



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 15-23
Rezoning Application RZ 14-23
(20239-20249 54A Avenue)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #: 3303

Doc #:

Date: December 2, 2024

RECOMMENDATION:

THAT this report be received for information.

1. PROPOSAL:

Development Permit and Zoning Bylaw amendment applications for a 6-storey, 70-unit apartment building at 20239-20249 54A Avenue.

2. CITY BYLAWS & POLICIES:

Applying to the subject properties:

- a. **Official Community Plan (OCP):** Mid Rise Residential (6-12 storey height and maximum Floor Area Ratio of 3.5);
- b. **Zoning:** RM1 Multiple Residential Low Density; and
- c. **Transit Oriented Area (TOA):** Tier 3 (minimum allowable 8-storey height and Floor Area Ratio of 3, no residential parking requirements).

The proposed development:

- a. Is consistent with the OCP (6-storey height and 2.7 FAR);
- b. Includes a rezoning to CD105 Comprehensive Development Zone to enable the proposed development in alignment with the OCP, due to the absence of a standard zone accommodating the Mid Rise Residential OCP designation in the current Zoning Bylaw; and
- c. Requires a Development Permit for a multi-unit residential development.

3. DETAILED BACKGROUND INFORMATION

Applicant:	Paramorph Architecture Inc.
Owner:	HOV Investments Ltd.
Civic Addresses:	20239-20249 54A Avenue
Legal Description:	Strata Lots 1-4, District Lot 305, Group 2, New Westminster District, Strata Plan NW2626 & Strata Lots 1-2, District Lot 305, Group 2, New Westminster District, Strata Plan NW1617
Site Area:	1,863 m ² (0.46 acres)
Number of Units:	70 apartments
Gross Floor Area:	4,996 m ² (53,778 ft ²)
Floor Area Ratio:	2.682
Lot Coverage:	49%
Total Parking Required:	4 accessible spaces
Parking Provided:	56 spaces (including 5 accessible spaces)
OCP Designation:	Mid Rise Residential
Existing Zoning:	RM1 Multiple Residential Low Density
Proposed Zoning:	CD 105 Comprehensive Development
Variances Requested:	N/A
Estimated Development Cost Charges (DCCs):	\$1,235,928.00 (City - \$573,600.00, GVS&DD - \$264,762.00, GVWD - \$262,102.00, SD35 - \$36,400.00, TransLink - \$99,064.00)
Community Amenity Contributions (CACs):	\$284,400.00

4. SITE CONTEXT (20239-20249 54A AVENUE)

The proposed development site consists of two properties: one with a strata duplex and the other with a strata fourplex. Its surroundings include:

- **North:** Unbuilt City lane right-of-way and Chelsea Terrace (3-storey apartment building). The development would be required to construct this lane and dedicate land to widen it to the City's 8-metre width standard. Combined with anticipated lane construction associated with the nearby development at 20220 & 20230 Michaud Crescent (DP 14-23 and Rezoning Bylaw No. 3291; Third Reading granted September 23, 2024), this would complete the lane between Michaud Crescent and 54A Avenue.
- **East:** Manohah Manor (3-storey apartment building).
- **South:** 54A Avenue (local street) and Arbutus Court (3-storey apartment building).
- **West:** Suede (4-storey apartment building).

Key neighbourhood amenities within walking distance include:

- Linwood Park (few minutes' walk);
- Timms Community Centre (5-to-10-minute walk); and
- Nicomekl Elementary School (10-minute walk).

Nearby transportation services include:

- Six local and regional bus routes within a 5-minute walk;
- The frequent 503 Fraser Highway Express bus (5 to 10-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (5 to 10-minute walk).



Context map

5. Proposed Site and Building Design

A. Site Layout and Building Massing

The proposed development is for a wood-frame building, with a flat roof, in a rectangular shape oriented north-south. A single level of underground parking is provided, with additional surface parking provided on the rear half of the site. The building's ground floor screens this parking area from the lone street frontage and upper floors extend their footprint over it on

columns. Pedestrian access is provided to both 54A Avenue to the south, with the main entrance on the building's corner, and the lane to the north, while vehicle access is limited to the rear lane.

B. Building Elevations and Materials

The parkade extrudes slightly above grade and is clad with brick veneer. This brick extends up the first two floors of the building. Elsewhere, the cladding consists primarily of grey and wood-tone fiber cement panelling. Both glass and black picket aluminum balcony railings are used. Cantilevered balconies and extruded masses, frames, and cornices add depth to the façades.

C. Landscaping

Landscaping consists of a planted perimeter and a programmed rooftop amenity deck. Plantings include a variety of shrubs and ground covers, along with 6 trees proposed on-site, with additional street trees to be provided as part of required frontage upgrades. Solid black aluminum fencing is provided on the side property lines and between the ground floor patios. The rooftop deck hosts dining and lounge areas and 15 garden plots, with linear planters with Japanese Holly plants delineating these different spaces. This rooftop area is set back from the roof edges for safety and privacy.

D. Building Program and Details

The building's unit mix includes:

- 13 studios (19%);
- 31 one-bedroom units (44%);
- 21 two-bedroom units (30%); and
- 5 three-bedroom units (7%).

15 (21%) of the units are adaptable. Resident storage facilities are provided in storage rooms in the underground parkade as well as within in-unit storage rooms. 514 m² (5,522 ft²) of total amenity space is provided, including 215 m² (2,309 ft²) of indoor space and 299 m² (3,213 ft²) of outdoor space split between the rooftop deck and a ground-floor patio outside the indoor amenity lounge.

6. Sustainability Features

- Construction techniques that minimize site disturbance and protect air quality;

- Lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Incorporating a construction recycling plan;
- Reduced heat island effect with a high-reflectivity roof;
- Non-water dependent and drought-tolerant materials in the landscape design served by an irrigation system with central control and rain sensors;
- Water-conserving toilets;
- 8 resident parking stalls with Level II electric vehicle (EV) chargers; and
- 15 resident garden plots.

7. 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.

8. Variances

No variances are required for this application. Under recent Provincial legislation the City cannot require a specific number of residential and residential visitor parking spaces at this location (Transit Oriented Area, TOA).

9. Engineering

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 a proposed **70-Unit Apartment Development located at 20239-20249 54A 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 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 the City' DCM with 20% added to the calculated results to account for climate change. A safety factor of 20% 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. At the Developer's expense, the capacity of the existing water and sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's standing hydraulic modeling consultant per DCM 3.8 and 6.5.
 - 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 standing 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 per DCM Section 3.10 and approved by the City Engineer and the City of Langley Fire Rescue Service.

- VII. A property dedication of approximately 2m will be required along the lane frontage north of the proposed development to achieve a 8m right of way width.
- VIII. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per the 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:
 - a. For OCP Amendment / Rezoning Applications: Prior to Council's first and second readings; and
 - b. For Development Permits (DP): Prior to Council consideration of the application.
- IX. The scope and extent of the off-site works be determined in part from the TIA. New sidewalk, barrier curb, gutter will be required along the entire 54A St. frontage, complete with boulevard trees and a planting strip as per the City DCM cross-section SS-R07 and Section 11.0 - Specifications and Standards for Landscaping.
- X. 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 by the Developer, at the Developer's expense.
- XI. The site layout shall be reviewed by a qualified Professional Engineer to ensure that the parking layout, vehicle circulation, turning paths and access design meet applicable standards and sightline requirements, including setbacks from property lines. Appropriate turning templates should be used to prove parking stalls, loading areas and drive aisles are accessible by service vehicles. Refer to DCM Section 8. The design shall be adequate for MSU trucks as the design vehicle.
- XII. Existing street lighting along the entire project frontage shall be analyzed (excluding any BC Hydro lease lights) by a qualified electrical consultant to ensure street lighting and lighting levels meet the criteria outlined in DCM 9.0. Any required street lighting upgrades, relocation, and/or replacement shall be done by the Developer at the Developer's expense. Any existing BC Hydro lease-lights to be removed and disposed of off-site.
- XIII. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's 54A Avenue project frontage by replacing with underground infrastructure.
- XIV. A dedicated on-site loading zone shall be provided by the developer. The design shall be adequate for MSU trucks as the design vehicle.

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, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
- 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 \$40,000 bond for the installation of a water meter to current City standards as per the DCM.
- 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. The Developer's Consulting Engineer shall perform their periodic Field Reviews, As required by EGBC, and send a copy of the Review to the City Engineer within a week of completion of each Review
- II. 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
- III. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
- IV. 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.
- V. 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.
- VI. 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.

- VII. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VIII. A Stormceptor or equivalent oil separator is required to treat site surface drainage.
- IX. A complete set of record drawings (as-built) of off-site works, service record cards and 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.
- X. 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.
- XI. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XII. 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.

10. 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. A progressive standpipe installation will be required as construction rises. Standpipes will be required at the main entrance of the parkade, at the stairwells on rooftop, and in elevator lobbies. Stairwells act as an area of refuge and should be made as wide as possible (60") 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. Marked Exits must not be on a fob. A radio amplification bylaw is currently in development and will need to be adhered to. 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 at the front of the building, exact location to be discussed with the Fire Department at a later date.

11. Budget Implications

In accordance with Development Cost Charges Bylaw, 2024, No. 3256 and the City's Amenity Contributions Policy, the proposed development is estimated to contribute the following to the City:

- **Development Cost Charges (DCCs):** \$573,600.00
- **Community Amenity Contributions (CACs):** \$284,400.00

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:



Rachel Ollenberger, ASCT
Manager of Engineering Services

Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 15-23 REZONING APPLICATION RZ 14-23

Civic Addresses: 20239-20249 54A Avenue
Legal Description: Strata Lots 1-4, District Lot 305, Group 2, New Westminster District, Strata Plan NW2626 & Strata Lots 1-2, District Lot 305, Group 2, New Westminster District, Strata Plan NW1617
Applicant: Paramorph Architecture Inc.
Owner: HOV Investments Ltd.

