



REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Ground Oriented Survey, Best Practices Guide
and Recommendation to Lift Moratorium

File #: [Required]

Doc #:

From: Carl Johannsen, RPP, MCIP
Director of Development Services

Date: July 20, 2023

RECOMMENDATION:

THAT

1. Council receive the attached Townhome and Plex-Home Survey Engagement Summary and Town-home and Plex-Home Best Practices Guide for information;
2. Council direct staff to implement the Best Practices Guide for new Townhome and Plex-Home rezoning applications, in support of policies and requirements in the Official Community Plan (OCP) Bylaw and the Zoning Bylaw; and
3. Council lift the moratorium on Townhome and Plex-Home rezoning applications south of 50 Avenue.

PURPOSE:

This report outlines the response to the April 4, 2022 Council resolution that placed a moratorium on new rezoning applications for townhomes and plex-homes on lots within the 'Ground Oriented Residential' OCP land use south of 50 Avenue. The items listed in the resolution have been completed, and based on this it is recommended that the moratorium be lifted. Should Council lift the moratorium, staff will process rezoning applications and bring them to Council for consideration.

The April 4, 2022 moratorium resolution is as follows:

"THAT Langley City Staff informs any person seeking to rezone a property south of 50th Avenue, except for Bylaw Number 3206, that Council has taken a position to not consider, in principle, all such rezoning applications until:

- a) Traffic and parking studies have been completed in the area bounded by 208th Street to the west and Newlands Drive to the North; and

- b) Traffic and parking impact mitigation measures as determined from the traffic and parking studies have been incorporated into the capital plan, subject to budget availability; and
- c) A survey of residents about ground-orientated development in the area South of 50th Ave. has been received by City Council; and
- d) Langley City staff develop a best-practice document for ground oriented residential projects along the 200th Street and 208th Street corridors, incorporating feedback from residents in the area bounded by 208th Street to the west and Newlands Drive to the North.”

COMMENTS/ANALYSIS:

This section of the report details the responses to moratorium resolution subsections a), b), c) and d), as listed above.

- a) Traffic and parking studies have been completed in the area bounded by 208th Street to the west and Newlands Drive to the North:

Response:

- i. A Transportation Impact Assessment (TIA) has been completed by the applicant of the proposed 6 unit townhome rezoning application at 20816 45A Avenue. A key outcome of this TIA is described below in the next resolution subsection response (b).
 - ii. A parking study, which projected how many parking spaces would theoretically be available at full build-out compared to Zoning Bylaw requirements, was recently completed by staff. The study was conducted in the area bounded by 208 Street to the west, properties fronting the north side of 47 Avenue to the north, and the City of Langley - Township of Langley border on the east and south. The results of this study are described below in the next resolution subsection response (b).
- b) Traffic and parking impact mitigation measures as determined from the traffic and parking studies have been incorporated into the capital plan, subject to budget availability:

Response:

- a. Traffic Impact Mitigation

The TIA completed by the applicant of the 20816 45A Avenue rezoning application identifies the need for a full traffic signal at 208 Street and 45A Avenue. This full traffic signal will enable left turns for vehicles from 45A Avenue onto 208 Street southbound, and enhance the safety of the pedestrian crosswalk at 208 Street at 45A Avenue. This traffic signal is to be funded by development, including the 20816 45A Avenue application and future Ground Oriented rezoning applications along 208 Street. This traffic signal is anticipated to be in operation by April 2024.

b. Parking Study, Outcomes and Mitigation

The parking study projected what the maximum number of parking spaces could be within the study area and compared it to the maximum number of dwelling units that could be built according to the land uses in the OCP. The basic premise of this study is that if the overall parking space projection number exceeds the number of resident and visitor parking spaces that are required by Zoning Bylaw, then this would create excess parking space capacity for the permitted land uses. This in turn would reduce the likelihood of parking pressures in the neighbourhood from new development, assuming that the Zoning Bylaw parking requirements for singled detached homes, townhomes and plex-homes reflect vehicle and parking use trends in the City of Langley.

The study was framed by key assumptions, including off-street parking requirements for single detached homes (OCP Suburban Residential land use) and townhomes and plex-homes (OCP Ground Oriented Residential land use), built form characteristics (i.e. lot widths, building setbacks, existing driveways and garages) and existing on-street parking space capacity observed in the study area.

These assumptions included:

1. Zoning Bylaw requirement for off-street parking spaces for single detached homes in the Suburban Residential land use (permits single detached home with 1 suite): 2 spaces per primary dwelling unit and 1 space per secondary suite unit, for a total of 3 spaces or 1.5 spaces per unit for lots with a house and a suite. The Zoning Bylaw does not require visitor parking for single detached homes;
2. Single detached home lots are zoned RS1, which requires a 7.5 metre minimum front yard building setback. When coupled with a standard width driveway, this space enables at least two vehicles to be parked in front of homes (outside of the garage, which is usually contained in the home itself);
3. All of the single detached homes in the area are permitted to have one suite, as permitted by the OCP and Zoning Bylaw. Currently 14 homes in this area have a registered suite;
4. Zoning Bylaw requirement for off-street parking spaces for townhomes and plex-homes in Ground Oriented Residential land use: 2 spaces per dwelling unit and 0.2 spaces visitor parking spaces per unit, for a total of 2.2 spaces per unit; and
5. Given that the majority of the 101 single detached home lots in the study area have a road frontage length of over 18 metres, and that on-street parallel parking spaces require about 7 metres of frontage, and a driveway entrance is up to 6 metres wide, a standard single detached home lot with one street frontage has a theoretical yield of

least one on-street parking space, and corner units (about 18 lots in the study area) could have at least 2 to 3 on-street parking spaces.

Off-street ('on-lot' or private property) parking space projection

The study area has 101 single detached home lots in the Suburban Residential land use, which based on the assumptions would yield 303 parking spaces at maximum density yield (where each of the 101 lots has one primary unit and one suite unit, yielding 202 total 'units'). Staff also note that 70% of the lots have double garages; when this is combined with the possibility of having 2 parking spaces on the driveway in front of the garage, and assuming the garages are used for parking, this could yield 4 off-street parking spaces per lot. Based on this a maximum of 374 off-street parking spaces could be possible on 101 single detached home lots.

An estimated 59 townhomes and plex-homes could be developed within the Ground Oriented land use within the study area. Using the study's parking assumptions this would require/yield a total of 130 off-street parking spaces (all resident and visitor parking spaces must be contained within the development sites).

On-street (on City road right of way) parking space projection

In terms of on-street parking capacity, and using the above assumptions and corroborated by a mapping exercise, the maximum on-street parking space projection in the study area is about 180 spaces. However, following a field review and accounting for swales/'unparkable' shoulders, sightlines/off-sets from intersections and driveways, and narrower cul de sac frontages which prevent on-street parking, there are about 120 viable on-street parking spaces in the study area.

Total parking space projection vs. Zoning Bylaw requirements

The combined off-street and on-street parking projection in the study area is 624 spaces (sum of 374 off-street spaces on single detached home lots, 130 off-street spaces on townhome and plex-home lots and about 120 on-street parking spaces). This results in an overall rate of 2.4 parking spaces per dwelling unit, which exceeds both the Zoning Bylaw parking requirement for single detached homes (2 spaces per home without a suite, 3 spaces per home with a suite - or 1.5 spaces per unit) and townhomes and plex-homes (2.2 spaces per unit which includes 0.2 spaces per unit visitor parking).

This projection suggests that there is excess parking capacity in the neighbourhood at full theoretical build out, compared to Zoning Bylaw parking requirements. The attached Townhome and Plex-home Best Practices Guide also includes guidelines that aim to mitigate potential

parking pressures on existing local streets by encouraging 1.) the addition of more visitor parking spaces in individual townhome developments, above the Zoning Bylaw requirement, 2.) the use of garage driveways to provide more non-garage parking spaces in Townhome and Plex-home developments and 3.) limiting tandem garages to less than 50 percent of total garages within individual townhome plex-home developments.

- c) A survey of residents about ground-orientated development in the area South of 50th Ave. has been received by City Council;

Response:

- i. In June 2023, an on-line survey was conducted to obtain input from residents on how to best integrate new townhomes and plex-homes into neighbourhoods south of the Nicomekl River (along 200 Street, 203 Street and 208 Street). The survey included questions that asked residents about what they thought about Good Neighbour Design, Parking and Transportation and Green Space and Landscaping.
- ii. This survey was widely advertised through the newspaper, the City's website and email newsletter (which has over 3,000 subscribers), social media and direct mail-out notifications to 1,169 addresses within 100 metres of areas designated for Ground Oriented development in the OCP.
- iii. 635 survey responses were received, with about 75% of respondents residing south of the Nicomekl River, 40% within 100 metres of the Ground Oriented land use areas, and about 16% or 70 respondents from the Uplands neighbourhood (which includes the area bounded by 208 Street and Newlands Drive).
- iv. The attached Engagement Summary details the feedback received from residents and highlights 'key takeaways' from the survey results, which were then used to develop the attached Best Practices Guide.
- v. Key survey takeaways include: a preference for peaked roofs and building and site designs that maintain and enhance privacy, support for transportation improvements, agreement with stepping down heights and requiring larger setbacks where townhomes and plex-homes are directly adjacent to single detached homes (Suburban and Urban Residential land uses in OCP), providing a range of garage and parking options, limiting tandem parking, and ensuring there is ample greenspace, trees and outdoor amenity spaces in new townhome and plex-home developments.

- d) Langley City staff develop a best-practice document for ground oriented residential projects along the 200th Street and 208th Street corridors, incorporating feedback from residents in the area bounded by 208th Street to the west and Newlands Drive to the North:

Response:

- i. The attached Best Practices Guide was developed using feedback from the Townhome and Plex-Home survey, and is to be used to guide the

- design of townhome and plex-home rezoning applications, in conjunction with the OCP Development Permit Guidelines and Zoning Bylaw.
- ii. The Best Practices Guide includes eight best practices categories that aim to ensure new townhome and plex-home developments are well-integrated into existing neighbourhoods within minimal privacy, massing, traffic and parking impacts.
 - iii. The best practices within the Guide are anticipated to be integrated into the OCP Development Permit Guidelines and Zoning Bylaw, as a part of the general Zoning Bylaw update, scheduled for completion in mid-2024.

SUMMARY:

Based on the above commentary that outlines the responses to each of the April 4, 2022 moratorium resolution subsections, and the completion of the survey and attached Best Practices Guide, staff recommend that Council lift the moratorium on Townhome and Plex-home applications south of 50 Avenue.

ALTERNATIVES:

1. Direct staff to refine the Best Practices Guide according to Council direction and report back to Council prior to lifting the moratorium.

Respectfully Submitted,



Carl Johannsen, RPP, MCIP
Director of Development Services

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer

Attachment(s):

1. Engagement Summary: Townhomes and Plex-Homes Survey
2. Townhome and Plex-Home Best Practices Guide