



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 04-23  
Rezoning Application RZ 04-23  
(20139 53A Avenue)**

From: Anton Metalnikov, RPP, MCIP  
Planner

File #: 6620.00  
Bylaw #: 3288  
Doc #:

Date: June 17, 2024

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## RECOMMENDATION:

THAT this report be received for information.

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## PURPOSE OF REPORT:

To consider Zoning Bylaw amendment and Development Permit applications by Trio Architecture Inc. for a 4-unit rowhouse development at 20139 53A Avenue.

## POLICY:

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

The development falls below the density envisioned within the Official Community Plan but, in recognition of its constrained site, represents an increase in density from the current use and is consistent with the density of the property's existing RS1 Single Family Residential zoning. The development cannot be accommodated under the existing Zoning Bylaw as a fee-simple rowhouse development and, as such, a Comprehensive Development Zone is proposed to accommodate it.

**COMMENTS/ANALYSIS:**

**Background Information:**

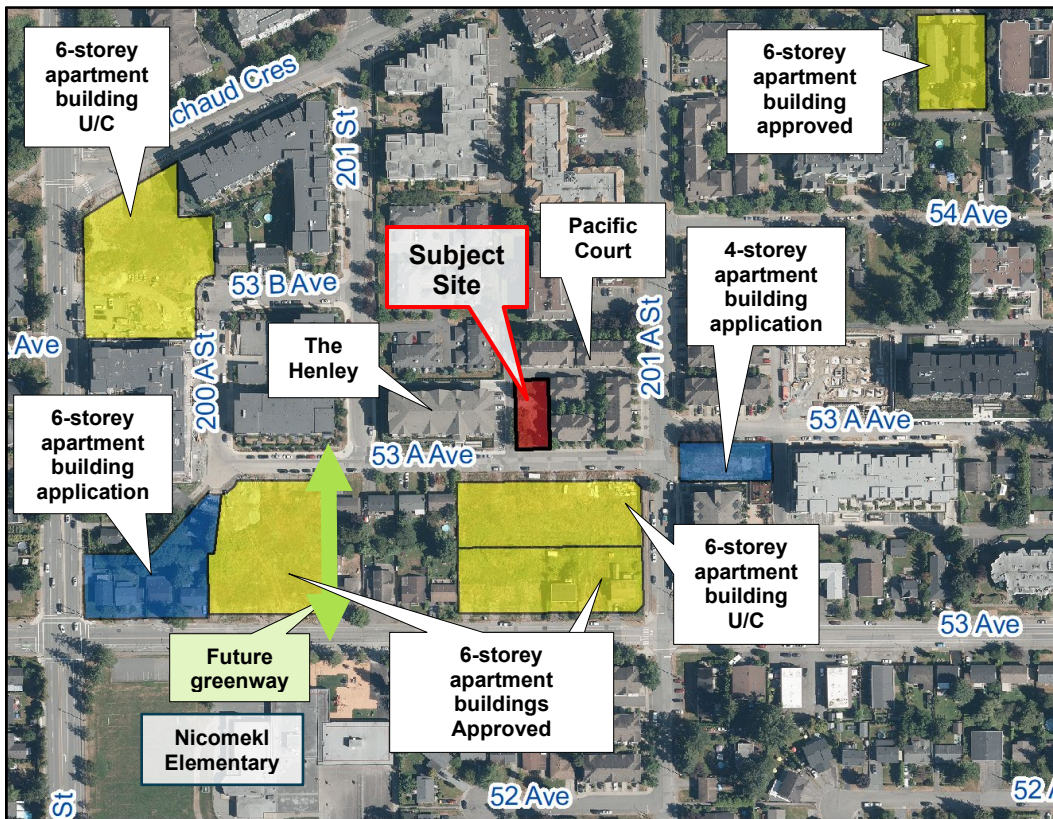
<b>Applicant:</b>	Trio Architecture Inc.
<b>Owners:</b>	Zest Ventures Langley Inc.
<b>Civic Address:</b>	20139 53A Avenue
<b>Legal Description:</b>	Lot 242, District Lot 305, Group 2, New Westminster District, Plan 39394
<b>Site Area:</b>	665.59 m <sup>2</sup> (0.164 acres)
<b>Number of Units:</b>	4 rowhouses
<b>Gross Floor Area:</b>	778.01 m <sup>2</sup> (8,374.44 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	1.17
<b>Lot Coverage:</b>	45.22%
<b>Total Parking Required:</b>	9 spaces
<b>Parking Provided:</b>	
<b>Resident</b>	8 spaces
<b><u>Visitor</u></b>	<u>1 space</u>
<b>Total</b>	9 spaces
<b>OCP Designation:</b>	Mid Rise Residential
<b>Existing Zoning:</b>	RS1 Single Family Residential
<b>Proposed Zoning:</b>	CD99 Comprehensive Development Zone
<b>Development Cost Charges:</b>	\$81,015.00 (City - \$39,603.00, GVS&DD - \$15,306.00, GVWD - \$16,092.00, SD35 - \$2,600.00, TransLink - \$7,414.00)
<b>Community Amenity Contributions (CACs):</b>	\$16,000.00

**Discussion:**

1. Context

The applicant is proposing to develop a 4-unit rowhouse complex on the site of a single-detached lot at 20139 53A Avenue. This site is located in a residential area in transition composed of recently developed, under-construction, and approved apartment developments, along with sites that are under active apartment development applications.

The property forms a corner site flanked by 53A Avenue to the south, a local road across from which a 5-storey apartment building is currently under construction, and a lane to the west, which separates the property from the 4-storey Henley apartment building. To the north and east, the site is bounded by Pacific Court, a townhome complex built in 2004. The OCP Land Use map in the area designates the properties south of 53A Avenue as Low Rise Residential (supporting development of up to 6 storeys and 2.1 FAR) and the properties north of 53A Avenue as Mid Rise Residential (supporting development of up to 12 storey and 3.5 FAR).



Site context

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 and Linwood Parks (5-minute walk); and
- Timms Community Centre (15-minute walk).

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

The site is designated Mid Rise Residential in the City's OCP, which allows for apartment development of up to 12 storeys in height and a Floor Area Ratio (FAR) of up to 3.5. While the proposed development falls below the density envisioned for this land use designation, it nonetheless fulfills the spirit of the OCP by increasing density on this constrained site.

For context, when the adjacent Pacific Court townhome complex was developed its application included a concept showing the viable future development of the subject property with an additional 4 townhome units, as is proposed with this application. The City's OCP at that time envisioned potential for both townhomes and apartment buildings on this block.

Additionally, following recent updates made to the property's RS1 Single Family Residential zoning to allow up to a maximum of 4 units per lot, as required by Provincial legislation passed in November 2023, the application's proposed 4 units and parking supply are consistent with its existing zoning.

Other development characteristics, namely height, lot coverage, and setbacks, differ from those in the RS1 Zone but are consistent with preliminary regulations being considered for the townhome/rowhome zone as part of the new Zoning Bylaw currently in development, and the proposed rezoning to a site-specific Comprehensive Development (CD) Zone is necessary to accommodate the project's proposed fee simple tenure. 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 townhome/rowhome zone.

While the subject property is designated Mid Rise Residential in the City's OCP, the application is generally consistent with the City's Townhome & Plex-Home Best Practices Guide, including by incorporating the following guidelines:

- Using peaked roofs;
- Incorporating larger backyards;
- Upgrading the street frontage;
- Providing new, durable (non-wood) fencing for shared property lines;
- Planting more than one new tree per unit; and
- Preserving existing trees on the neighbouring property to support privacy.

### 3. Design

The applicant is proposing a site plan composed of a single block of rowhomes with their entrances located on the west lane. This interface includes a walkway to maintain convenient pedestrian access along the lane and takes advantage of the approximate 14-metre separation created from the opposite apartment building by its visitor parking spaces and the City lane. This site layout allows for the four units to be accommodated while incorporating two-car side-by-side garages for all units, larger backyards and setbacks from the adjacent Pacific Court townhome complex, and maintaining a frontage, including an entrance door, on 53A Avenue to the south. The larger north setback accommodates a visitor parking space and pad-mounted transformer (PMT) to keep them from view along the street and screen them with new fencing from the neighbouring townhomes. All units include three bedrooms and a den and have backyards and balconies.

The units are proposed as fee-simple rowhouses, with each located on its own legal lot and a party wall agreement registered in accordance with the *Land Title Act*. An access easement will facilitate shared use of the visitor parking space. This contributes to providing a diversity of family-oriented housing choices in the city as a non-strata ownership alternative to a single-detached home. As fee-simple units, each rowhouse will be given its own 53A Avenue house number.

The proposed design emphasizes a white colour palette with visual interest primarily provided through texture by using brick veneer on the first floor frontages to ground the building and contrasting board & batten cladding and horizontal siding on the floors above. Accent features such as dark garage doors, balcony railings, window mullions, and canopies, brown entrance and balcony doors, knee braces, and lighting fixtures help decorate the elevations.

The project's landscaping incorporates a variety of plantings and trees to line its boundary with the public street and neighbouring townhome complex, as well as to delineate between backyard patios, driveways, and entrance paths. A total of 9 trees is proposed, including six lilac trees along the east fence and three dogwood trees used to highlight the unit entrance on 53A Avenue and enhance the neighbouring interface on the north. Existing trees on the neighbouring property are intended to be retained. Surfacing is proposed to include sod lawns in the yard and paver hardscaping. Black 6-foot composite fencing is proposed along the site's shared property boundaries and shorter metal picket fencing is proposed for the 53A Avenue frontage.

### 4. Sustainability

The proposal incorporates the following sustainable development features:



- 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 an irrigation system with central control and rain sensors; 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. Summary

The proposed development fills in a constrained parcel to support its immediate area's transition to higher densities while fitting in with its neighbouring buildings. It offers a unique form of family-oriented housing in proximity to Downtown, transit, parks, and an elementary school.

### **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 **4-Unit Townhome Development located at 20139 53A Ave.**

*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. The capacity of the existing water main shall be assessed through hydraulic modeling performed by the City's hydraulic modeling consultant at the Developer's expense.
  - a. Any upgrade requirement for watermain(s) 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 1m will be required along the 53A Avenue frontage of the proposed development to match the existing

south property line of 5355 201A Street. An approximate 1m property dedication along the west lane frontage will be required to create a 7m lane width. A 4m corner truncation will also be required.

- VIII. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip as per the City's DCM x-section SS-R08 (modified) and section 11.0 - Specifications and Standards for Landscaping. A parking pocket letdown will also be required at the end of the lane based on the City's DCM SS-C01B.
- IX. A traffic impact assessment will be required as per the City's DCM.
- X. A cash contribution of \$520.00/unit will be required toward a future pedestrian walkway connecting 53 & 53A avenues.
- 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 expense.
- 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.

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. 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, 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) 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.

- 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. 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 to accommodate fire apparatus and personnel. A construction fire safety plan shall be completed, and a Fire Safety Plan will need to be completed before occupancy is given.

**Advisory Design Panel:**

In accordance with Development Application Procedures Bylaw No. 3270, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the June 27, 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 \$39,603.00 to City Development Cost Charge accounts and \$16,000.00 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

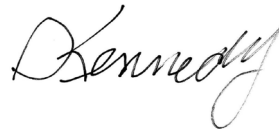
Concurrence:



Kyle Simpson  
Acting Director of Engineering, Parks &  
Environment

*attachments*

Concurrence:



Scott Kennedy, Fire Chief



## DEVELOPMENT PERMIT APPLICATION DP 04-23 REZONING APPLICATION RZ 04-23

**Civic Address:** 20139 53A Avenue  
**Legal Description:** Lot 242, District Lot 305, Group 2, New Westminster District, Plan 39394  
**Applicant:** Trio Architecture Inc.  
**Owner:** Zest Ventures Langley Inc.

