



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 14-21
Rezoning Application RZ 11-21
(5494-5508 Brydon Crescent & 19890 55A
Avenue)**

From: **Anton Metalnikov, RPP, MCIP
Planning Assistant II**

File #: 6620.00
Bylaw #: 3205

Doc #:

Date: February 3, 2022

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Zoning Bylaw amendment and Development Permit applications by 1292533 BC Ltd. for a 6-storey, 92-unit apartment development at 5494-5508 Brydon Crescent & 19890 55A Avenue.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "Low Rise Residential" in the Official Community Plan Land Use Designation Map. All lands designated for multi-unit 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:	1292533 BC Ltd.
Owner:	1292533 BC Ltd.
Civic Addresses:	5494-5508 Brydon Crescent & 19890 55A Avenue
Legal Description:	Lots 56, 57, 59, Section 3, Township 8, New Westminster District, Plan 21709; Lot 1, Township 8, New Westminster District, Plan EPP112969
Site Area:	3,076.8 m ² (0.76 acres)
Number of Units:	92 apartments
Gross Floor Area:	6,460.9 m ² (69,545 ft ²)
Floor Space Ratio:	2.100
Lot Coverage:	37%
Total Parking Required:	132 spaces (including 7 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	101 spaces
<u>Visitor</u>	<u>19 spaces</u>
Total	120 spaces (including 7 h/c spaces)
OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD83 Comprehensive Development Zone
Variances Requested:	5.5 m long accessible parking stalls (5.8 m min.) 45% small car spaces (max. 40%) <i>Note a 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:	\$1,276,676.00 (City - \$804,872.00, GVS&DD - \$303,048.00, SD35 - \$37,760.00, TransLink - \$130,996.00)
Community Amenity Contributions (CACs):	\$184,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 92-unit apartment building on a site currently composed of four single-detached properties located along Brydon Crescent and flanking 55A Avenue. The site is located in a residential area transitioning to higher densities, with the surroundings consisting of recently developed and under construction apartment buildings and townhouse complexes, an active development application site, as well as older single-detached houses that have been the subject of development interest.

The site's primary frontage is formed on the west by Brydon Crescent, a local road across from which lies Bridge Community Church and the Wesley, a 5-storey apartment building completed in 2021. 55A Avenue, a collector road to the north, provides the site's secondary frontage and separates it from Encore, a 4-storey apartment building completed in 2011. The site is bordered by Brydon Living, a 30-unit townhouse complex currently under construction, to the south and by a single-detached dwelling to its east.



Site context

The site is well positioned with pedestrian connections to retail and service areas, with Downtown located within a 10-minute walk. It also benefits from proximity to key neighbourhood amenities, including:

- Brydon Park (5-to-10-minute walk);
- Nicomekl Elementary School (10-minute walk); and
- Timms Community Centre (15-to-20-minute walk).

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

- Three regional transit lines on 200 Street and 56 Avenue (5-minute walk);
- The frequent service 503 Fraser Highway Express (10-to-15-minute walk); and
- The planned 203 Street SkyTrain station and its associated transit exchange (15-to-20-minute walk).

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

The site proposed for rezoning is designated as Low Rise Residential in the City's OCP, which allows for apartment building development of up to 6 storeys in height and a Floor Area Ratio (FAR) of up to 2.1.

The properties are proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Low Rise Residential 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 Low Rise Residential designation.

3. Design

The applicant is proposing a bar building design that is well-suited to this rectangular site and the surrounding development along Brydon Crescent. Rising six storeys above a tiered, partially extruded parkade, the building is oriented to its west and north street frontages, taking advantage of the deep site to create room for surface parking to the rear, reduce lot coverage, and make use of the acute northwest corner for an outdoor amenity area. The building's positioning and thin bar-building floorplan also creates setbacks of up to over double the standard requirement (6 metres), with a south setback of over 8 metres, an east setback of over 14 metres, and a southeast corner-to-corner setback of over 16 metres, which all serve to reduce massing and shadowing on neighbouring properties. The flat-roofed wood-frame building's massing is compatible with the existing and under construction development in the area and will contribute to its diverse mix of building forms and housing stock of

townhouses and low-rise apartment buildings. Its design scheme, through elements common to nearby development such as strong cornice lines and base-middle-top façades, further ties it to its surroundings.

The main building entrance for pedestrians is located on the west of the site on Brydon Crescent, along with a vehicle ramp providing access to resident parking underground. A second vehicle ramp is located on the site's north on 55A Avenue, which climbs the podium to serve a surface visitor parking area as well as additional resident parking past a gated fence beyond it. The top of the parking structure projects above the grade of the site due to geotechnical conditions and has been designed to provide an attractive interface with the public realm. Its two visible street-fronting walls are tiered with a step between the main parkade wall and ground level to reduce their height and massing, screened with landscaping, and clad with brick to further soften their appearance and add texture and character. This brick treatment rises from the parkade into columns on the first two storeys to ground the building alongside darker cement board paneling before giving way to white cement board paneling climbing the façades alongside them to take over the upper two storeys and reduce the building's visual height and massing. Wood-tone cement board siding adds warmth to the façades and serves to bookend the building's elevations on its corners. The building is further animated with extruded balconies, generous fenestration, and details such as multiple cornice lines and brackets supporting raised roofline elements capping the building at the top.

The site features streetfront landscaping composed of multiple rows of various shrub species punctuated by Red Flowering Dogwood and Bloodgood Japanese Maple trees to create a green face along the public realm. Shrubs also line the surface parking area's perimeter and screen the raised parkade from the townhouse complex under construction to the south, while a landscaped island hosting a Daybreak Cherry tree helps separate the visitor and resident parking areas. Visually permeable black metal fencing runs down the podium's street frontages, while the rear parkade walls are lined with solid wood-tone fencing to prevent headlight glare from reaching neighbouring residences. The outdoor amenity area is treated with pavers, a grass area to support a children's play structure, and a raised landscaped island providing separation and privacy for a unit patio.

Sustainability is incorporated into the proposal through multiple actions including establishing a construction recycling plan, using drought-tolerant and non-water dependent landscaping irrigated by a centrally-controlled system with rain sensors, and providing 10 parking spaces with Level II electric vehicle (EV) chargers, with the remaining resident stalls pre-ducted for future installation.

Within the building, unit sizes range from 45 m² to 83 m² (488 ft² to 895 ft²). The unit type distribution provides 43 studios, 28 one-bedroom unit types (1-bedroom or 1-bedroom + flex room), and 21 two-bedroom units. Five of the units are adaptable. Tenant storage facilities are provided in storage rooms in the parkade and residential floors, as well as through in-unit storage rooms.

156.76 m² (1,687.34 ft²) of indoor amenity space is provided on the ground floor, broken up into a gym space and a lounge room with direct access to the adjacent 127 m² (1,367 ft²) outdoor amenity area, which is programmed with a covered seating area and children's play space. All units have balconies or private ground-level patios. 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. Variations

As noted above, the applicant's proposed development is generally consistent with the proposed 4-6 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the Official Community Plan's Low 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 reduce the length of the accessible parking spaces from 5.8 metres to 5.5 metres. 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.

A variance is also required to increase the share of small car parking spaces. 44.6% of resident stalls and 47.4% of visitor stalls are proposed as small car spaces, with a blended rate of 45.0%. The current Zoning Bylaw allows a maximum of 40% small car spaces, but staff are considering increasing this to a maximum of 50% for properties outside the "Core" and "Shoulder" areas in the new Zoning Bylaw. This approach can significantly improve parkade space efficiency, as the use of slightly narrower individual spaces often results in the

creation of additional stalls 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.

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 9.1% less than would be required. Given that a CD zone is being proposed to accommodate this development, technically variances are required only for the previously described accessible parking stall lengths and share of small car spaces. However, it is important to note that staff support the applicant's overall parking approach, as the proposal (less 12 spaces or 9.1%) exceeds the standard rates under preliminary consideration for the new 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.

If the preliminary rates being considered were applied to this application, 119 parking spaces would be required, based on rates of 1.0 space per studio unit, 1.1 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit (=101 resident spaces), and 0.2 visitor spaces per unit (=18 spaces). This total is 0.8% less than the applicant's proposed parking amount of 120 spaces, and is 9.6% less than the current RM3 Zone requirement of 132 spaces, which is based on rates of 1.2 spaces per studio and 1-bedroom units, 1.3 spaces per 2-bedroom unit (=113 spaces), and 0.2 visitor spaces per unit (=19 spaces [the current Zoning Bylaw requires decimal points to always be rounded up]). The applicant is proposing 19 visitor spaces. Greater variances have recently been approved by Council at 20191 53A Avenue (13.4%), 20230 56 Avenue (14.7% reduction), and 20360 Logan Avenue (10% reduction).

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

6. Summary

The proposed development is consistent with the City's OCP and Development Permit Area guidelines for this area and presents a high-quality design providing housing in close proximity to a variety of amenities.

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 **92-Unit Apartment Development located at 5494-5508 Brydon Crescent & 19890 55A 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 5m corner truncation will be required at the n/w corner of 19890 55A. No property line dedications will be required along either of the project's frontages.
- VIII. New sidewalk, barrier curb, gutter will be required along the entire project frontage (x-section SS-R07), complete with boulevard trees and a planting strip. Refer to the City's DCM for current landscaping standards.
- 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. A dedicated on-site loading zone shall be provided by the developer.

- XIV. Top lift asphalt paving to C/L along the entire project frontage to be satisfied by a C-I-L contribution. Amount to be calculated by the Developer's consultant and approved by the City Engineer.
- XV. A \$2,000/unit C-I-L contribution toward a future pedestrian footbridge spanning Baldi Creek will be required.

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 with 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 with 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 north side of the property for staging. A construction fire safety plan shall be completed, and a Fire Safety plan and FD lock box will be required before occupancy. Location of Fire Department Connection and lock box to finalized at a later date.

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 February 16, 2022 meeting.

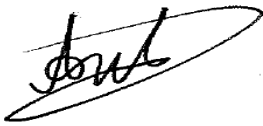
According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP recommendations will be presented to Council through the ADP meeting minutes and, if applicable, through an additional 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 \$804,872.00 to City Development Cost Charge accounts and \$184,000.00 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

To: Advisory Design Panel

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Concurrence:



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

attachments

Concurrence:



Scott Kennedy, Deputy Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 14-21 REZONING APPLICATION RZ 11-21

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