



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 13-21  
Rezoning Application RZ 10-21  
OCP Amendment Application OCP 09-21**

From: Anton Metalnikov,  
Planning Assistant II

File #: 6620.00  
Bylaw #: 3194,3195  
Doc #:

Date: November 1, 2021

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## RECOMMENDATION:

THAT this report be received for information.

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## PURPOSE OF REPORT:

To consider Development Permit, Zoning Bylaw amendment, and Official Community Plan amendment applications by Vikas Sharma for a 6-storey, 96-unit apartment development at 19701-19729 55A Avenue.

## POLICY:

The subject properties are currently zoned RS1 Single Family Residential (19701-19721 55A Avenue) and RM1 Multiple Residential Low Density (19729 55A Avenue) in Zoning Bylaw No. 2100 and designated "Medium-Density Residential" in the Official Community Plan (OCP) Land Use Designation map. In the proposed new OCP, which received 3<sup>rd</sup> Reading by Council on July 26, 2021, these properties are proposed to be designated as "Low Rise Residential." The applicant is applying to amend the land use designations of the subject properties to this designation ahead of the adoption of the new OCP. All lands designated for multi-family residential uses are subject to a Development Permit (DP) to address building form and character.

The proposed development exceeds the density permitted in the current OCP and Zoning Bylaw and requires an OCP amendment and Comprehensive Development (CD) Zone to accommodate it.

## COMMENTS/ANALYSIS:

### Background Information:

<b>Applicant:</b>	Vikas Sharma
<b>Owners:</b>	Michael Mark Fitz-Patrick, Vishal Sharma, & Ray Family Ventures (Langley City) Inc. 19701-19729 55A Avenue
<b>Civic Addresses:</b>	19701-19729 55A Avenue
<b>Legal Description:</b>	Lot A, B, & "C", Section 3, Township 8, New Westminster District, Plan 15675; Lot 4, Section 3, Township 8, New Westminster District, Plan 9982
<b>Site Area:</b>	4,068.81 m <sup>2</sup> (1.01 acres)
<b>Number of Units:</b>	96 apartments
<b>Residential Density:</b>	236 units/ha (95 units/acre)
<b>Gross Floor Area:</b>	8,550 m <sup>2</sup> (92,031 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	2.10
<b>Lot Coverage:</b>	40%
<b>Total Parking Required:</b>	140 spaces (including 7 h/c spaces) <i>*RM3 requirement</i>
<b>Parking Provided:</b>	
<b>Resident</b>	115 spaces
<u><b>Visitor</b></u>	<u>20 spaces</u>
<b>Total</b>	137 spaces (including 7 h/c spaces)
<b>Existing OCP Designation:</b>	Medium-Density Residential
<b>Proposed OCP Designation:</b>	Low Rise Residential
<b>Existing Zoning:</b>	RS1 Single Family Residential & RM1 Multiple Residential Low Density
<b>Proposed Zoning:</b>	CD81 Comprehensive Development
<b>Variances Requested:</b>	2.4 m wide small car spaces (min. 2.5 m) 46% small car spaces (max. 40%) <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>
<b>Development Cost Charges:</b>	\$1,341,403.75 (City - \$846,974.00, GVS&DD - \$317,901.00, SD35 - \$39,603.75, TransLink - \$136,925.00)
<b>Community Amenity Contributions (CACs):</b>	\$192,000.00

## **Discussion:**

### 1. Context

The applicant is proposing to develop a 6-storey, 96-unit apartment building on the site of four properties, composed of three single-detached houses and one duplex, at 19701-19729 55A Avenue. The site is designated as Medium-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM2 Multiple Residential Medium Density Zone, which allows for medium-density residential development of up to four storeys in height and a density of up to 173 units/hectare.

Council gave 3<sup>rd</sup> Reading to a proposed new OCP on July 26, 2021. The land use plan proposed for the new OCP identifies the site as Low Rise Residential, which would allow for higher density development of up to six storeys and a Floor Area Ratio (FAR) of up to 2.1, with no unit density maximums. To enable a higher density development (236 units/hectare) than what is permitted in the current OCP (max. 173 units/hectare), the applicant has applied to amend their site's designation from the current Medium-Density Residential designation to the Low Rise Residential designation proposed in the new OCP. The applicant held a virtual Public Information Meeting on October 7, 2021 with area residents to receive public input on the application, which is considered "early and ongoing" consultation, as typically required for OCP amendment applications.

The site is located in a residential area in transition composed of recently developed and under construction townhouse complexes, apartment buildings, an active townhouse development application site, and several older single-detached houses and small multi-unit buildings. Its lone street frontage is provided to the south by 55A Avenue, across from which lie two recently-developed townhouse complexes: Ascent (28 units, completed 2019) and Marquee (33 units, completed 2014). To the north, the site is flanked by a lane, which separates it from Willowgate (16-unit townhouse complex completed in 1999), Madison Place (4-storey, 49-unit apartment building completed in 2007), and two fourplexes both completed in 1986. The site is bordered to the east by City Park, a 27-unit townhouse complex completed in 2021, and to the west by four single-detached houses, two of which are currently the subject of an active development application for a 15-unit townhouse complex.

The site is located in a distinctly residential area but enjoys convenient walking connections to recreational, educational, transportation, and retail and service amenities including:

- Brydon Park (5-minute walk);
- Nicomekl Elementary School (15-minute walk);

- 56 Avenue transit service (5-minute walk);
- 200 Street transit service (10-minute walk);
- Downtown (15-minute walk); and
- The planned 196 Street and 203 Street SkyTrain stations and their associated bus exchanges (15 to 20 minute walk).



### Site Context

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

The proposed development site is currently zoned RS1 Single Family Residential and RM1 Multiple Residential Low Density and designated as Medium-Density Residential in the OCP. As noted above, a new OCP received 3<sup>rd</sup> Reading by Council on July 26, 2021 and is proposing to designate the subject properties, along with the remainder of the block, as Low Rise Residential. If the proposed Low Rise Residential land use is adopted by Council it will allow the development of apartment buildings of up to six storeys, a FAR of up to 2.1, and no unit density maximum. The applicant has tailored

their development to this proposed designation and has applied for an OCP amendment in order to allow their proposal to proceed through the application process ahead of the expected adoption of the new OCP later in 2021.

The applicant is proposing to rezone the properties to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the proposed Low Rise Residential OCP designation. The project was designed to conform to the preliminary regulations associated with this designation. Should the CD rezoning be adopted it is anticipated that following the adoption of the new OCP, and as part of adopting the new Zoning Bylaw, the City will rezone this site from its CD zone to the new zone crafted to implement the Low Rise Residential designation.

### 3. Design

The applicant is proposing an L-shaped building that makes efficient use of this deep rectangular site, accommodates a large outdoor courtyard, and enables lower 4-storey sides that step down in massing from its central 6-storey portion to the neighbouring properties. This creates a more sensitive 1-storey height transition to the townhouses to the east and any future development to the west (which may involve townhouses, which is a permitted use in the new OCP's Low Rise Residential land use designation).

The proposed building also meets/exceeds all setbacks proposed in the new zone being developed to implement the Low Rise Residential designation in the new OCP. Due to the site configuration and dimensions, the building is able to be set back 7 metres from the southern 55A Avenue property line, which exceeds the standard 6 metre front yard setback for apartment buildings. The deep site also allows the northern building setback to also be 7 metres (noting that the majority of the northern building face is set back over 20 metres from the north property line as a result of the building's L-shape), which exceeds the standard 6 metre rear yard setback for apartment buildings. The proposed building also includes standard 6 metre side yard setbacks on the east and west sides of the site.

These setbacks ensure that adequate separation, and the light and air access it provides, is maintained between this development and those that surround it now or will in the future, with the site further benefiting from the additional separation provided by the public street and lane flanking it to the south and north respectively. The extruded parkade, which rises approximately a half-storey above grade, is also set back slightly from the property lines and interfaces with the side of the townhouse block to its east, which has relatively minimal fenestration and itself meets this property line with visitor parking spaces and an electrical closet. The L-shaped design also reduces shadowing

impacts on the properties to its north, west, and east, with no shadows created on any properties to its south.

The building further relates to its surroundings by setting an attractive frontage along 55A Avenue with a prominent building entrance accessed by wide entrance stairs and an accessible ramp over the partially extruded parkade, private ground-floor unit patios, and a diverse set of landscaping. This landscaping continues around the corner to screen the building from adjacent properties on its sides. Vehicle access into the property is provided through the back lane, which accommodates the underground parkade ramp as well as surface visitor parking stalls and a loading space.

The flat-roofed building sits upon a single level of underground parking, which projects above the grade of the site due to geotechnical conditions and has been designed to provide an attractive landscaped interface with the public realm along 55A Avenue. The extruded parkade is tiered with a step between the main wall and ground level to reduce its height and massing, with the bottom step clad with brick veneer to add texture and character, and the top step painted grey and screened with landscaping to further soften its appearance. On the building's street frontage, the brick treatment rises from the parkade into a first-floor base and continues up along the building's centre in columns to the fourth storey while, on its other three elevations, the base is set through grey cementitious siding. Cementitious paneling of the same tone climbs up the building's middle on all sides, progressively lightening before finishing in a cream colour top capped off by strong cornices. These upper two storeys are set back from the slightly extruded paneling below which, combined with their lighter colours, serve to reduce the visual massing and height of the building. On its longer north and south elevations, prominent central off-white frames provide a break in the horizontal massing and are complemented by warm wood-tone accents which continue on the side elevations. All four elevations are animated by extruded balconies, a diversity of materials and textures, and façades articulation of various depths.

The site landscaping surrounds the building on its street frontage to the south and on its sides to the east and west with a grass lawn lined with various shrub species, which also provide separation between private unit patios, and punctuated by a diverse collection of trees along the perimeter. On the north, the building wraps an expansive treed outdoor amenity courtyard featuring dining and lounge areas, a grass lawn, and a children's play area.

Accessibility is incorporated into the project by providing ramps from both the main building entrance to the south and the visitor parking spaces along the lane to the north, with the accessible visitor parking space located immediately

adjacent. Resident accessible parking spaces are provided near the elevator lobby in the underground parkade.

Sustainability has been incorporated into the proposal through actions including low-disturbance and air quality-protecting construction methods, employing a construction recycling plan, using drought tolerant and non-water dependent landscaping maintained by a centrally controlled irrigation system with rain sensors, and providing twelve parking spaces with Level II electric vehicle (EV) chargers, with the remaining stalls pre-ducted for future EV charger installation.

Within the building, unit sizes range from 47 m<sup>2</sup> to 100 m<sup>2</sup> (510 ft<sup>2</sup> to 1,076 ft<sup>2</sup>). The unit type distribution provides 5 junior bedrooms, 44 one-bedroom unit types (1-bedroom or 1-bedroom + flex room), and 47 two-bedroom unit types (2-bedroom or 2-bedroom + flex room). Five of the units are adaptable. Tenant storage facilities are provided in storage rooms located in the parkade and upper floors, as well as through in-unit storage rooms. A 279 m<sup>2</sup> (3,001 ft<sup>2</sup>) indoor amenity room is provided on the ground floor with direct access to the adjacent outdoor amenity area. All units have balconies or private ground-level patios. A two-elevator core services the building.

#### 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

As noted above, the applicant's proposed development, in terms of height, lot coverage, density, and setbacks, is consistent with the proposed 4-6 storey apartment building zone being considered for the new Zoning Bylaw to implement the proposed new OCP's Low Rise Residential designation. However, given that the applicant is seeking an OCP amendment to develop the site prior to the adoption of the new OCP and Zoning Bylaw, a CD zone will be created to accommodate the proposal.

Despite the use of a site-specific CD zone, the proposal requires a variance from general Zoning Bylaw provisions on the width of small car spaces, which are proposed to be reduced to 2.4 metres from the 2.5 metres required in the current Zoning Bylaw. This was done to ensure this application meets the 135-space target that aligns with the residential rates being considered for the new Zoning Bylaw. Reducing the width of small car spaces to 2.4 metres is under consideration for the new Zoning Bylaw, to accommodate additional parking spaces in all development projects. This width is also similar to other

municipalities in the region, such as Burnaby, which has a minimum small car width of 2.4 metres, and Richmond, which has a small car space width of 2.3 metres. Staff are not considering changes to the required drive aisle widths in the Zoning Bylaw, to ensure that safe and easy vehicle movements in parkades and parking lots are maintained.

### *Proposed Parking*

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) is applied to this application, the applicant's proposed overall parking amount is 2.2% less than what would be required. Given that a CD zone is being proposed to accommodate this redevelopment, technically a variance is required only for the small car stall dimensions. However, it is important to note that staff support the applicant's overall parking approach, as the proposal (less 3 spaces or 2.2%) exceeds the standard rates under preliminary consideration for the new Zoning Bylaw. These rates are being contemplated based on research work conducted by staff to date, which has included a review of the Metro Vancouver Parking Study as well as of parking rate requirements in other municipalities within the Lower Mainland and British Columbia.

If these preliminary rates being considered were applied to this application, 135 parking spaces would be required, based on rates of 1.1 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit (=115 resident spaces), and 0.2 visitor spaces per unit (=20 spaces). This total is 1.5% less than the applicant's proposed parking amount of 137 spaces and is 3.6% less than the current RM3 Zone requirement of 140 spaces, which is based on rates of 1.2 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit (=120 spaces), and 0.2 visitor spaces per unit (=20 spaces). In other words, the proposed parking reduction results from reducing the minimum rate for one-bedroom units from 1.2 spaces per unit to 1.1 spaces per unit; the rates used for two-bedroom units and visitor spaces remain unchanged from the RM3 Zone, with parking provided in this development proposal accordingly. Greater variances have recently been approved by Council at 20695 Eastleigh Crescent (4.7%), 20230 56 Avenue (14.7% reduction), and 20360 Logan Avenue (10% reduction). Council has also recently given Third Reading ("approval-in-principle") to nearby applications with greater residential parking variances at 20040-20070 53A Avenue & 20041-20071 53 Avenue (3.1%) and 20191 53A Avenue (13.4%).

Based on the above commentary and analysis, staff support these variances.

## 6. Summary

The proposed development is consistent with the City's proposed new OCP policies and Development Permit Area guidelines for this area, and presents a high-quality design providing housing in close proximity to a variety of amenities.



### **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 **96-Unit Apartment Development located at 19701-19729 55A Avenue.**

*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 assess the Class "C" watercourse (drainage ditch) on 55A Avenue and 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.
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 required to service the site shall be designed by the Developer's consultant and installed at the Developer's expense.
6. 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.
  7. 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.
  8. 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).
  9. 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.
  10. 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 existing bottom lift pavement is inadequate, it shall be remediated at the Developer's expense. Top lift paving shall be satisfied by a C-I-L contribution.
  11. 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.
  12. A dedicated on-site loading zone shall be provided by the Developer.
  13. 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.
14. 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 for a future pedestrian access at the west end of 55A Ave. and future sidewalk between the access and 56 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 record 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 in place to accommodate fire apparatus and personnel including the dedication to expand laneway on northside of building. A construction fire safety plan shall be completed, and the location of fire hydrants, the fire department connection, standpipes and annunciator panel shall be confirmed between the applicant and the Fire Department. A Fire Safety Plan will be required before occupancy as well as an FD lock box. Location to be finalized at a later date.

#### **Advisory Design Panel:**

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, Zoning Bylaw amendment, and Development Permit applications will be reviewed by the Advisory Design Panel (ADP) at the November 10, 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 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 \$846,974.00 to City Development Cost Charge accounts and \$192,000.00 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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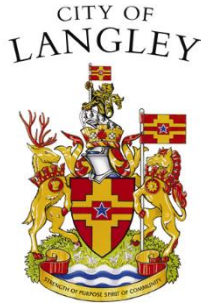
Rick Bomhof, P.Eng.  
Director of Engineering, Parks &  
Environment

Concurrence:



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Scott Kennedy, Deputy Fire Chief



# DEVELOPMENT PERMIT APPLICATION DP 13-21 REZONING APPLICATION RZ 10-21 OCP AMENDMENT APPLICATION OCP 09-21

**Civic Addresses:** 19701-19729 55A Avenue  
**Legal Description:** Lot A, B, & "C", Section 3, Township 8, New Westminster District, Plan 15675;  
 Lot 4, Section 3, Township 8, New Westminster District, Plan 9982

**Applicant:** Vikas Sharma  
**Owners:** Michael Mark Fitz-Patrick, Vishal Sharma, & Ray Family Ventures (Langley City) Inc.

