

CITY OF
LANGLEY



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 02-24
Rezoning Application RZ 02-24
(5302 200 Street, 20030 53A Avenue, &
20011-20031 53 Avenue)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #: 3285

Doc #:

Date: May 17, 2024

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by Paramorph Architecture Inc. for a 6-storey, 95-unit apartment development at 5302 200 Street, 20030 53A Avenue, & 20011-20031 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 map. The properties are also located within the Nicomekl River District Neighbourhood Plan “Sun Room” area. All lands designated for multi-unit residential use are subject to a Development Permit to address building form and character.

The density of the proposed development complies with the Official Community Plan but exceeds the parameters in the current Zoning Bylaw. As such, a Comprehensive Development Zone is proposed to accommodate it.

COMMENTS/ANALYSIS:

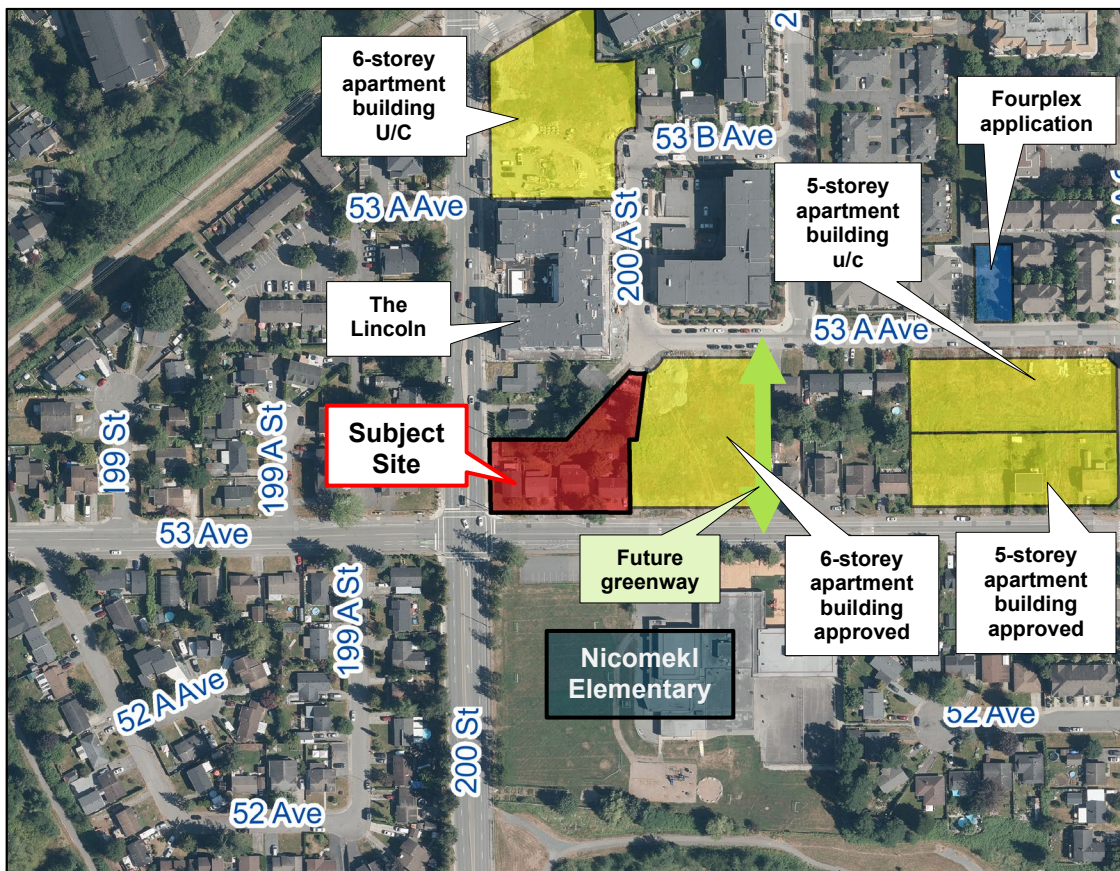
Background Information:

Applicant:	Paramorph Architecture Inc.
Owner:	Red Cardinal Homes (2021) Inc.
Civic Addresses:	5302 200 Street, 20030 53A Avenue, & 20011-20031 53 Avenue
Legal Description:	Lots 301 & 312-315, District Lot 305, Group 2, New Westminster District, Plan 42983
Site Area:	2,933 m ² (0.72 acres)
Number of Units:	95 apartments
Gross Floor Area:	6,160 m ² (66,301 ft ²)
Floor Area Ratio:	2.100
Lot Coverage:	41%
Total Parking Required:	134 spaces (including 7 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	98 spaces
<u>Visitor</u>	<u>14 spaces</u>
Total	112 spaces (including 6 h/c spaces)
OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD96 Comprehensive Development
Variances Requested:	Combined storage and bike parking (required to be separate) 55% small car spaces (40% max.) 2.4 m wide small car spaces (2.5 m required) 14 visitor parking spaces (19 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:	\$1,754,270.00 (City - \$815,110.00, GVS&DD - \$371,285.00, GVWD - \$371,335.00, SD35 - \$52,000.00, TransLink - \$141,540.00)
Community Amenity Contributions (CACs):	\$380,000.00

Discussion:

1. Context

The proposed development site consists of five single detached home 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 owner of these properties had previously submitted a development application on the same site, which received 3rd Reading from Council, but has cancelled that application and is proceeding with this updated concept in response to market conditions. The block includes several other development projects as shown in the image below.



Site context

Immediately to the north are three remaining single-detached homes beyond which sits a newer 4-storey apartment building (“the Lincoln”). Immediately to the east is the site of an approved 6-storey apartment building. Further east in the block between 53 and 53A Avenues are eight single-detached homes and two development sites for 5-storey apartment buildings, one of which has been approved and the other which is under construction. Bisecting the block is a planned greenway (landscaped walkway and bikeway) enabling north-south

travel between 53 and 53A Avenues in line with 201 Street where a future crosswalk will connect to Nicomekl Elementary School. To the west across 200 Street is the New Apostolic Church at the corner of 200 Street and 53 Avenue with a mix of single-detached homes and duplexes nearby.

The site is well positioned with connections to retail and service areas, with Downtown located within a 10-minute walk. It also benefits from proximity to key neighbourhood amenities, including:

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

The site is also located near several transportation services, including:

- Three bus lines immediately adjacent;
- The frequent service 503 Fraser Highway Express bus (10 to 15-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (10 to 15-minute walk).

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

The site is designated Low Rise Residential in the City's OCP, which allows for apartment development of up to 6 storeys in height and a Floor Area Ratio (FAR) of up to 2.1.

The subject properties are proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Low Rise Residential designation. A new Zoning Bylaw is currently in development and the project was designed to conform to the preliminary draft zoning regulations associated with this designation. Should the CD rezoning be adopted it is anticipated that, as part of adopting the new Zoning Bylaw, the City will rezone this site from its CD Zone to the new zone created to implement the Low Rise Residential designation.

3. Design

The applicant is proposing a wood-frame rectangular building with its entrance oriented toward the adjacent intersection corner. At ground level, a single row of walk-out apartments spread from the entrance to front onto 53 Avenue and wrap a surface level of parking at the rear. The building rises from this first floor with a double-loaded building design that sits on columns over top of the surface parking area. On the west side of the building facing 200 Street, the ground level is finished with a metal louver to screen the parking area while upper floors host balconies for the units located above. This parking area is accessed from a

driveway off 53A Avenue, which splits on site to access a gated underground parking level and a visitor parking area which is separated from a surface resident parking area by a sliding gate. The site fencing is located on the neighbouring properties to the north, which are owned by the same owners, due to a statutory right-of-way which straddles the shared property line.

The building's 53 Avenue base emphasizes a double-height glazed entrance and makes use of 2-storey wood-tone, darker, and lighter panelling to emulate a townhome expression, with a similar pattern provided on the 200 Street elevation incorporating metal louvers to accommodate the rear parking area. Upper floors see a more consistent use of the dark-and-light panelling, a mix of glass and picket-railed balconies, and a prominent roof line which angles on the corner to echo the treatment from the entrance below.

The development's landscaping wraps the site's edges with various shrub and tree species extending from the slightly elevated unit patios to grade-level planting beds below, and additional plantings lining the east property line. A larger landscaped area outside the parking area on 200 Street buffers the wall from the sidewalk while acknowledging to the underground rainwater detention tank planned for this space. Additional planting areas are located within the surface parking area, including along the north property line and at the 53A Avenue vehicular entrance. A total of 20 trees are proposed on-site, with additional street trees to be provided as part of required frontage upgrades. Two outdoor amenity spaces are provided: one outside the ground-level indoor amenity room, and the other on the building roof, which features seating and dining areas, a barbecue cooking station, and 14 garden plots. This rooftop patio is buffered by planters and set back from roof edges for safety and privacy.

The unit type distribution of the building includes 27 studios, 58 one-bedroom units, and 10 two-bedroom units. 23 (24%) of the units are adaptable. Resident storage facilities are provided in storage rooms in both the underground parkade level as well as within in-unit storage rooms. 335 m² (3,606 ft²) of total amenity space is provided, including 163 m² (1,755 ft²) of indoor amenity space and 192 m² (2,067 ft²) of outdoor amenity space. Two separate elevator cores (one near the street corner and one near the rear parking area) service the building.

4. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Incorporating a construction recycling plan;

- Achieving an energy performance over 25% above the current Model National Energy Code;
- Reducing the heat island effect by use of landscaping and a rooftop amenity area;
- Using non-water dependent and drought-tolerant materials in the landscape design served by an irrigation system with central control and rain sensors;
- Using water-conserving toilets;
- Providing outlets for e-bike charging in all bike/storage lockers; and
- Providing 12 resident parking stalls with Level II electric vehicle (EV) chargers, with the remaining resident spaces pre-wired and visitor spaces pre-ducted for future installation; and
- Providing resident garden plots.

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. Variances

As noted above, the applicant's proposed development is generally consistent with the draft 4-6 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the Official Community Plan's Low Rise Residential land use designation. However, given the proponent has applied to redevelop the site prior to the adoption of the new Zoning Bylaw, a site-specific Comprehensive Development (CD) Zone is proposed to be created to accommodate the redevelopment.

Despite the use of a CD Zone, the proposal requires variances from general Zoning Bylaw provisions to provide bicycle parking within storage lockers, increase the share of small car parking spaces, reduce the width of small car parking spaces, and reduce the number of visitor parking spaces. Staff support these variances per the rationales below.

The accommodation of bicycle parking spaces within storage lockers, rather than in separate bicycle parking rooms, is supported as the applicant has enlarged their storage lockers beyond the Zoning Bylaw requirement (5.67 m³ or 200 ft³) to a minimum of 7.2 m³ (254 ft³), which is an increase of 27%. Staff note that shared bicycle parking and storage lockers are being considered in the new Zoning Bylaw to allow for more flexibility and efficiency in their configuration.

The applicant is also requesting a variance to reduce the width of the small car spaces to 2.4 metres from the 2.5 metres required in the Zoning Bylaw. This adjustment was made to ensure this application meets the 112-space target that aligns with the residential rates being considered for the new Zoning Bylaw (additional discussion below). 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 space width of 2.4 metres, and Richmond, which has a minimum 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 safe and easy vehicle movements in parking areas are maintained.

The share of small car parking spaces is proposed as 55%. The current Zoning Bylaw allows a maximum of 40% small car spaces, but staff are considering increasing this to a maximum of 60% for properties in the “Core” and “Shoulder” areas of the OCP, with this site being in the “Shoulder”. This approach can significantly improve parkade space efficiency, as the use of slightly smaller individual spaces often results in the creation of additional stalls on the same amount of land without needing to further reduce parking rates. This in turn allows additional site density while maintaining reasonable parking supply.

Proposed Parking

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) was applied to this application, the applicant’s proposed overall parking amount is 16.4% less than what would be required. Given that a CD zone is being proposed for this development, technically a variance is only required for visitor parking, along with those previously outlined. However, it is important to note that staff support the applicant’s overall parking approach, as the proposal (less 22 spaces or 16.4%) meets the rates under preliminary consideration for the new Zoning Bylaw. These rates are being contemplated based on research work conducted by the City’s Zoning Bylaw update consultant and 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.

The project site is within the “Shoulder” of the OCP, which generally refers to properties within a 5-to-10-minute walk of the future SkyTrain station. If the preliminary “Shoulder” area rates being considered for the new Zoning Bylaw were applied to this application, 112 parking spaces would be required, based on rates of 1.0 spaces per studio and 1-bedroom unit, 1.25 spaces per 2-bedroom unit (=98 resident spaces), and 0.15 visitor spaces per unit (=14 visitor spaces). This total is equal to the applicant’s proposed parking amount of 112 spaces and is 16.4% less than the current RM3 Zone requirement of 134 spaces, which is based on rates of 1.2 spaces per studio and 1-bedroom units, 1.3 spaces

per 2-bedroom unit (=115 resident spaces), and 0.2 visitor spaces per unit (=19 visitor spaces). Similar variances have recently been approved by Council in the nearby area at 20191 53A Avenue (13% reduction), 20145 53 Avenue (13.2% reduction), and 20142 53A Avenue (14.5% reduction).

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

7. Summary

The proposed development is consistent with the City's OCP and Development Permit Area guidelines for the area and presents a transit-supportive and efficient design providing housing in close proximity to parks, transit, and Downtown.

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), and the City's Subdivision and Development Servicing Bylaw (SDSB).

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 **95-Unit Apartment Development located at 5302 200 Street, 20030 53A Avenue, & 20011-20031 53A 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:
- 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, cycle track, buffer strip (directional tactile pavers), barrier curb and gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip. 2 wheelchair ramps will be required at the corner of 200 St. & 53 Ave. all per the City's DCM.
 - VIII. Bus stop pad to have minimum dimensions of 5m x 2m, complete with pre-ducting for future shelter lighting.

- IX. 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.
- X. A cash contribution will be required (amount to be determined) toward a future pedestrian walkway east of 20054 53A Ave., connecting 53A Ave. & 53 Ave.
- XI. 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.
- XII. 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.
- XIII. A 5 meter corner truncation will be required (after dedications) at the corner of 200 St. & 53 Ave.
- XIV. A traffic impact assessment will be required as per the City's DCM.
- XV. 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.
- XVI. 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.
- XVII. A dedicated on-site loading zone shall be provided by the developer.
- XVIII. 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.
- XIX. An electrical design shall be submitted for street lighting, power source and signal modifications, this design must include clearance / conflict distance measurements in CAD based on new crosswalk and stop bars, detection loop requirements and numbering for the left turn lanes, pedestrian and cyclist push buttons, etc. Also, load calculations per service panel, i.e. new additions and removals and wattage difference.

XX. 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 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 adequate access was in place for apparatus and firefighters. A construction fire safety plan shall be completed, complete with crane inspection records. Ensure any crane on site is registered with the BC Construction Safety Alliance. A progressive standpipe installation will be required as construction rises. Standpipes will be required at each rooftop stairways. Standpipes will be required at the parkade entrance, and in elevator lobby. All garbage/recycling containers must be stored in a fire rated, sprinklered room, and must be of adequate size to prevent spillover into adjacent area. Stairwells must be constructed to accommodate shelter in place applications. Marked Exits must not be on a fob. Consideration will be given to the installation of power banks in the storage room lockers for e-bikes charging. A Fire Safety plan and FD lock box (knox box) will be required before occupancy. The 4" FDC will be located on a pedestal detached from the front of the building, exact location to be discussed with the Fire Department at a later date.

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 29, 2024 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 \$815,110.00 to City Development Cost Charge accounts and \$380,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



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

Concurrence:



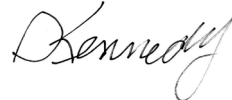
Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



David Pollock, P.Eng.
Director of Engineering, Parks,
& Environment

Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 02-24 REZONING APPLICATION RZ 02-24

Civic Addresses: 5302 200 Street, 20030 53A Avenue, & 20011-20031 53 Avenue

Legal Description: Lots 301 & 312-315, District Lot 305, Group 2, New Westminster District, Plan 42983

Applicant: Paramorph Architecture Inc.

Owner: Red Cardinal Homes (2021) Inc.

