



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject **Rezoning Application RZ 06-21
Development Permit Application DP 08-21**

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3184
Doc #:

Date: September 2, 2021

COMMITTEE RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Zoning Bylaw amendment and Development Permit applications by Orion Construction for a 2-building, 5,561 m² industrial-office development at 19959-19985 - 56 Avenue & 5643-5647 - 200 Street.

POLICY:

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

COMMENTS/ANALYSIS:

Background Information:

| | |
|----------------------------------|---|
| Applicant: | Orion Construction |
| Owner: | Astria Langley 200 Street Ltd. |
| Civic Addresses: | 19959,19971,19985 – 56 Avenue; 5643 & 5647 - 200 Street |
| Legal Description: | Lots 1 & 2 Except: Part on Bylaw Plan 52607, District Lot 310, Group 2, New Westminster District, Plan 6511; Lot 1 Except: Part on Bylaw Plan 52607; West Half, Lot 2; Parcel “A” (632094E), Lot 2; District Lot 310, Group 2, New Westminster District, Plan 7134 |
| Site Area: | 8,109 m ² (2.00 acres) |
| Gross Floor Area: | 5,561 m ² (59,586 ft ²) |
| Floor Area Ratio: | 0.686 |
| Lot Coverage: | 46.8% |
| Total Parking Required: | 126 spaces (including 6 h/c spaces) |
| Parking Provided: | 88 spaces (including 4 h/c spaces) |
| OCP Designation: | Industrial |
| Current Zoning: | RS1 Single Family Residential |
| Proposed Zoning: | I1 Light Industrial |
| Variances Requested: | Parking – 88 stalls (126 spaces min.) |
| Development Cost Charges: | \$360,936.13 (City - \$180,742.21, GVS&DD - \$159,094.62, TransLink - \$21,099.30) |

Discussion:

1. Context

The applicant is proposing to develop two industrial buildings with an office component, with floor areas of 1,866 m² and 3,695 m² (5,561 m² total) on a site currently composed of five single-detached properties addressed 19959-19985 56 Avenue & 5643-5647 200 Street. The site is designated as Industrial in the City's current Official Community Plan (OCP) and is proposed to be designated Industrial in the draft new OCP. This designation aligns with the I1 Light Industrial Zone, which allows for industrial and industrial-related office uses.

The site is located on a prominent corner on the northwest of the intersection of 200 Street and 56 Avenue. These arterial roads provide convenient vehicle and pedestrian access, as well as transit and cycling accessibility with existing bus service and planned bicycle facilities on both roads. This corner represents a

transition point from the city's industrial heart to the north and west of the site, centred on Production Way, and high-density residential areas across its flanking streets to the south, east, and southeast. A single-detached residential lot, also designated within the OCP as Industrial, is located immediately north of the site, and a service industrial/commercial building abuts the site on its southwest. The west of the site is defined by a City lane right of way, which would be constructed as part of this development. 200 Street separates the site from three apartment buildings to its east: Mulholland Place, Cambridge Court, and Langley Village (all 3 storeys). A small townhouse complex and gas station are located across 56 Avenue to the south. A second gas station is located kitty-corner to the site on the intersection's southeast.



Site Context

2. Design

The applicant is proposing a two-building industrial-office development on a site currently consisting of five single-detached properties, with the new buildings oriented east-west parallel to 56 Avenue. Building B (the southern building) is

two storeys in height, with warehouse spaces on the ground floor connected to two-storey office spaces. It is positioned near the property line along 56 Avenue, setting an engaging and well-designed street frontage for the block and culminating in a small corner plaza facing the intersection. Building A (the northern building) includes the same two-storey warehouse/office configuration as Building B, but also incorporates a third floor of standalone office space. It is separated from Building B to its south and a single-detached property to its north by double-loaded parking aisles. The southern aisle accommodates a statutory right-of-way for a City sanitary sewer pipe, and the northern aisle is further buffered from the adjacent property by a landscaping strip. Both buildings are built close up to 200 Street on their east, with the gaps between them for parking screened with treed planting strips that contribute to a more attractive public realm while retaining sightlines into the parking areas. A drive aisle and lane is located along the buildings' west, connecting a right-turn-in-only access from 56 Avenue to the parking areas, and hosting two shared loading zones.

Both buildings feature a similar design scheme, with white-painted concrete tilt-up walls broken up with substantial fenestration. On the ground floors, large black windowed overhead doors are included on all parking area-facing elevations and separated from each other by large glass unit entrances. Street-facing elevations, on both 56 Avenue and 200 Street, also include glazed unit entrances, with the plaza punctuated by a prominent double-height black spandrel and glass corner element to create a landmark feature on this key intersection. Similar, but smaller glass features are also provided on the other street-facing building corners to finish the buildings on their ends. Large windowed areas are also provided on the upper floor offices of the buildings, accented with black mullions and capped at the top with black painted strips and accentuated further in select locations with extruded elements treated with a wood interior to add warmth to the design. Building A also features a large outdoor patio on its third floor facing 200 Street.

The landscape design features wide planting strips on three sides of the site. The 56 Avenue and 200 Street frontages feature a variety of shrub and tree species that soften the buildings' industrial appearance along these high-travel corridors in an area of land use transition, while maintaining sightlines into the parking areas as recommended in the project's CPTED review. Various shrubs line the northern property boundary, with three landscaped peninsulas also extending into the parking area to provide additional greenery and accommodate a tree in each one. A triangular landscaped island is placed on the southwest of the site at the vehicle entrance from 56 Avenue, with the remainder of the west site boundary left open to allow for additional parking spaces, loading zones, and access to the public lane.

Sustainability is accommodated by incorporating recycled building materials in construction, using drought-tolerant and non-water dependent materials in the landscaping, and providing electric vehicle charging stations.

Accessibility is incorporated through level entrances to the ground-floor spaces and accessible parking stalls on all three parking rows abutting the buildings.

3. CPTED

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

4. VariANCES

The applicant has requested a variance from general Zoning Bylaw provisions to reduce the number of parking spaces from 126 to 88. This request is supported by a professional traffic engineer's report (CTS Traffic Engineering Specialists, dated August 31, 2021). The City's current parking requirements are as follows:

- Industrial: 2 spaces per 93 m² gross floor area (including office space accessory to the industrial use); and
- Office: 3 spaces per 93 m² gross floor area.

The provision of 88 spaces would represent a blended parking rate over all uses of 1.47 spaces per 93 m² of gross floor area. The City's Zoning Bylaw consultant has reviewed other municipalities' parking requirements and found that industrial parking requirements are generally lower than the City's (for example, 0.5 spaces per 100 m² in the Township of Langley and 1 space per 100 m² in Surrey), and office parking requirement rates most commonly range from 2 to 3 spaces per 100 m². In accordance with these findings, the consultant has recommended, and staff are currently considering, the following updated parking requirements for the upcoming new Zoning Bylaw:

- Industrial: 1 space per 100 m² gross floor area (including accessory office space); and
- Office: 2.5 spaces per 100 m² gross floor area.

Applying these rates to this project would result in a total parking requirement of 62 spaces, or a blended rate of 1.04 spaces per 93 m². The applicant's proposal provides 42% more spaces than this and, in their experience, represents an adequate parking supply for the expected tenants in this type of building. Given that the proposed parking supply exceeds the parking requirement rates in many surrounding municipalities and the rates staff are considering for the new Zoning Bylaw, meet the applicant's operational

requirements, and allow for additional employment space compared to what would be possible under current requirements, staff support this variance.

5. Summary

This application is consistent with the property's OCP designation and policies, and is also consistent with the land use designation and policies in the proposed new OCP. The development of two large industrial buildings on this property would contribute significantly to the existing industrial core in this area while providing a landmark design to this prominent and well-traveled intersection.

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 **2 Building Industrial Redevelopment Located at 19959-85 56 Ave.; 5643-47 200 St.**

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 20% 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, water or sanitary sewer, 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. A property dedication of approximately 2.28m will be required along the 200 St. frontage of the proposed development to provide a 5.85m Blvd. measured from back of curb to P/L. A property dedication of approximately 2.44m will be required along the 56Ave. frontage of the proposed development to provide a 5.85m Blvd. measured from back of curb to P/L. All dedications to be determined by a legal land surveyor.
9. Property dedications will be required from 19959 56 Ave., 5643, 5647 200 St. to provide a paved width of 8m in the north-south lane west of the proposed development.
10. A corner truncation of 5m (measured post property line dedications) will be required for the south-east property corner of the proposed development.
11. Both the 56 Ave. and 200 St. frontages of the proposed development shall be built to the City's SS-R01B road standard available through the City's Engineering Services Dept. complete with sidewalk, boulevard trees within a planting strip, curb and gutter, and future raised bicycle lane. The future construction of the raised bicycle lane shall be satisfied by a C-I-L contribution by the Developer, based on the Developer's Consultant's estimate and approved by the City. The area between the back of curb and

planting strip will be sodded by the Developer, where applicable. The Developer's consultant shall contact Engineering Services to obtain the City's Landscaping design standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.

12. The west-east lane connecting the proposed development to 199 St. shall be designed by the Developer's consultant and built by the Developer's contractor to current COL standards complete with drainage infrastructure.
13. The Developer's Consultant shall coordinate the boulevard design with Coast Mountain Bus Company (CMBC) to ensure that CMBC guidelines are being followed.
14. If the proposed development will generate more than 30 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.
15. 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 by the Developer's contractor at the Developer's expense.
16. 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.
17. 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.
18. Eliminate the existing overhead BC Hydro/ telecommunication wiring and poles along the development's entire frontage by undergrounding.

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

1. The City would 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 would 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 would 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 (if applicable).

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.
9. A dedicated on-site loading zone shall be provided by the Developer.

10. Any PMT and associated maintenance access servicing the project shall be located on site.
11. 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. Access to Building A is of particular concern, and the department would like to see two emergency access points, complete with bollards, located north and south of Building A, accessing 200th St. Fire suppression will be coordinated at the Building Permit stage including sprinkler systems and FDC locations

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, Zoning Bylaw amendment and DP applications will be reviewed by the Advisory Design Panel (ADP) at the September 15, 2021 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP advice and recommendations will be presented to Council through the ADP meeting minutes and an additional City staff report prior to Council consideration of the proposed applications.

A copy of the ADP minutes will be presented to Langley City Council at a future Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$180,742.21 to City Development Cost Charge accounts.

Prepared by:



Anton Metalnikov
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

Concurrence:



Scott Kennedy, Deputy Fire Chief

Attachment 1: Architectural Plans – Chip Barrett Architect
Attachment 2: Landscape Plans – KD Planning & Design Ltd.



DEVELOPMENT PERMIT APPLICATION DP 08-21 REZONING APPLICATION RZ 06-21

Civic Addresses: 19959-19985 56 Avenue; 5643 & 5647 200 Street
Legal Description: Lots 1 & 2 Except: Part on Bylaw Plan 52607; District Lot 310, Group 2, New Westminster District, Plan 6511; Lot 1 Except: Part on Bylaw Plan 52607; West Half, Lot 2; Parcel "A" (632094E), Lot 2; District Lot 310, Group 2, New Westminster District, Plan 7134;
Applicant: Orion Construction
Owner: Astria Langley 200 Street Ltd.

