



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject **Development Permit Application DP 05-22
Rezoning Application RZ 03-22**

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

File #: 6620.00
Bylaw #: 3216

Doc #:

Date: May 12, 2022

COMMITTEE RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider rezoning and Development Permit applications by RKDI (Langley 5) Homes Ltd. For a 5-storey, 93-unit rental apartment development located at 20121, 20131, 20141, 20151, 20161, 20171 – 53 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 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:

Applicant:	RKDI (Langley 5) Homes Ltd.
Owner:	RKDI (Langley 5) Homes Ltd. A. Santomin, Z. Santomin
Civic Addresses:	20121, 20131, 20141, 20151, 20161, 20171 – 53 Avenue
Legal Description:	Lots 223, 224, 225, 226, 227, 228, District Lot 305, Group 2, New Westminster District, Plan 41274
Site Area:	3,642 m ² (39,200 ft ²)
Number of Units:	93 rental apartments
Residential Density:	255.4 units/hectare (101.7 units/acre)
Gross Floor Area:	7,115 m ² (76,581 ft ²)
Floor Space Ratio:	1.953
Lot Coverage:	39.1%
Total Parking Required:	133 spaces (including 7 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	99 spaces
<u>Visitor</u>	<u>15 spaces</u>
Total	114 spaces (including 6 h/c spaces)
OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD85 Comprehensive Development Zone
Variances Requested:	5.5 m long accessible parking stalls (5.8 m required) 60% small car spaces (max. 40%) 15 visitor parking spaces (min. 19) <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:	\$1,236,616.50 (City - \$777,603.00, GVS&DD - \$295,722.00, SD35 - \$36,727.50, TransLink - \$126,564.00)
Community Amenity Contributions (CACs):	\$186,000.00

Discussion:

1. Context

The proposed development site consists of six single family residential lots at the northwest corner of 53 Avenue and 201A Street. The block between 53 Avenue and 53A Avenue has been the focus of significant land acquisition and assembly activity over the last few years and includes three other active apartment development applications shown in the map below.



Context Map

To the north and sharing a common access lane from 53A Avenue is another 6-lot development site for a proposed 5-storey apartment by the same applicant. Further west along 53A Avenue are two additional proposed development sites for 6-storey apartments opposite Nicomekl Elementary School. A planned mid-block greenway will connect 201 Street with a new crosswalk to Nicomekl Elementary. A 4-storey apartment ("Benjamin") completed in 2017 sits across 201A Street to the east and a 3-storey townhouse complex completed in 2005 ("Kensington Court") lies to the south across 53 Avenue.

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 three regional transit bus routes on 53 Avenue and is also located near the following transit services:

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

2. Design

The proposed development includes a 5-storey, 93-unit, wood-frame apartment on top of a partially underground parkade. The main building entrance is on 53 Avenue accessible from the public sidewalk by stairs and a disabled access ramp. Due to soil conditions, the parking garage projects up to 2.0 metres above the existing grade of the site. Terraced and landscaped brick walls are employed to screen the concrete parkade and provide an attractive transition from the public realm to the top of the building podium.

Owing to the ample building setbacks, the podium features a generous amount of outdoor space for the enjoyment of the residents and includes first floor unit patios and two large communal amenity areas. At the rear of the building, a 2,159 square foot indoor amenity area opens onto a large patio area for outdoor events. On the west side of the building, a second amenity area features six communal garden plots in raised beds with seating and trellises.

Vehicular access to the building is provided from a shared laneway along the west side of the site connecting to 53A Avenue through the development site to the north. Access rights will be secured through a reciprocal private easement between the properties. The access arrangement responds to the City's desire to avoid or eliminate driveways wherever possible on 53 Avenue (an arterial road) and 201A Street (a collector road). In addition to providing access to the parkade for resident and visitor parking and garbage and recycling removal, the rear lane also leads to an off-street loading space connected to the parkade level by a pedestrian ramp. The single parkade level includes 15 visitor parking stalls in an outer chamber and 99 resident stalls in a secured inner chamber.

The architectural design is characterized by a now familiar language from recent projects including, a flat roof, articulated facades, raised top floor ceiling heights and balconies for each unit. The roofline is punctuated by "pop-up" elements and expanded overhangs that emphasize the building corners and main entrance and serve to accentuate the façade articulation. The brick veneer of the landscape walls is carried up the columns and pilasters of the first floor before yielding to cement board panels on levels 2-5. Horizontal and vertical

bands of cement board panels and siding in strong grey-tones and blues contrast with white panel surfaces and the aluminum and glass balcony railings. The effect of these alternating treatments is to break up the apparent mass of the building.

The landscape plans feature red maple trees in the boulevard areas and yew, boxwood and laurel shrubs in the retaining wall planters. On top of the parkade deck there are significant lawn areas around the patios and hard surfaced amenity areas. Ornamental trees (dogwood, magnolia) and flowering shrubs (e.g. azalea, hydrangea, rhododendron, lilac) decorate the beds adjacent to the building and patios.

3. Variances

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

Proposed Variance	Comments
99 resident parking spaces (min. 114 – RM3 zone) <i>*Permitted in CD zone, variance not required</i>	Consistent with proposed new zoning bylaw standards (1.0 spaces/studio or 1-BR unit, 1.25 spaces/2-BR unit in Shoulder areas)
15 visitor parking spaces (min. 19)	Consistent with proposed new zoning bylaw standard (0.15 spaces/unit in Core and Shoulder areas)
60% small car spaces (max. 40%)	Consistent with proposed new zoning bylaw standard (60% small car maximum 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 subject proposal incorporates several sustainable development features including:

- Location within approx. 10-minute walk of Downtown Langley shops and services and nearby employment areas
- Close proximity (<100 m) to 53 Avenue bus stops for three 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 for adding chargers at a later date
- 53 bicycle parking spaces provided (47 resident, 6 visitor)
- On-site stormwater detention to moderate runoff flows
- 19 adaptable (B.C. Building Code) dwelling units supporting “aging in place”
- High surface reflectivity index (SRI) roof treatment to reduce “heat island” effects
- Generous grass and landscaping cover on first storey outdoor areas.

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 proposed development is consistent with the Official Community Plan’s policies and design guidelines for the Low Rise Residential land use designation and meets the proposed parameters for the complementary new RM3 zone.

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 **93 Unit Apartment Development located at 20041-71 53A Ave.**

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 data provided in the DCM. 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. 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.
- VIII. A property dedication of *approximately* 2.1m will be required along the 53 Ave. frontage of the proposed development to match the existing south property line (P/L) of 20175 53 Ave. A 4m corner truncation will be required at 53 Ave. & 201A. All dedications/truncations to be determined by a legal land surveyor.
- IX. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip. The Developer's consultant shall contact Engineering Services to obtain City's Landscaping design standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
- X. A traffic impact assessment will be required as per the City's DCM.
- XI. 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.
- XII. 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.
- XIII. A dedicated on-site loading zone shall be provided by the developer.
- XIV. 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.

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 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 will require a \$40,000 bond for the installation of a water meter to current standards.
- V. A cash contribution (amount to be determined) toward a future pedestrian crosswalk, complete with rapid flashing beacons. will also be required.

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 connection 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 current water meter 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. A construction fire safety plan shall be provided with the building permit submission and 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 May 25, 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:

The proposed development would contribute \$777,603.00 to City Development Cost Charge accounts in accordance with Bylaw No. 2845 and \$186,000.00 in Community Amenity Contributions under Council Policy CO-80.

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

CITY OF
LANGLEY



REZONING APPLICATION RZ 03-22 DEVELOPMENT PERMIT APPLICATION DP 05-22

Civic Address: 20121, 20131, 20141, 20151, 20161,
20171 – 53 Avenue
Legal Description: Lots 223, 224, 225, 226, 227, 228, District Lot 305,
Group 2, New Westminster District, Plan 41274
Applicant: RKDI (Langley 5) Homes Ltd.
Owner: RKDI (Langley 5) Homes Ltd.
A. Santomin, Z. Santomin

