



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 14-23
Rezoning Application RZ 12-23
(20220-20230 Michaud Crescent)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #: 3291

Date: July 3, 2024

Doc #:

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by Matthew Cheng Architect Inc. for a 6-storey, 64-unit apartment development at 20220-20230 Michaud Crescent.

POLICY:

The subject properties are currently zoned RM1 Multiple Residential Low Density Zone in Zoning Bylaw No. 2100 and designated "Transit-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.

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:

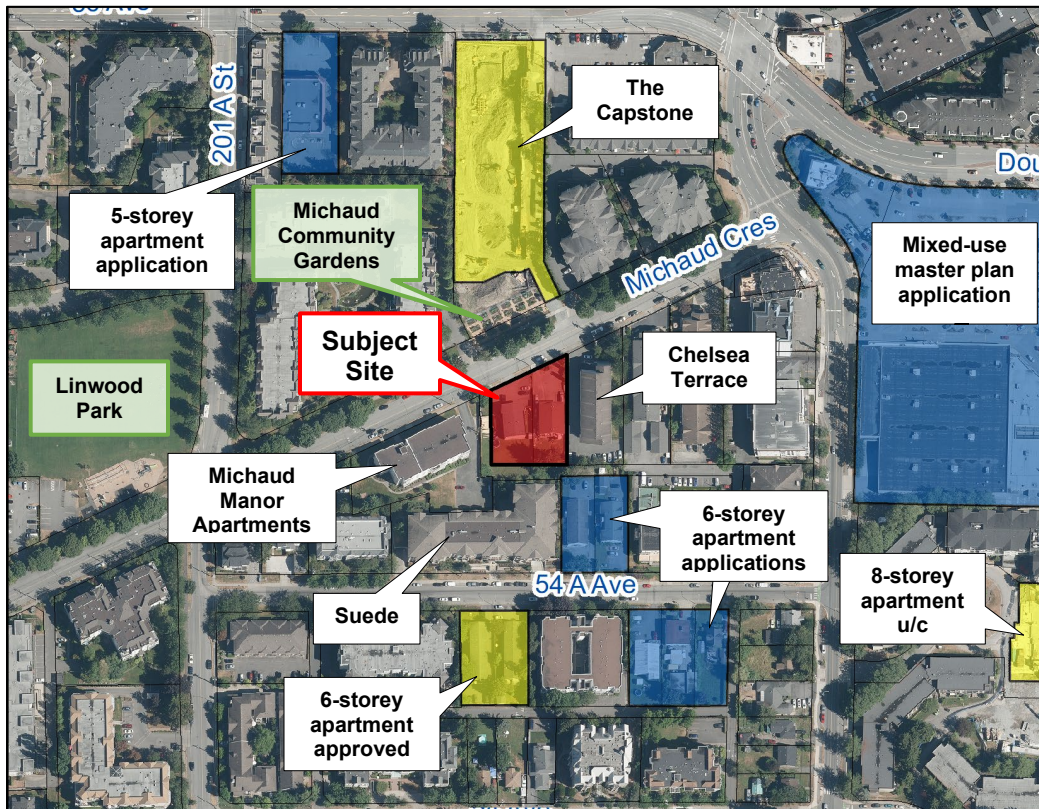
Applicant:	Matthew Cheng Architect Inc.
Owner:	Elegant Glass Holdings Ltd.
Civic Addresses:	20220-20230 Michaud Crescent
Legal Description:	Parcel "A" (Reference Plan 7403), Lot 1, District Lot 305, Group 2, New Westminster District, Plan 1614; Strata Lots 1 & 2, District Lot 305, Group 2, New Westminster District, Strata Plan NW1538
Site Area:	2,027.68 m ² (0.50 acres)
Number of Units:	64 apartments
Gross Floor Area:	5,494.93 m ² (59,147 ft ²)
Floor Area Ratio:	2.710
Lot Coverage:	37%
Total Parking Required:	3 h/c spaces (Provincial Transit-Oriented Area; no minimum required residential parking, other than accessible spaces)
Parking Provided:	
Resident	63 spaces
Visitor	<u>1 spaces</u>
Total	64 spaces (including 3 h/c spaces)
OCP Designation:	Transit-Oriented Residential
Existing Zoning:	RM1 Multiple Residential Low Density
Proposed Zoning:	CD101 Comprehensive Development
Variances Requested:	2.4 m small car width (2.5 m required) 59% small car spaces (40% max.) Distance of 0.3 m between parking spaces and walls (0.6 m required)
Development Cost Charges:	\$1,159,372.00 (City - \$537,500.00, GVS&DD - \$248,200.00, GVWD - \$245,936.00, SD35 - \$34,400.00, TransLink - \$93,336.00)
Community Amenity Contributions (CACs):	\$260,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 64-unit apartment building on a site consisting of two duplex properties. The site is located in an established higher-density residential area which consists of apartment buildings and townhome-style buildings of various sizes and ages and has seen a higher recent level of development interest, with several developments recently completed, under construction, or in the application stage nearby.

The site's primary frontage is formed on the north by Michaud Crescent, a collector road with a greenway character which currently has pedestrian and cycling-oriented improvements under construction. Michaud Community Gardens sits across this street and will be expanded upon the completion of the Capstone, a 6-storey apartment building under construction immediately adjacent to the north. Unconstructed lane rights-of-way flank the site to the west and east, which separate it from Michaud Manor Apartments (3-storey building completed in 1984) and the Suede (4-storey apartment building completed in 2011) respectively. Chelsea Terrace (3-storey apartment building completed in 1988) neighbours the site to the east.



Site context

The site is well positioned with connections to retail and service areas given its Downtown location. It also benefits from proximity to key neighbourhood amenities, including:

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

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

- Six bus lines within a 5-minute walk;
- The frequent 503 Fraser Highway Express bus (10-minute walk); and
- The 203 Street SkyTrain station and its associated transit exchange (5-to-7 minute walk, about 450 metres).

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

The site is designated Transit-Oriented Residential in the City's OCP, which allows for apartment development of up to 15 storeys in height and a Floor Area Ratio (FAR) of up to 4.5.

The subject properties are proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Transit-Oriented 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.

The site is also located within the Transit-Oriented Areas (TOAs) of the Langley City Centre SkyTrain station and Langley Centre bus exchange, as identified in the City's Zoning Bylaw. These TOAs were identified recently as required by changes to Provincial legislation (namely the *Local Government Act*, as amended by Bill 47 passed in November 2023) which introduced TOAs to set specific heights and densities (based on distance from transit) which must be allowed by local governments, along with a prohibition on residential parking requirements except for accessible parking. The City's OCP allows for greater height and density (15 storeys and 4.5 FAR) than would be permitted by the site's TOA tier (8 storeys and 3 FAR). In accordance with the TOA, this application will not be subject to minimum residential parking requirements but will be subject to minimum accessible residential parking requirements.

The site consists of two duplex properties (one rental and one strata) which appear to both have been illegally split into fourplexes at some point in the past. This means there are two purpose-built rental units, but eight total units currently

being rented out. Under Policy 1.16.1 of the City's OCP, the proposed new development must replace any existing purpose-built rental units at a one-to-one ratio, with these replacement units secured by a Housing Agreement. The applicant has proposed to meet this requirement by including two rental units in the new development, with the Housing Agreement to secure the replacement units to be executed prior to the application proceeding to consideration of Final Reading by Council. The other 62 units will be sold as condominiums. This approach supports OCP Policy 1.16.2., which encourages mixed-tenure (rental and strata) developments.

3. Tenant Relocation Plan

Council Policy CO-81 (*Tenant Relocation Plans*) applies to the redevelopment of purpose-built rental buildings, with duplex buildings exempted from the Policy. However, given that the current buildings function as rental fourplexes, and despite the requirement to replace only two purpose-built rental units, the applicant is undertaking a Tenant Relocation Plan, as required by Policy 1.18 (*Tenant Relocation Plans*) of the City's OCP and Council Policy CO-81 to meet the intent of these policies. A separate explanatory memo detailing the applicant's efforts and communications with existing tenants to date will be provided when the application is considered by Council. The Provincial *Residential Tenancy Act* legislation also applies.

4. Design

The application is for a wood-frame building oriented in an obtuse L-shape with direct frontage along Michaud Crescent to the north and the west lane. This configuration allows the building to maximize density in its low-rise form and screen an internal parking area which is served by a ramp off the south lane due to its slight elevation above grade. This parking area is enclosed with concrete walls on its other two sides, including a zero lot line condition on the east and a roof which acts as a common courtyard. An additional underground parking level is served by a dedicated ramp off the rear lane. The primary pedestrian entrance is located on the building's northeast corner, with ground-floor units having individual front doors and walk-out patios along Michaud Crescent and the west lane. On the ground floor, a single-loaded building design allows for more space at the rear for the surfaced parking area. On the floors above, the building transitions to a double-loaded configuration and sits above this parking area on columns. The building rises to a height of six storeys, with the top floor raised on the north and west sides of the interior corridor.

The building's exterior takes a "base-middle-top" design approach. The ground level features a painted grey raised concrete patio level and brick cladding on the first two floors, which are interspersed with strips of grey fiber cement siding.

These strips continue up the building where they break up a predominantly white fiber cement siding façade, which is further decorated by warmer extruded frame features. The top floor is more muted in shade, stepped back, and finished with a prominent cornice. Balconies of alternating lengths from floor to floor decorate the building's northwest corner.

The development's landscaping softens its outside edge with a variety of shrubs and grasses. Additional plantings are incorporated where planting areas are larger, including columnar Japanese maple trees dotted between the unit patios and a pink flowering dogwood and bruns Serbian spruce near the main entrance. The raised courtyard features additional species spread among a number of raised planters of various sizes which are used to delineate different outdoor amenity spaces, private unit patios, and the edge of the courtyard. A pink flowering dogwood is provided on this level too, totalling ten trees across the development, with additional street trees to be provided as part of required frontage upgrades. The courtyard amenity space is programmed with a children's play area, barbecue area, lounge area, and seven resident garden plots.

The unit type distribution of the building includes 14 one-bedroom units, 43 two-bedroom units, and 7 three-bedroom units. 14 (21%) of the units are adaptable. Resident storage facilities are provided in storage rooms located in common areas as well as within individual units. 476 m² (5,124 ft²) of total amenity space is provided, including 74 m² (797 ft²) of indoor amenity space and 402 m² (4,327 ft²) of outdoor amenity space. A two-elevator core services the building.

5. 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;
- Achieving an energy performance of 25% above the current Model National Energy Code for multi-unit residential buildings;
- Reducing the heat island effect by use of a landscaped courtyard covering the surface parking area;
- Using drought-tolerant and non-water dependent materials in the landscape design served by an irrigation system with central control and rain sensors;
- Using water-conserving toilets;
- Providing 10 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.

6. 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.

7. Variances

The applicant's proposed development is generally consistent with the draft 6-12 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw and which may be used to regulate relatively lower-density developments under the Official Community Plan's Transit-Oriented 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 reduce the width of small car parking spaces to 2.4 metres (from 2.5 metres), increase the share of small car parking spaces to 59%, compared to a maximum of 40%, and reduce the space between parking spaces and walls to 0.3 metres (from 0.6 metres). These adjustments were made to help accommodate a greater number of parking space on a site which is not subject to minimum parking requirements, other than for accessible stalls, due to its location within the Langley City Centre SkyTrain station Transit-Oriented Area (TOA) . Specifically, this approach allows for 64 parking spaces to be provided, which is equivalent to one parking space per unit.

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 developments. 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 convenient vehicle movements in parking areas are maintained.

Staff are considering increasing the maximum small car share in the Zoning Bylaw to 60% for properties within the "Core" and "Shoulder" in the Official Community Plan, which this site is located within. 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.

Staff note the Township of Langley, Coquitlam, Richmond and Surrey permit the distance between parking spaces and parkade walls to be as low as 0.3 metres.

This proposed variance is considered to be minor and is under consideration for inclusion in the upcoming new Zoning Bylaw.

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

8. 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 **64-Unit Apartment Development located at 20220-20230 Michaud Crescent.**

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 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 1m will be required along the lane west of the project frontage of the proposed development to provide a new lane width of 7m – to be determined by a legal surveyor. A 4m corner truncation will be required at the intersection of the 2 fronting lanes.
- VIII. 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:

- 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 shall be determined in part from the TIA. New sidewalk, barrier curb, gutter will be required along the project's Michaud frontage, complete with boulevard trees and a planting strip. The Michaud frontage shall tie into existing sidewalk, curb & gutter and cycling network at each end.
- X. The condition of the existing pavement along all 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 8.0. 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.
- XIII. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's Michaud project frontage by replacing with underground infrastructure.
- XIV. Pre-ducting shall be a minimum requirement.
- XV. 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.

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 parkade entrance, and in elevator lobby refuge area. 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. 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.

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 July 18, 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 \$537,500.00 to City Development Cost Charge accounts and \$260,000.00 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

To: Advisory Design Panel

Date: July 3, 2024

Subject: Development Permit Application DP 14-23 & Rezoning Application RZ 12-23

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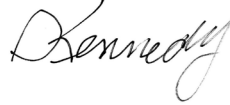
Concurrence:



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

Attachments

Concurrence:



Scott Kennedy
Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 14-23 REZONING APPLICATION RZ 12-23

Civic Addresses: 20220-20230 Michaud Crescent
Legal Description: Parcel "A" (Reference Plan 7403), Lot 1, District Lot 305, Group 2, New Westminster District, Plan 1614; Strata Lots 1 & 2, District Lot 305, Group 2, New Westminster District, Strata Plan NW1538
Applicant: Matthew Cheng Architect Inc.
Owner: Elegant Glass Holdings Ltd.

