



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject **Development Permit Application DP 07-22
Rezoning Application RZ 04-22**

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

File #: 6620.00
Bylaw #: 3221

Doc #:

Date: June 28, 2022

COMMITTEE RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider rezoning and Development Permit applications by Red Cardinal Homes Inc. for a 6-storey, 84-unit apartment development located at 5302 – 200 Street; 20011, 20021, 20031 – 53 Avenue; 20030 – 53A 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. The properties are also located within the Nicomekl River District Neighbourhood Plan “Sun Room” neighbourhood. The Low Rise Residential designation allows for multifamily residential development to a maximum building height of six storeys and a maximum Floor Area Ratio of 2.1. The density of the proposed development complies with the Official Community Plan but exceeds the RM3 parameters in the current Zoning Bylaw. As such, a Comprehensive Development Zone is proposed to accommodate it.

All lands designated for multi-family residential use are subject to a Development Permit (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

| | |
|---|---|
| Owner/Applicant: | Red Cardinal Homes (2021) Inc. |
| Civic Addresses: | 5302 – 200 Street; 20011, 20021, 20031 – 53 Avenue; 20030 – 53A Avenue |
| Legal Description: | Lots 301, 312, 313, 314, 315, District Lot 305, Group 2, New Westminster District, Plan 42983 |
| Site Area: | 2,932.3 m ² (31,564 ft ²) |
| Number of Units: | 84 apartments |
| Residential Density: | 286.5 units/hectare (115.9 units/acre) |
| Gross Floor Area: | 6,157.8 m ² (66,284 ft ²) |
| Floor Space Ratio: | 2.100 |
| Lot Coverage: | 39.1% |
| Total Parking Required: | 125 spaces (including 7 h/c spaces) <i>*Existing RM3 zone requirement</i> |
| Parking Provided: | |
| Resident | 95 spaces |
| <u>Visitor</u> | <u>13 spaces</u> |
| Total | 108 spaces (including 6 h/c spaces) |
| OCP Designation: | Low Rise Residential |
| Existing Zoning: | RS1 Single Family Residential |
| Proposed Zoning: | CD86 Comprehensive Development Zone |
| Variances Requested: | 5.5 m long accessible parking stalls (5.8 m required) 13 visitor parking spaces (17 required) <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: | \$1,189,368.00 (City - \$710,071.00, GVS&DD - \$327,326.00, SD35 - \$45,400.00, TransLink - \$115,571.00) |
| Community Amenity Contributions (CAC's): | \$168,000.00 |

Discussion:

1. Context

The proposed development site consists of five single family residential lots at the northeast corner of 53 Avenue and 200 Street and extends through the block to the corner of 200A Street and 53A Avenue. The block includes several other active development applications as shown in the image below.



Context Map

Immediately to the north are three remaining single-family homes beyond which a 4-storey apartment building (“The Lincoln”) is currently under construction. Immediately to the east is the site of a proposed 6-storey, 113-unit apartment development whose rezoning application has received third reading from Council. Further east in the block between 53 Avenue and 53A Avenue are eight single family homes and two 6-lot land assemblies currently under application for 5-storey apartments. Bisecting the block is a planned greenway (landscaped walkway and bikeway) enabling north-south travel between 201 Street and 53 Avenue where a future crosswalk will connect to Nicomekl Elementary School on the south side of 53 Avenue. To the west across 200 Street is the New Apostolic Church at the corner of 200 Street and 53 Avenue with a mixture of single family homes and duplexes nearby.

The site is conveniently located with strong pedestrian connections to retail and professional services within a 10-minute walk in Downtown Langley. It also benefits from proximity to key neighbourhood amenities, including:

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

The site is served by four regional transit bus routes on 53 Avenue and 200 Street and is also located near the following additional transit services:

- The frequent service 503 Fraser Highway Express (10-to-15-minute walk);
- The planned 203 Street SkyTrain station and its associated transit exchange (approx.10-to-15-minute walk).

2. Design

The applicant's proposal features an essentially rectangular building plan strongly oriented to 53 Avenue. A small extension northward at the east end of the building reaches out towards 53A Avenue from which the parkade and loading access are derived. The six storey building sits on top of a two-level parkade that projects approximately 1.4 metres above the existing grade. A two-tiered, landscaped wall provides an attractive transition from sidewalk level to the main pedestrian entrance on top of the parking "podium". A large indoor amenity space on the first floor opens onto a common patio with seating and a barbecue station at the rear of the building. First floor apartment units are similarly provided with private patios on all sides of the building. The building is sited to avoid an existing storm sewer right-of-way along the north property line and meets all of the proposed RM3 setback requirements for the new zoning bylaw despite significant road dedications along 200 Street and 53 Avenue. The three remaining single family lots between this site and the Lincoln Apartments under construction at 5335 – 200A Street are large enough to be assembled into a viable apartment development site meeting the RM3 minimum lot size requirements.

The flat roofed building design employs a variety of treatments to break up what might otherwise have been a slab-like appearance. The first five floors are articulated vertically using bay windows and unit floorplans with inset balconies between. This treatment is accentuated on the south (53 Avenue) elevation through the use of a pale brick cladding on projecting surfaces which wraps around the corner and continues on the west (200 Street) elevation. The sixth floor steps back in plan creating a continuous deck terrace on the south elevation and a softer transition to the strong cornice line. Cementitious panels

and boards in a monochromatic palette ranging from dark grey (fascia boards and cornice) to white (balconies, selected panels) feature on all four elevations, enhancing the visual articulation.

The apartment mix is oriented toward smaller units with more than half of all units (45) being studio or one-bedroom types ranging in size from 363 to 642 square feet. Two bedroom units (34) vary from 617 to 865 square feet while the three bedroom units (5) are between 971 and 1057 square feet. Seventeen units meeting the B.C. Building Code's Adaptable Housing standards are provided in compliance with the Official Community Plan's 20% Adaptable Housing requirement. The indoor amenity space includes a fitness gym with washroom, sauna and shower, a meeting room and a multipurpose room.

The extensive landscape plans include boulevard lawns and street trees, parkade wall planters and beds, patio screens and plant pots, property line buffer areas and a green roof. The rich plant list includes dozens of species ranging from groundcover to shrubs, ornamental and street trees. The combined treatments soften the building and its parkade walls at ground level, contribute to patio enjoyment and privacy and provide a buffer to adjacent developments. A modular green roof system comprising several sedum (small flowering plants with succulent leaves) species contributes to sustainability, offering rainwater absorption with improved building insulation and a reduced "heat island" effect.

3. Variances

The applicant's plans include the following variances from Zoning Bylaw No. 2100 requirements:

| Proposed Variance | Comments |
|--|---|
| 95 resident parking spaces (min.108 – RM3 zone) <i>*Permitted in CD zone, variance not required</i> | Consistent with proposed new zoning bylaw standards (1.0 space/studio or 1-BR unit, 1.25 spaces/2-BR unit, 1.45 spaces/3-BR unit in Shoulder areas) |
| 13 visitor parking spaces (min. 17) | Consistent with proposed new zoning bylaw standard (0.15 spaces/unit in Core and Shoulder areas) |
| 5.5 m long accessible parking stalls (5.8 m required) | Consistent with proposed new zoning bylaw standard |

The proposed variances are all consistent with the standards contemplated for the new zoning bylaw currently under development and are thus supported by staff.

4. Sustainability

The applicant has included several features in support of sustainable development principles in this project, including the following:

- Location within approx. 10-minute walk of Downtown Langley shops and services and nearby employment areas and recreation amenities
- Close proximity (<50 m) to 53 Avenue and 200 Street bus stops for four regional transit routes and approximately 1 km to Fraser Highway high frequency routes and planned 203 Street SkyTrain station
- Electric vehicle chargers (SAE Level II) in 10% of the parking spaces with the remainder pre-ducted/pre-wired for adding chargers at a later date
- Energy efficient and motion activated lighting in common areas including the parkade
- 48 bicycle parking spaces provided (42 resident, 6 visitor)
- On-site stormwater detention to moderate runoff flows
- 17 adaptable (B.C. Building Code) dwelling units supporting “aging in place”
- Landscaped “green roof” to reduce urban heat island effect and moderate stormwater runoff flows

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. Summary

The applicant has provided a handsome design that is consistent with the City’s policies and guidelines in the Official Community Plan and Nicomekl River District Neighbourhood Plan and meets the proposed parameters for the complementary RM3 zone.

Engineering Requirements:

(PRELIMINARY ONLY)

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

These requirements have been issued to reflect the application for development for a proposed **84-unit Apartment Development located at 5302 200, 20030 53A, 20011-31 53A.**

The City's Zoning Bylaw, 1996, #2100 has requirements concerning landscaping for buffer zones, parking, loading areas, and garbage / recycling areas, all of which apply to this Development.

A) The developer is responsible for the following work which shall be designed and approved 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 detention 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 have 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.*

- 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. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip as per the City's DCM.
- VIII. 53A Ave. shall be designed to the City's SS-R08 standard. 53 Ave. shall be designed to the City's SS-RO2A standard (modified). The Developer's consultant shall contact Engineering Services to obtain the City's road cross-section design standards and modification details.
- IX. A cash contribution (amount to be determined) toward a future pedestrian walkway east of 20054 53A Ave., connecting 53A Ave. & 53 Ave., as well as a raised crosswalk mid-block on 53 Ave. will be required.
- X. A property dedication of *approximately* 2.1m will be required along the 53 Ave. frontage of the proposed development to match the new south property line (P/L) of 20054 53A Ave. All dedications to be determined by a legal land surveyor.

- XI. A property dedication of *approximately* 2.5 meters will be required on the 200th St. frontage to match the west P/L of 5335 200A St.
- XII. A 5 meter corner truncation will be required (after dedications) at the corner of 200 St. & 53 Ave.
- XIII. A traffic impact assessment will be required as per the City's DCM.
- XIV. 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.
- XV. 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.
- XVI. A dedicated on-site loading zone shall be provided by the developer.
- XVII. 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.
- XVIII. Eliminate the existing overhead telecommunication wiring and poles along the development's entire frontage by replacing with underground telecommunication infrastructure.

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

- I. 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.
- II. The City will require inspection and administration fees in accordance with the Subdivision Bylaw based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
- III. 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.

- IV. The City would require a \$40,000 bond for the installation of a water meter to current standards.
- V. A cash contribution (amount to be determined) toward the future pedestrian walkway/crosswalk will also be required.
- VI. Permanent pavement restoration of all pavement cuts, and all associated fees, shall be as per the City of Langley's DCM.

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 by the City Engineer, 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, telephone and cable services 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 specifications 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 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.
- IX. The selection, location and spacing of street trees and landscaping are subject to the approval of the Director of Engineering, Parks & Environment
- 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 access for apparatus and personnel, including gate access from the northeast driveway. A construction fire safety plan including a tower crane safety plan, should one be erected, shall be provided with the building permit submission. A Fire Safety plan and FD lock box will be required before occupancy. Location of the FD lock box and Fire Department Connection (FDC) will be finalized at a later date with Fire Department.

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 July 13, 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 \$710,071.00 to City Development Cost Charge (DCC) accounts and \$168,000.00 in Community Amenity Contributions (CAC).

ALTERNATIVES:

1. Require changes to the applicant's proposal.
2. Deny application.

Prepared by:



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, Fire Chief

attachments



REZONING APPLICATION RZ 04-22 DEVELOPMENT PERMIT APPLICATION DP 07-22

Civic Address: 5302 – 200 Street; 20011, 20021, 20031 – 53 Avenue;
20030 – 53A Avenue
Legal Description: Lots 301, 312, 313, 314, 315, District Lot 305, Group
2, New Westminster District, Plan 42983
Owner/Applicant: Red Cardinal Homes (2021) Inc.

