Bylaw 3195.

James Chapman, spoke regarding the following:

- advised he was speaking on his son's behalf who owns property in the area;
- expressed concerns regarding the following:
  - crowding;
  - parking issues;
  - size of the proposed building is too large in relation to the neighbouring three-story buildings;
  - potential for redevelopment of other properties in the area to a similar size and scale as this proposed development, particularly if the properties are owned by the same developer;
  - people who purchased their properties in this area in the last one to four years wouldn't have expected such a large-scale development to be built in this area; it is somewhat deceptive;
- would be in support of a three-story townhouse development similar to what is already built in in the neighbourhood or even a lower-level apartment building;
- Council should take into consideration the negative impact this large of a building will have on neighbouring properties;
- This type of building should be built in a location that has buildings of a similar scale.

There were no further speakers.

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

- Before construction may begin there is a requirement for a construction management plan which includes such things as circulation of traffic, flaggers etc.;
- 55A Ave. has a 20-metre right-of-way and within that right of way the City's street standard calls for two travel lanes of 3.3 meters each and two on street parking lanes of 2.4 meters each which allows for a two-way street with parking on both sides of the street;
- redevelopment of the north side of 55A where the development site is, would result in a brand-new curb, gutter, tree strip and sidewalk and improved shoulder which would add between 4 and 5 on-street parking spaces in that area;
- several design elements are proposed that are intended to mitigate privacy concerns for the neighbouring properties:
  - the building steps down from six stories to four;
  - at grade level there is a privacy fence on the townhouse side;
  - on the building side there will be vegetation and trees planted to create a green screen between the existing townhouse complex and units that face onto that side yard of the apartment building;
  - the majority of the living space windows of neighbouring townhouses are facing north and south so will not be facing the building;
  - the depth of the lot allows for a greater setback areas in the front and rear of the building which helps to minimize privacy impacts.

Mr. Nagtegal further advised that they have really tried to limit the number of balconies that face the opposing properties and to have the majority of balconies be north and south facing.

**3. MOTION TO CLOSE PUBLIC HEARING**

It was MOVE and SECONDED

THAT the Public Hearing close at 8:18pm.

CARRIED

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Signed:

MAYOR

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Certified Correct:

CORPORATE OFFICER