

CITY OF
LANGLEY



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 08-22
Rezoning Application RZ 05-22
(4503 & 4513 200 Street)**

From: **Anton Metalnikov, RPP, MCIP
Planner**

File #: 6620.00
Bylaw #: 3260

Doc #:

Date: **October 4, 2023**

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by Navreet Mann for a 14-unit townhome development at 4503 & 4513 200 Street.

POLICY:

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

COMMENTS/ANALYSIS:

Background Information:

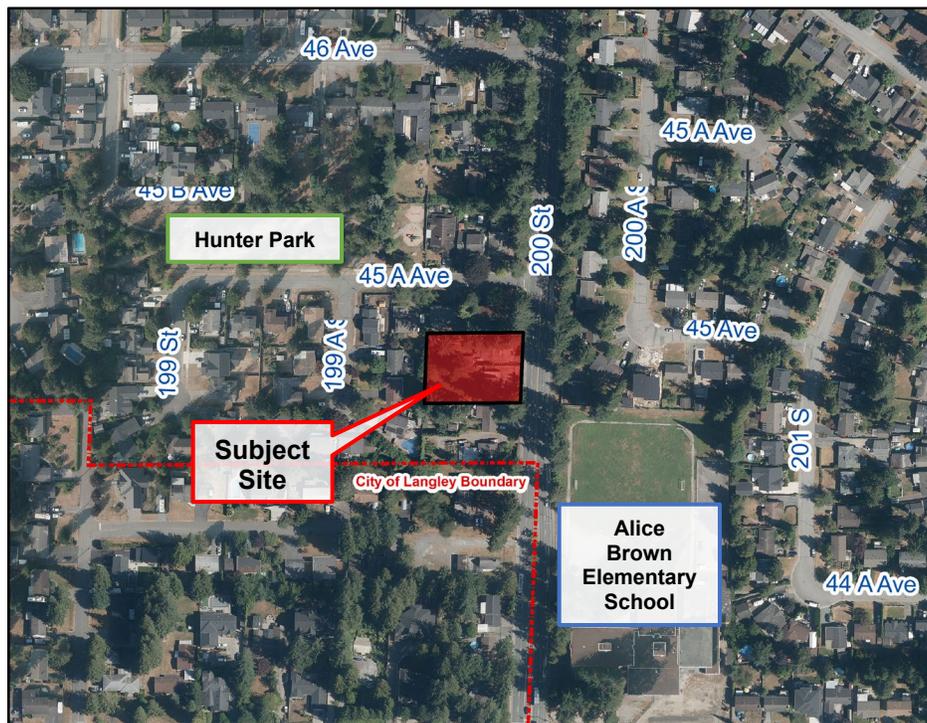
Applicant:	1328986 B.C. Ltd.
Owner:	1328986 B.C. Ltd.
Civic Addresses:	4503 & 4513 200 Street
Legal Description:	Lot 253, Section 34, Township 7, New Westminster District, Plan 45033; Parcel "C" (Explanatory Plan 10176), North Half Lot 3, Block 2, Section 34, Township 7, New Westminster District, Plan 1783
Site Area:	2,440 m ² (0.6 acres)
Number of Units:	14 townhomes
Unit Density:	57 units/hectare (23 units/acre)
Gross Floor Area:	2,823.1 m ² (30,384 ft ²)
Floor Area Ratio:	1.157
Lot Coverage:	48%
Total Parking Required:	31 spaces (including 1 h/c space)
Parking Provided:	
Resident	28 spaces
Visitor	<u>3 spaces</u>
Total	31 spaces (including 1 h/c space)
OCP Designation:	Ground Oriented Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	RM1 Multiple Residential Low Density
Variances Requested:	48% lot coverage (max. 35%) 3 storey height (max. 2 storeys) 3m front setback (min. 7.5m) 3m rear setback (min. 7.5m) 4.5m interior setbacks (min. 7.5m)
Development Cost Charges:	\$334,940.00 (City - \$166,224.00, GVS&DD - \$62,952.00, GVWD - \$66,360.00, SD35 - \$10,600.00, TransLink - \$28,804.00)
Community Amenity Contributions (CACs):	\$56,000.00

Discussion:

1. Context

The applicant is proposing to develop a 14-unit townhome complex on the site of two single-detached lots at 4503 & 4513 200 Street. This site is located in an area of single-detached homes, where the properties along 200 Street, including the subject site, have been designated as Ground Oriented Residential in the City's Official Community Plan. This designation allows for townhome and plex-home development of up to 3 storeys in height and a Floor Area Ratio (FAR) density of up to 1.2, and was introduced to provide a broader range of family-oriented housing options in the neighbourhood and near Alice Brown Elementary School, support future frequent transit service, provide an upgraded streetscape along 200 Street, and improve traffic safety by removing driveways on 200 Street.

The subject site is located mid-block, with its frontage formed on the east by 200 Street, an arterial road forming part of TransLink's Major Road Network that provides regional connections into Langley City. To the north and south, the site is bordered by single-detached homes which, like the properties across 200 Street to the east, share the same Ground Oriented Residential OCP designation. To the west, the site is neighbored by single-detached homes designated in the OCP as Suburban, which maintains these properties' existing single-detached home character, densities, and lot patterns.



Site context

The site is located in a distinctly residential area but has convenient walking connections to key amenities including:

- Two transit routes (directly adjacent);
- Alice Brown Elementary School (few-minutes' walk); and
- Hunter Park (few-minute's walk).

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

The site is designated Ground Oriented Residential in the City's OCP, which allows for townhome and plex-home development of up to 3 storeys in height and a Floor Area Ratio (FAR) density of up to 1.2.

The application's density is consistent with the existing Zoning Bylaw's RM1 Multiple Residential Low Density Zone and the subject properties are proposed to be rezoned to this zone to avoid the use of a site-specific Comprehensive Development (CD) Zone. This requires several variances to address discrepancies between the existing RM1 Zone's requirements and the preliminary draft new requirements being considered for the new Zoning Bylaw currently in development to better implement the City's OCP, including a new townhome zone associated with the Ground Oriented Residential designation. The subject application complies with these draft requirements, and further details are outlined in the Variances section in this report.

Although the application was made before the adoption of the City's Townhome & Plex-Home Best Practices Guide ("the Guide"), the development's design is consistent with the Guide's guidelines. This includes using a rear lane to separate 3-storey townhomes from adjacent properties designated Suburban in the OCP and facing balconies away from them, using peaked roofs, providing over one on-site tree per unit, and providing fewer than 50% of units with tandem parking.

3. Design

The applicant is proposing a 2-block, 3-storey townhome complex oriented east-west in response to the site's deep and relatively narrow dimensions. The two blocks are composed of 7 units each (4 with side-by-side garages and 3 with tandem garages) and face each other across an internal lane. This private lane runs perpendicular to and connects to a new lane to be dedicated to the City at the rear (west) of the property and to 200 Street to the east. The 200 Street connection is temporary and will be made emergency-only (bollarded) once the new City lane to the west is extended to 45A Avenue and southward as part of the future redevelopment of the properties to the north and south. This layout is consistent with OCP policies on Ground Oriented Residential development, which require new rear lanes to be constructed as part of development to improve arterial road safety by removing driveways, while permitting temporary accesses

from 200 Street to allow development to proceed on mid-block sites. Given that the City lane segment will not be connected to 45A Avenue as a part of this application (but this lane will be connected to 45A Avenue as a part of the future redevelopment of the properties immediately to the north), the applicant will be required to provide a temporary vehicle turnaround and lane use plan as a part of the Servicing Agreement.

The 200 Street frontage is acknowledged through the end units' design with walk-out front doors, along with gated internal sidewalks running the length of the site on its north and south edges to provide pedestrian access to each unit. This frontage is also enhanced through on-site landscaping, including four trees. The development has also been designed to be able to retain three mature trees (two Douglas Firs and one Western Red Cedar) on the site's southeast corner, subject to civil design confirming whether planned street improvements such as an expanded sidewalk and boulevard, can be integrated successfully with these trees. The rear lane includes a sidewalk and three visitor parking spaces, which result in a total distance of 11 metres between the townhomes and the Suburban-designated properties with single-detached homes to the west.

The proposed design incorporates white and grey tones in a variety of material treatments, including brick on the ground floor and above the entry doors facing 200 Street. Hardie board and batten and Hardie horizontal siding are used on the upper two floors, with stained cedar balconies on the second floors facing north and south toward properties with townhome development potential. No balconies face west to the adjacent Suburban-designated single-detached homes. The townhome blocks are proposed at a three-storey height, with a varied peaked roof line to provide a front-facing appearance on all elevations. Vent grilles and spandrel glass are used on the block ends for additional ornamentation.

The project's landscaping uses a variety of shrub species to line the perimeter of the site, with 6-foot-high wood fencing on the north and south property lines and a shorter black aluminum fence facing 200 Street. Shrubs are also used to line the interior lane between garages. Every unit patio is separated from the internal sidewalks with wood picket fencing and a double row of shrub and grass plantings, with a tree in each unit's row. Trees are also provided at the rear lane and the 200 Street frontage, for a total of 18 new trees on-site. In addition to the three off-site trees in the southeast corner, one off-site Douglas Fir tree is proposed for retention on an adjacent property to the north, and staff is currently working with the applicant to determine whether the civil design can allow the retention of more trees beside it. Project hardscaping includes stamped concrete to delineate the rear lane sidewalk and visitor parking spots, and concrete paver bands at the rear lane and 200 Street entrances into the private interior lane to highlight the entrances into the townhome complex.

Pedestrian access is provided into the units from the public sidewalk for the 200 Street end units and from private walkways for the remaining units. Vehicle parking meets Zoning Bylaw requirements, including 2.0 resident spaces per unit (total of 28 spaces) and 0.2 visitor spaces per unit (total of 3 spaces). This parking approach is also consistent with the Guide which encourages a mix of side-by-side and tandem parking units while limiting tandem garages to less than 50%. The application includes 8 side-by-side units and 6 tandem units, for a total tandem unit share of 43%. The development consists of 6 three-bedroom units and 8 four-bedroom units, and all units have ground-level patios and balconies.

4. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Incorporating the use of recycled building materials;
- Achieving an EnerGuide for New Houses rating of 80 or over, and an energy performance of 25% better than the current Model National Energy Code for multi-unit buildings;
- 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; and
- Providing all garages with Level II electric vehicle (EV) chargers.

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

The applicant has requested the following variances from RM1 zoning provisions:

- Front setback reduction to 3 metres (7.5 metres minimum)
- Rear setback reduction to 3 metres (7.5 metres minimum)
- Interior (side) setback reduction to 4.5 metres (7.5 metres minimum)
- Height increase to 3 storeys (2 storeys maximum)
- Lot coverage increase to 48% (35% maximum)

These variances are requested in recognition of the changes being considered to current requirements by staff for the new Zoning Bylaw, which is currently in development to help implement the City's Official Community Plan (OCP). The

proposal is consistent with the OCP, as well as with the City's Townhome and Plex-Home Best Practices Guide.

The requested setback variances are consistent with the setbacks staff are considering for the new townhome zone in the new Zoning Bylaw to implement the Ground Oriented Residential OCP designation within which this site is included. Reduced setbacks adjacent to streets and lanes allow buildings to engage with the public realm more closely, respond to constrained sites, and take advantage of the spacing streets and lanes offer to maintain separation from other buildings. 4.5-metre side setbacks maintain the 9-metre separation between townhomes as required in the OCP's Development Permit Area guidelines where streets and lanes are not present.

The requested height variance to 3 storeys reflects contemporary townhome design practices and is consistent with the OCP's maximum height for the Ground Oriented Residential designation. It is also consistent with the Guide, which allows for 3-storey buildings to be used beside single-detached designated properties in the OCP if over 8 metres of separation is provided, which is provided on this site by the rear lane.

The requested lot coverage variance is slightly above the draft new maximum being considered for the new townhome zone in the new Zoning Bylaw of 45%. However, staff support this variance in recognition of the large road dedications required of 8 metres for the rear lane (to create an alternative access route to 200 Street in accordance with OCP policy) and 5 metres for 200 Street (to provide the necessary right-of-way width to accommodate the street design envisioned in the City's Design Criteria Manual). As lot coverage is calculated on the ultimate site area post-dedication, these significant dedications (464.9 m², or 19% of the original site; lot coverage on the original site would be 39%) reduce the available buildable area, with the higher lot coverage allowing the development to reach the site's density potential under the OCP while maintaining adequate open space by conforming to required setbacks and building separation distances.

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

7. Summary

The proposed development is consistent with the City's OCP, Development Permit Area guidelines, and Townhome & Plex-Home Best Practices Guide and provides family-oriented homes near transit, parks, and an elementary school.

Engineering Requirements:

PRELIMINARY ONLY

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).

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 **14-Unit Townhome Development located at 4503 & 4513 200 Street.**

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. On-site stormwater management plans for each lot are required. Rainwater management measures used shall be designed to contain and infiltrate the 100-year event on-site to mitigate flooding and environmental impacts as detailed in the City's DCM.
- 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, and sanitary 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. A property dedication of approximately 5m will be required on the 200th Street frontage of the proposed project to provide a ROW of 30m. Exact dedication to be determined by a legal land surveyor.
- VIII. An 8 m land dedication along the west side of the property is required, as outlined already by the City's Development Services Department and discussed with the Developer for a future access road to 45 A Ave. The temporary/interim access to 200 Street will be revoked and will only be used for fire truck emergency access only once the full access road to 45 A Ave. is established. This interim west lane shall be fenced with a 6-foot-high wood, composite, or aluminum fence along its north, west, and south boundaries.
- IX. New sidewalk, barrier curb, gutter will be required along the entire project frontage as per the City's DCM (SS-R01A) standard, complete with boulevard trees and a planting strip as per the City's DCM (SECTION 11.0) standard.
- X. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per DCM Section 8.21. The proposed development plan and statistics, once ready, should be forwarded to the City Engineer to develop the scope of this traffic study. TIA reports must be approved by the City Engineer prior to taking the application to Council. The TIA completion timing must be prior to the holding of a Public Hearing.

- XI. The condition of the existing pavement along the proposed project's frontages shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated at the developer's cost.
- 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. 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. Any required upgrades will be at the Developer's expense.
- XIV. Eliminate the existing overhead telecommunication wiring and poles along the development's 200 St. frontage project frontage by replacing with underground infrastructure.

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 City Engineer.
- II. The City will 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).
- III. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
- IV. The City will require a \$3,000 bond for the installation of each water meter to current standards.
- V. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

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, 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 to the City's DCM standards 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 record drawings (as-built), service record cards, a completed tangible capital asset form (TCA) 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 DCM 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 City Engineer. Please refer to the City's DCM for more details.
- X. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XI. If applicable, 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. An 8-metre laneway will need to be provided for access on the west side of the property. A construction fire safety plan shall be completed. A lockbox will need to be provided, location to be determined 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 October 18, 2023 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 \$166,224.00 to City Development Cost Charge accounts and \$56,000.00 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:



Hirod Gill
Manager of Engineering Services

Concurrence:



Scott Kennedy
Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 08-22 REZONING APPLICATION RZ 05-22

Civic Addresses: 4503 & 4513 200 Street
Legal Description: Lot 253, Section 34, Township 7, New Westminster District, Plan 45033; Parcel "C" (Explanatory Plan 10176), North Half Lot 3, Block 2, Section 34, Township 7, New Westminster District, Plan 1783
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