



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 04-22
(6141 200 Street)**

From: Anton Metalnikov, RPP, MCIP
Planner

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Doc #:

Date: April 14, 2022

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Development Permit application by Randy Olafson for the development of a 746 m² restaurant at 6141 200 Street.

***This report has been updated to note progress on outstanding engineering requirements (see Page 8).**

POLICY:

The subject property is currently zoned C2 Service Commercial in Zoning Bylaw No. 2100 and designated "Service Commercial" in the Official Community Plan (OCP) Land Use Map. All lands designated for commercial uses are subject to a Development Permit (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Randy Olafson
Owner:	Valley Properties Ltd.
Civic Address:	6141 200 Street
Legal Description:	Lot B, Section 10, Township 8, New Westminster District, Plan 84272
Site Area:	4.7 hectares (11.7 acres)
Gross Floor Area (CRU):	746.33 m ² (8,033.46 ft ²)
Floor Area Ratio (Total):	0.22
Lot Coverage (Total):	22%
Total Parking Required (Full Property)	342 spaces (including 17 h/c spaces)
Total Parking Provided (Full Property):	637 spaces (including 17 h/c spaces)
Parking Required (Restaurant Only):	24 spaces (including 2 h/c spaces)
Parking Provided (Near Restaurant):	55 spaces (including 2 h/c spaces)
OCP Designation:	Service Commercial
Zoning:	C2 Service Commercial
Development Cost Charges:	\$17,909.52 (City - \$11,370.04, GVS&DD - \$4,442.85, TransLink - \$2,096.63)

Discussion:

1. Context

The applicant is proposing to demolish an existing Red Robin restaurant on the southeast corner of the Willowbrook Park shopping complex (6141 200 Street) and replace it with a new King Taps restaurant 746.33 m² in size. This development is proposed on a single large commercial property which currently hosts five buildings (including that proposed for redevelopment) among an expansive surface parking area. Within this context, the new restaurant would contribute to a Floor Area Ratio (FAR) of 0.22 on the overall property and share the total parking supply with the other buildings on it, with its immediate area hosting over double the number of parking spaces (55) than would be required if the restaurant was located on its own property (24). The proposed new restaurant building complies with the property's existing C2 Service Commercial zoning, which aligns with its Service Commercial designation in the City's OCP.

The property is located in a major highway-oriented commercial area and is surrounded by other large commercial complexes, including the Willowbrook

Shopping Centre to its west and the Township of Langley portion of Willowbrook Park to its north. To the east and south, the property is bounded by 200 Street and the Langley Bypass, both of which, in this area, are major Provincial Ministry of Transportation and Infrastructure (MOTI)-owned roads that separate the property from the Langley Centre shopping complex and an automotive dealership respectively. The actual redevelopment site consists of a single existing building on the far southeast corner of the property.



Site Context

2. Design

The new restaurant is proposed at the same location and in a similar configuration as that which it will replace, but at a greater size which will accommodate both a larger building as well as two patio spaces to the south on land currently used for parking. The patio closer to the building will be semi-enclosed, while that further south toward the Langley Bypass is proposed as an open concrete pad which can be programmed with movable furniture as weather permits. The new restaurant will result in a minor rearrangement of the space

around it, and is oriented to address the property's two fronting streets while screening its parking lot and showcasing its expansive landscaped area.

The development's design takes a modern west coast aesthetic through the use of simple lines and a natural colour palette featuring materials such as wood, brick, glass, and aluminum. The entrance is accessed from the building's primary frontage on the west, through a prominent covered entryway leading to a generously-glazed dining room. The patio spaces are aligned with this direction as well while also opening up to the south street frontage. On the north façade, the building's service functions are accommodated through a simplified design which continues around the corner along the east where it opens up the kitchen area inside to the 200 Street frontage through large windows.

The proposed landscape design maintains the existing lush planting area between the building and the 200 Street sidewalk as well as the existing grass lawn at the southeast corner wrapping along the Langley Bypass. As a result of the parking area reconfiguration, additional green space has also been provided through a wide variety of shrubs and grasses punctuated by seven new trees, including one in the centre of the semi-enclosed patio. The updated landscaping also allows for three new walkway connections to be made to the 200 Street sidewalk and its intersection with the Langley Bypass, which improves pedestrian access not only to the restaurant but the other existing commercial buildings beyond it on the property as well.

These walkway connections support accessibility into the site, which is further incorporated into the development through a curb letdown connecting two immediately adjacent accessible parking stalls to the main entrance.

3. Sustainability

The proposal incorporates several sustainable development features including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Incorporating recycled building materials;
- Achieving an energy performance of 25% better than the current Model National Energy Code;
- Using a Heat Recovery Ventilator (HRV) system;
- Making use of a reflective roof to reduce the heat island effect;
- Incorporating an irrigation system with central control and rain sensors;
- Using ultra-low flush toilets;
- Replacing a surface parking area with usable space and landscaping;
- Providing a staff bike parking area and outdoor customer bike rack;
- Improving pedestrian connectivity between the property and the City sidewalk network; and

- Providing two parking stalls with electric vehicle (EV) chargers.

4. CPTED

The proposal benefited from a Crime Prevention Through Environmental Design (CPTED) review, with its recommendations incorporated either in the development permit plans or in subsequent the building permit submission.

5. Summary

This application is consistent with the property's zoning and OCP designation and policies. The proposed redevelopment would update an existing restaurant located directly on the corner of 200 Street and the Langley Bypass and strengthen this area of the City as a key regional commercial destination.

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 **Restaurant Re-Development located at 6141 200 Street**.

These requirements may be subject to change upon receipt of a development application.

The City's Zoning Bylaw, 1996, No. 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. New water and sanitary sewer service connections to the property 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.
- III. The capacity of the existing water and sanitary sewer mains require assessment 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."
- IV. 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.
- V. 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.

B) The Developer is required to deposit the following bonding and fees:

- I. The City will require inspection and administration fees based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
- II. 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.

- III. The City will require a \$40,000 bond for the installation of a water meter to current City standards as per the DCM.
- IV. 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:

1. 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
2. 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.
3. 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.
4. A water meter is required to be installed in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.
5. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
6. A City approved oil and grit separator is required to treat site surface drainage.
7. Digital drawing files in *.pdf* and *.dwg* formats shall 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.
8. 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.

*Following review of the recent civil engineering design submission, City staff have advised the applicant of a cash-in-lieu contribution towards a water service upgrade for the property. The applicant will be required to provide the contribution and complete any other outstanding requirements prior to DP issuance.

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 may also be required for this project. Fire suppression will be coordinated at the Building Permit stage including sprinkler systems and FDC locations.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject DP application will be reviewed by the Advisory Design Panel (ADP) at the June 22, 2022 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP advice and recommendations will be presented to Council through the ADP meeting minutes and an additional City staff report prior to Council consideration of the proposed applications.

A copy of the ADP minutes will be presented to Langley City Council at a future Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$11,370.04 to City Development Cost Charge accounts.

Prepared by:



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Planner

Concurrence:



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

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



For Rick Bomhof, P.Eng.
Director of Engineering, Parks &
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Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 04-22

Civic Address: 6141 200 Street
Legal Description: Lot B, Section 10, Township 8, New Westminster District, Plan 84272
Applicant: Randy Olafson
Owner: Valley Properties Ltd.

