



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 05-21  
Rezoning Application RZ 04-21**

From: Anton Metalnikov  
Planning Assistant II

File #: 6620.00  
Bylaw #: 3173

Doc #:

Date: June 2, 2021

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## RECOMMENDATION:

THAT this report be received for information.

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## PURPOSE OF REPORT:

To consider a rezoning and Development Permit application by Dennis Chan for a 15-unit townhouse development at 19665 & 19669 55A Avenue.

## POLICY:

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

The proposed development exceeds the density parameters in the RM1 Zone, but is far below the density permitted in the RM2 Zone (71 units/hectare proposed vs 173 units/hectare permitted). As such, a Comprehensive Development Zone will be created to accommodate it.

**COMMENTS/ANALYSIS:**

**Background Information:**

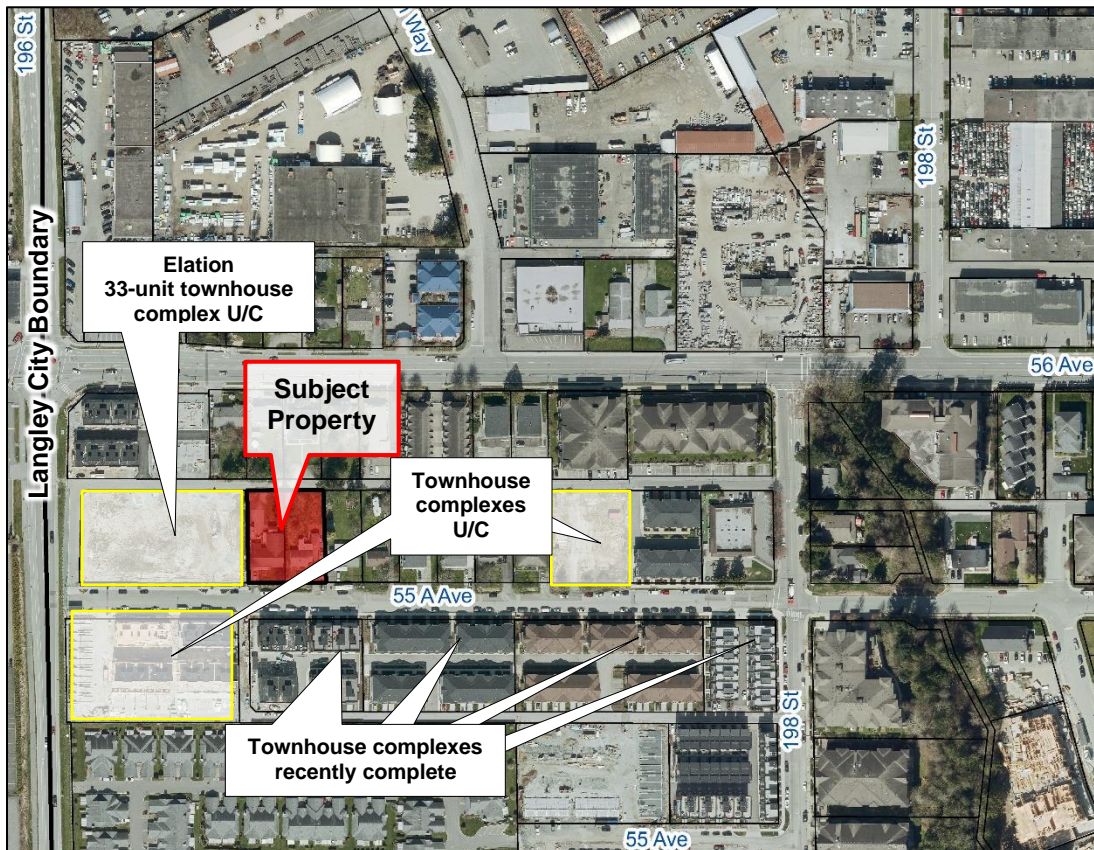
<b>Applicant:</b>	Dennis Chan
<b>Owner:</b>	Ivanhoe Ventures Ltd. & Fairwind Homes Inc.
<b>Civic Address:</b>	19665 & 19669 55A Avenue
<b>Legal Description:</b>	Lot "C," Section 3, Township 8, New Westminster District, Plan 19555; Lot "A," Section 3, Township 8, New Westminster District, Plan 15665
<b>Site Area:</b>	2,113.6 m <sup>2</sup> (0.52 acres)
<b>Number of Units:</b>	15 townhouses
<b>Density:</b>	71.0 units/ha (28.8 units/acre)
<b>Gross Floor Area:</b>	2,575.08 m <sup>2</sup> (27,719 ft <sup>2</sup> )
<b>Floor Space Ratio:</b>	1.218
<b>Lot Coverage:</b>	50%
<b>Total Parking Required:</b>	33 spaces (including 1 h/c space)
<b>Parking Provided:</b>	
<b>Resident</b>	30 spaces
<b>Visitor</b>	<u>3 spaces</u>
<b>Total</b>	33 spaces (including 1 h/c space)
<b>OCP Designation:</b>	Medium-Density Residential
<b>Existing Zoning:</b>	RS1 Single Family Residential
<b>Proposed Zoning:</b>	CD75 Comprehensive Development Zone
<b>Variances Requested:</b>	Visitor parking space by wall with standard accessible stall width (wall-adjacent spaces required to be widened by 0.6 m)
<b>Development Cost Charges:</b>	\$279,877.25 (City - \$180,727.00, GVS&DD - \$59,569.00, SD35 - \$8,481.25, TransLink - \$31,100.00)
<b>Community Amenity Contributions (CACs):</b>	\$30,000

**Discussion:**

1. Context

The applicant is proposing to develop a 15-unit townhouse complex on a site currently composed of two single-detached properties located on 55A Avenue, southeast of the intersection of 196 Street and 56 Avenue. This area is one in transition: over the past ten years, eleven nearby sites have developed or are currently under construction with townhouses, with the remaining single-detached lots having been the subject of ongoing development interest.

The development site's southern edge is formed by its lone street frontage of 55A Avenue, which is a local road that starts as a dead end just east of 196 Street and continues east past the site to 198 and 200 Streets. A public lane runs parallel to 55A Avenue at the site's rear and acts as its northern boundary. The site is flanked by the 33-unit Elation townhouse complex currently under construction to its west and by six older single-detached properties to its east. Six other townhouse complexes, with four recently-completed and two under construction, round out the rest of the block.



*Site context*

The site is located in a distinctly residential area but enjoys convenient walking connections to outdoor recreational amenities (Brydon Park – 10-minute walk; Brydon Lagoon – 15-minute walk), transit service (56 Avenue – five-minute walk); and retail and service establishments Downtown (fifteen-minute walk).

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

The site proposed for rezoning is designated as Medium-Density Residential in the City's OCP, which allows for townhouse complexes and low-rise apartment buildings. The City is currently developing a new OCP and is proposing to designate the subject properties, along with those surrounding them, as Low Rise Residential. If the proposed Low Rise Residential land use is adopted by Council it will allow the development of townhouses and apartment buildings up to 6 storeys in height and a Floor Area Ratio (FAR) up to 2.1.

The applicant is proposing to rezone the properties to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the types of townhouse developments envisioned in the new OCP. Should the CD rezoning be adopted it is anticipated that following the adoption of the new Zoning Bylaw currently being created the City will rezone this site from its CD Zone to a new zone created for townhouse development. The proposed rezoning is consistent with both the current OCP as well as with the proposed OCP land use plan.

## 3. Design

The applicant is proposing a site plan composed of a double-loaded private lane to make most efficient use of the site while enabling larger setbacks from the neighbouring properties to its sides. Moving outward from the central lane, one townhouse block flanks it on each side, which are in turn set back from the side property lines by private ground-level patios, walkways, and a landscape strip.

The proposal would contribute to the emerging medium-density residential character of the block, with its 3-storey height, roof-top patios, and contemporary design fitting in well with the recently-developed and under construction townhouse complexes in the immediate area. Its north-south orientation allows for larger side setbacks than that provided by the neighbouring development to the west while maintaining a street-friendly presence through high-visibility unit entrances accessed directly off 55A Avenue, glazing, generous and attractive landscaping, and an engaging façade animated with massing details and a contrasting material and colour palette. Roof-top access stairwells punctuate the building's presence along the street while having their visual impact reduced with their small size and fenestration.

The façade design of both blocks is generally similar, with some differentiation present to account for their different unit configurations. All elevations are treated with various combinations of black cultured stone, grey cementitious panels, and white and brown cementitious siding. Various extruded and over-height features are included to add articulation to the buildings, while details such as light-coloured entrance doors and trellised entrance features create a clear engagement with the street. The outer elevations of the two blocks include second-floor balconies, and all façades are capped with prominent grey cornices and attractive glass guards enclosing the rooftop and contributing visual interest and a residential character to the building roofs.

This generously-landscaped site features shrub plantings supplemented with five different tree species around its perimeter. This treatment helps provide a buffer between the unit entrances and the adjacent properties, and helps strengthen the relationship between the building and the street by adding additional visual interest to the blocks' street-fronting sides.

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 installing a Level II electric vehicle charger in each unit garage.

Walkways on the outside of both blocks provide pedestrian access into the units, with vehicle access accommodated by a central lane that connects to both the fronting street and the rear lane. Vehicle parking on the property is accommodated through two enclosed garage spaces in each unit and three outdoor visitor spaces. Seven units have side-by-side garages and four bedrooms, and eight units have tandem garages and three bedrooms, which creates two distinct unit types with sizes ranging from 142 m<sup>2</sup> (1,528 ft<sup>2</sup>) to 208 m<sup>2</sup> (2,244 ft<sup>2</sup>). All units have ground-level patios, balconies, and roof-top decks.

#### 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

A variance is required for the width of the accessible visitor parking stall located on the northwest corner of the private internal lane. It is proposed at 3.7 metres wide, which is the standard required width for accessible spaces, while the

Zoning Bylaw requires parking spaces adjacent to walls to have an additional 0.6 metres added to their width to accommodate door openings, which would require this parking space to have a width of 4.3 metres. Given this space's situation between the west townhouse block and the rear public lane, which had a 1 metre property dedication taken, additional widening here is not possible. However, due to the standard width of accessible stalls already including substantial increased space for personal access and egress (3.7 metres wide vs 2.6 metres wide for a standard parking space), staff support this requested variance as the 3.7 metre width will provide ample room for access.

## 6. Summary

The proposed development is consistent with the City's proposed new OCP and Development Permit Area guidelines for this area and contributes to the ongoing redevelopment of this block as a medium-density residential area oriented toward young families.

### **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 **15 unit townhome development located at 19665-69 55A Ave.**

*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) shall 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 management 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 10% 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. 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 required to service the site shall be designed by the Developer's consultant and installed at the Developer's expense.
5. 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.
6. A property dedication of *approximately* 1m will be required along the lane frontage north of the proposed development, complete with reverse roll-over curb on the south side along the project frontage, to provide 7m of paved lane. Exact dedications to be determined by a legal survey.
7. New sidewalk, barrier curb, gutter will be required along the 55A Ave. project frontage to the City of Langley's SS-R07 road cross section standard (available through the City's Engineering Services Dept.), complete with boulevard trees and a planting strip (the Developer's consultant shall contact Engineering Services to obtain the City's Landscaping standards

- prior to hiring a professional to prepare boulevard trees and a planting strip plan).
8. 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.
  9. The condition of the existing pavement along the proposed project's 55A Ave. and lane 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.
  10. 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.
  11. A dedicated on-site loading zone shall be provided by the Developer.
  12. 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. Any required upgrades will be at the Developer's expense.
  13. Eliminate the existing overhead BC Hydro and/or telecommunication wiring and poles along the development's entire frontage by replacing with underground infrastructure.

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 by City staff 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.
6. The Developer will be required to make a cash contribution to a future pedestrian access at the west end of 55A Ave. and future sidewalk between the access and 56<sup>th</sup> Ave (amount to be determined).

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 the 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. 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 provided for Fire Rescue vehicles and personnel. Fire hydrant, annunciator panel and fire department connection locations, and the inclusion of fire extinguishers and a lockbox program in the electrical room, will be evaluated during the Building Permit stage. Building Code requirements relating to water availability, progressively installed standpipe and sprinkler systems, installation of fire doors, and other fire-mitigating strategies will be enforced in the construction stage of the project. A 24/7 Fire Watch will also be required from the commencement of wood-frame construction through to full activation of the buildings' fire protection systems.

### **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 June 9, 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 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 \$180,727.00 to City Development Cost Charge accounts and \$30,000.00 in Community Amenity Contributions.

Prepared by:



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Anton Metalnikov  
Planning Assistant II

Concurrence:



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

Concurrence:



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Carl Johannsen, RPP, MCIP  
Director of Development Services

Concurrence:



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

Concurrence:



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Scott Kennedy, Deputy Fire Chief

*attachments*

