



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 15-21
Rezoning Application RZ 12-21**

From: Anton Metalnikov, RPP, MCIP
Planning Assistant II

File #: 6620.00
Bylaw #: 3204

Doc #:

Date: January 12, 2022

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider rezoning and Development Permit applications by David Eaton Architect Inc. for a 6-storey, 49-unit apartment development at 20032 & 20038 56 Avenue.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "Mid Rise Residential" in the Official Community Plan Land Use Designation Map. All lands designated for multi-family residential use are subject to a Development Permit (DP) to address building form and character.

The density of the proposed development complies with the Official Community Plan but exceeds the parameters in the current Zoning Bylaw. As such, a Comprehensive Development Zone is proposed to accommodate it.

COMMENTS/ANALYSIS:

Background Information:

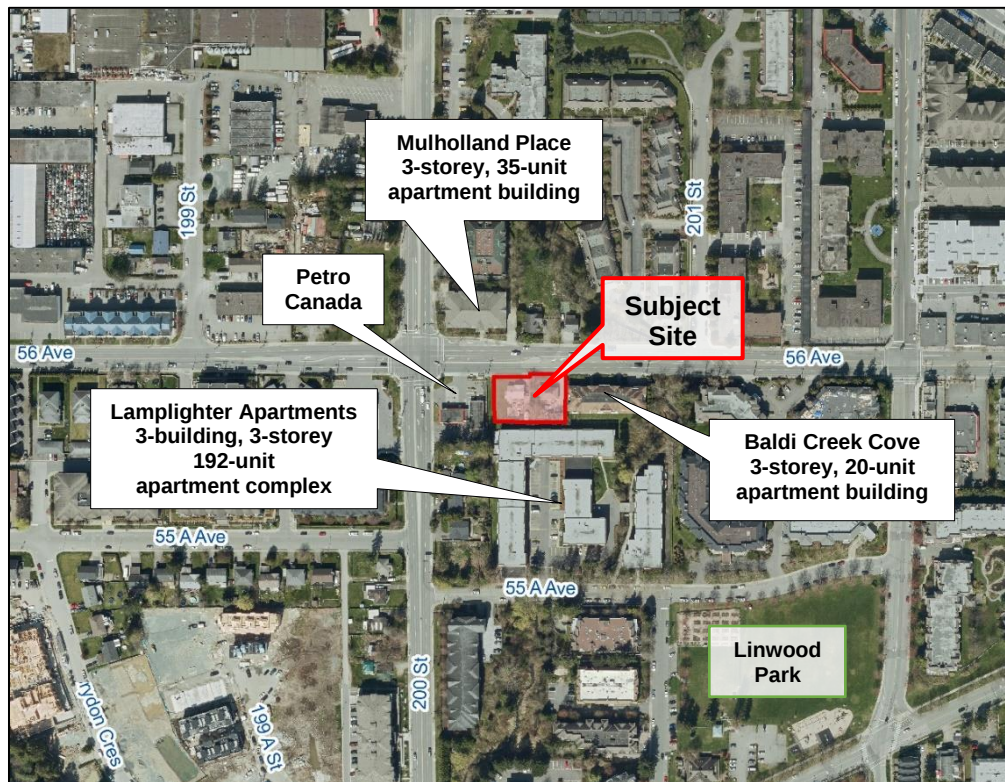
Applicant:	David Eaton Architect Inc.
Owner:	Thu Pham
Civic Addresses:	20032 & 20038 56 Avenue
Legal Description:	Lot 3 Except: Part Dedicated Road on Plan LMP25650 & Lot 4, District Lot 305, Group 2, New Westminster District, Plan 5735
Site Area:	1,609 m ² (0.40 acres)
Number of Units:	49 apartments
Gross Floor Area:	3,704 m ² (39,875 ft ²)
Floor Space Ratio:	2.302
Lot Coverage:	45.95%
Total Parking Required:	70 spaces (including 4 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	50 spaces
<u>Visitor</u>	<u>7 spaces</u>
Total	57 spaces (including 4 h/c spaces)
OCP Designation:	Mid Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD82 Comprehensive Development Zone
Variances Requested:	5.5 m long accessible parking stalls (5.8 m required) Bike parking provided in storage (required to be separate) 52.6% small car spaces (max. 40%) 7 visitor parking spaces (min. 10) <i>Note a resident parking variance is not required due to the use of CD Zone – see staff commentary in Variances section of this report for further details and rationale</i>
Development Cost Charges:	\$683,564.50 (City - \$431,083.00, GVS&DD - \$162,114.00, SD35 - \$20,207.50, TransLink - \$70,160.00)
Community Amenity Contributions (CACs):	\$98,000.00

Discussion:

1. Context

The applicant is proposing to develop a 49-unit apartment building on a site currently composed of two single-detached properties located on 56 Avenue, just east of the intersection with 200 Street. This immediate area includes a variety of development forms and uses, including apartment buildings, townhouse complexes, gas stations, and older single-detached lots that have been the subject of development interest.

The development site's northern edge is formed by its lone street frontage of 56 Avenue, an arterial road across from which lie two older single-detached houses as well as Mulholland Place, a 3-storey, 35-unit apartment building completed in 2002. To its east and south respectively, the site is neighboured by Baldi Creek Cove, a 3-storey, 20-unit apartment building (completed 1991) and Lamplighter Apartments, a 3-building, 3-storey, 192-unit apartment complex (completed 1976). The Lamplighter Apartments property also has a grassed panhandle portion approximately 4.3 metres in width that extends north to 56 Avenue bordering the subject site to the west and separating it from the Petro Canada gas station located on the intersection of 56 Avenue and 200 Street.



Site context

The site is well-positioned with pedestrian connections to retail and service areas, with Downtown located within a 5-minute walk. It also benefits from proximity to key neighbourhood amenities, including:

- Linwood Park (5-minute walk);
- Nicomekl Elementary School (10-minute walk); and
- Timms Community Centre (10-minute walk).

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

- Three regional bus routes (directly adjacent);
- The frequent service 503 Fraser Highway Express bus (5-to-10-minute walk); and
- The planned 203 Street SkyTrain station and its associated bus exchange (10-minute walk).

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

The site proposed for rezoning is designated as Mid Rise Residential in the City's OCP, which allows for apartment building development of up to 12 storeys in height and a Floor Area Ratio (FAR) of up to 3.5.

The properties are proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Mid Rise Residential OCP designation. The project was designed to conform to the preliminary zoning regulations associated with this designation. Should the CD rezoning be adopted it is anticipated that, as part of adopting the new Zoning Bylaw currently in development, the City will rezone this site from its CD Zone to the new zone created to implement the Mid Rise Residential designation.

3. Design

The applicant is proposing a bar building design that makes efficient use of this small rectangular site and echoes the layout of nearby apartment buildings. The development stands atop two levels of parking, with a single-loaded first floor rising above a minimally-extruded underground parking level and screening a rear surface level with an entrance lobby and apartments before rising an additional five storeys in a double-loaded configuration, partially covering the surface parking area. This layout allows the building to accommodate a range of services at the back while setting an engaging relationship with the street through an attractive design, generous landscaping, and ground-oriented units.

The site's vehicle access flanks the building on the east, providing access to a loading zone, a ramp down to underground resident parking, and a ramp up to the surface level with visitor parking and additional resident parking. Where it rises slightly above ground due to geotechnical conditions, the underground

parkade has its concrete walls stamped, screened with landscaping, and broken up with an accessible ramp and stairs leading to the entrance lobby and ground-oriented units to establish an attractive interface with the public realm.

The flat-roofed wood-frame six-storey building presents a modern architectural approach, with simple lines and cool tones decorated with generous glazing, accent colours, and prominent massing details. All four elevations primarily employ hardie panel in various shades of white and grey, with white being the primary colour and the front and rear façades and a more even distribution shown on the sides. On the street-fronting elevation, a striking rectangular extrusion is highlighted with wood-tone aluminum cladding and further emphasized with darker grey paneling and burgundy accents encircling it, including on a V-shaped support column feature. The burgundy accents continue along the side elevations, which include additional fenestration while maintaining privacy through window design and positioning. The darker grey cladding works to ground the building along its street frontage while also featuring as a subtle cornice line to cap off the building at its top.

The site features generous landscaping along its street frontage, with multiple rows of various shrub species punctuated by Crimson Sentry Maple trees providing a green face along the public realm, softening and warming the building face, and creating separation for the ground-floor units. The building also includes a landscaped rooftop deck with six aluminum planters hosting Seiryu Japanese Maple Trees encircled by shrubbery.

Sustainability is incorporated into the proposal through multiple actions including using recycled building materials and establishing a construction recycling plan, achieving an energy performance over 25% better than the current Model National Energy Code, using drought-tolerant and non-water dependent landscaping irrigated by a centrally-controlled system with rain sensors, and providing six parking spaces with Level II electric vehicle (EV) chargers, with the remaining resident stalls pre-ducted for future EV charger installation.

Within the building, unit sizes range from 49 m² to 89 m² (524 ft² to 960 ft²). The unit type distribution provides 44 one-bedroom unit types (1-bedroom or 1-bedroom + flex room) and 5 two-bedroom units. Eleven of the units are adaptable. Tenant storage facilities are provided in storage rooms in the parkade and on the ground floor, as well as through in-unit storage rooms.

178 m² (1,916 ft²) of indoor amenity space is provided on the second floor, hosting a gym and lounge area. A 186 m² (2,002 ft²) outdoor amenity area is also provided on the rooftop, programmed with 12 communal garden plots, a table tennis table, and picnic tables. All units have balconies or private ground-level patios. A one-elevator core services the building.

4. CPTED

The applicant's proposal benefited from a comprehensive Crime Prevention Through Environmental Design (CPTED) review by a qualified consultant whose recommendations were incorporated into the plans.

5. Variances

As noted above, the applicant's proposed development is generally consistent with the proposed 6-12 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the Official Community Plan's Mid Rise Residential land use designation. However, given the proponent has applied to redevelop the site prior to the adoption of the new Zoning Bylaw, a site-specific Comprehensive Development (CD) Zone is proposed to be created to accommodate the redevelopment.

Despite the use of a CD Zone, the proposal requires a variance from general Zoning Bylaw provisions to accommodate a portion (15 of 25) bicycle parking spaces within storage lockers rather than as separate facilities. Staff note that shared bicycle parking and storage lockers are being considered in the new Zoning Bylaw to allow for more flexibility and efficiency in their configuration.

A variance is also required to reduce the length of two of the accessible parking spaces (one visitor and one resident stall) from 5.8 metres to 5.5 metres. The other two (resident) accessible stalls are being provided in a parallel parking configuration and meet the associated 6.7-metre length requirement. Staff support this variance request as the 5.5 metre length is consistent with the City's standard parking stall dimension requirements and, in a review of nearby municipalities (Langley Township, Surrey, Maple Ridge, and Abbotsford) found that all used the same stall length for both standard and accessible parking spaces. Staff are also considering making standard and accessible parking stall lengths consistent in the City's new Zoning Bylaw currently under development.

Proposed Parking

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) is applied to this application, the applicant's proposed overall parking amount is 18.6% less than would be required. Given that a CD zone is being proposed to accommodate this development, technically a variance is required only for visitor parking. However, it is important to note that staff support the applicant's overall parking approach based on the following rationale:

- The proposed parking approach (less 13 spaces or 18.6%) is supported by the site's location in a "Shoulder" area, within a 10-minute walk of the frequent Fraser Highway Express bus and planned 203 Street SkyTrain station. Council has recently approved a project with a similar variance

down the street at 20230 56 Avenue (14.7% reduction) and given Third Reading (“approval-in-principle”) to a nearby application at 20120-20170 53A Avenue (14.5% reduction);

- the proposed visitor parking rate is 0.15 spaces per unit, which is equal to the rate under consideration for “Shoulder” areas in the new Zoning Bylaw. This rate is being contemplated based on research work conducted by staff to date, which has included a review of the Metro Vancouver Parking Study as well as of visitor parking rates in other municipalities within the Lower Mainland and British Columbia; and
- if the preliminary “Shoulder” area rates being considered for the draft new Zoning Bylaw were applied to this application, 57 parking spaces would be required, based on rates of 1 space per 1-bedroom unit, 1.25 spaces per 2-bedroom unit (=50 resident spaces) and 0.15 visitor spaces per unit (=7 spaces). This total is identical to the applicant’s proposed parking amount of 57 spaces and 18.6% less than the current RM3 Zone requirement of 70 spaces, which is based on rates of 1.2 spaces per 1-bedroom unit and 1.3 spaces per 2-bedroom unit (=60 resident spaces) and 0.2 visitor spaces per unit (=10 spaces).

A variance is also required to increase the share of small car parking spaces. 58.0% of resident parking spaces and 14.3% of visitor parking spaces are being proposed as small car spaces, for a blended rate of 52.6%. The current Zoning Bylaw allows a maximum of 40% small car spaces, but staff are considering increasing this to a maximum of 60% for “Shoulder” areas in the new Zoning Bylaw. This approach can significantly improve parkade space efficiency on constrained sites, 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 while maintaining reasonable parking supply.

6. Summary

The proposed development is consistent with the City’s proposed new OCP and Development Permit Area guidelines for this area and presents a high-quality design providing housing in close proximity to parks, civic and recreational facilities, transit service, and Downtown.

Engineering Requirements:

Additional design changes may be required upon further investigation, site inspections and receipt of other supporting reports and documents. All work to be done to the City of Langley’s Design Criteria Manual (DCM).

Per the City's DCM requirement, the developer and their consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Commitment by Owner and Consulting Engineer) prior to starting their design works.

Per the City's Watercourse Protection Bylaw No. 3152, the developer's consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Confirmation of Commitment by Qualified Environmental Professional - QEP) prior to starting their site monitoring works.

These requirements have been issued to reflect the application for development for a proposed **49-Unit Apartment Development located at 20032 & 20038 56 Avenue.**

These requirements may be subject to change upon receipt of a development application.

The City's Zoning Bylaw, 1996, No. 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:

- I. 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.
- II. A storm water management plan for the site is required. 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 City's DCM. All calculations shall be based on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the calculated results 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.*
- III. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
- IV. 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.

- V. 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.
 - a. Any upgrade requirement for either sanitary or water mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
 - b. 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."
- VI. 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.
- VII. A property dedication of 2.25m will be required along the frontage of 20032 56 Ave. and a property dedication along the frontage of 20038 56 Ave. to match.
- VIII. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip as per cross section SS-R01A in the City's design criteria manual. All boulevard landscaping as per the City's DCM.
- IX. A traffic impact assessment will be required as per the City's DCM.
- X. The condition of the existing pavement along the proposed project's frontages 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.
- XI. 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.
- XII. 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 the City's DCM standards.

- XIII. Eliminate the existing overhead BC Hydro/telecommunication wiring and poles along the development's 56 Ave. project frontage by replacing with underground infrastructure.
- XIV. A dedicated on-site loading zone shall be provided by the developer.

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

- I. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
- II. 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).
- III. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
- IV. The City will require a \$40,000 bond for the installation of a water meter to current standards.
- V. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

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:

- I. Unless otherwise specified, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's Subdivision and Development Servicing Bylaw 2021, No. 3126.
- II. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer.
- III. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.
- IV. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.

- V. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.
- VI. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VII. A *Stormceptor* or equivalent oil separator is required to treat site surface drainage.
- VIII. A complete set of record drawings (as-built), service record cards, a completed tangible capital asset form (TCA) 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 DCM that will be provided to the Developer's Consulting Engineer.
- IX. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.
- X. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XI. 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." Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.

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 vehicle entrance on the east side of the property for access to the rear of the property. A construction fire safety plan shall be completed, and a Fire Safety plan and FD lock box will be required before occupancy.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the January 19, 2022 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 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 \$431,083.00 to City Development Cost Charge accounts and \$98,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
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

attachments

Concurrence:



Scott Kennedy, Deputy Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 15-21 REZONING APPLICATION RZ 12-21

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