



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 05-24
Rezoning Application RZ 04-24
(20130-20150 53 Avenue & 20139-20152 52
Avenue)**

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

File #: 6620.00
Bylaw #: 3293

Doc #:

Date: **October 3, 2024**

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by T.M. Crest Homes (2022) Ltd. for a 6-storey, 80-unit apartment development at 20130-20150 53 Avenue & 20139-20152 52 Avenue.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "Low Rise Residential" in the Official Community Plan Land Use map. The properties are also located within the Nicomekl River District Neighbourhood Plan "Sun Room" area. All lands designated for multi-unit residential use are subject to a Development Permit 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:

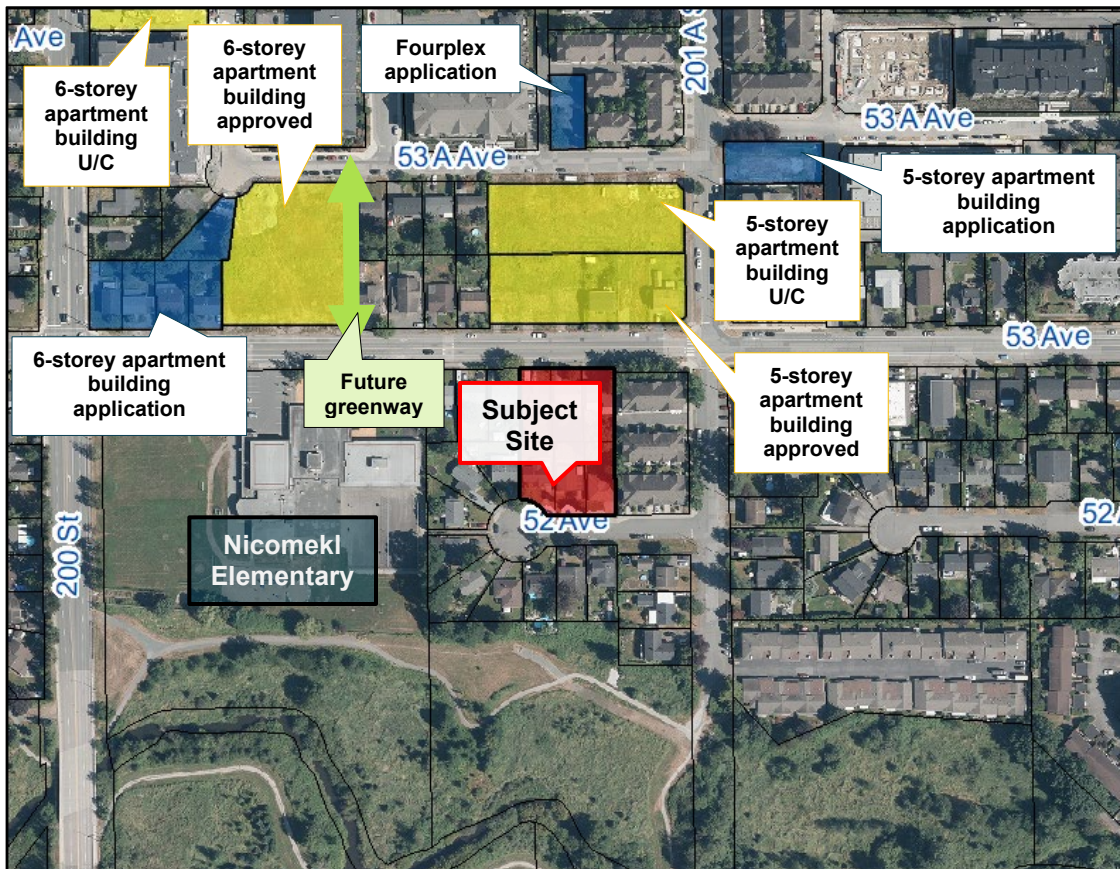
Applicant:	T.M. Crest Homes (2022) Ltd.
Owner:	T.M. Crest Homes (2022) Ltd.
Civic Addresses:	20130-20150 53 Avenue & 20139-20152 52 Avenue
Legal Description:	Lots 428-430, District Lot 305, Group 2, New Westminster District, Plan 50423; & Lots 256-258, District Lot 305, Group 2, New Westminster District, Plan 42228
Site Area:	3,406.4 m ² (0.842 acres)
Number of Units:	80 apartments
Gross Floor Area:	6,979 m ² (75,121 ft ²)
Floor Area Ratio:	2.049
Lot Coverage:	48%
Total Parking Required:	119 spaces (including 6 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	96 spaces
<u>Visitor</u>	<u>16 spaces</u>
Total	112 spaces (including 6 h/c spaces)
OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD102 Comprehensive Development
Variances Requested:	5.5 m accessible stall length (min. 5.8 m) 0.3 m additional stall width near walls (min. 0.6 m) <i>Note a resident parking variance is not required due to the use of CD Zone – see staff commentary in Variances section of this report for further details and rationale</i>
Development Cost Charges:	\$2,186,502.00 (City - \$1,426,302.00, GVS&DD - \$303,996.00, GVWD - \$300,728.00, SD35 - \$42,000.00, TransLink - \$113,476.00)
Community Amenity Contributions (CACs):	\$320,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 80-unit apartment building on a site consisting of six single detached home properties. The site is in a residential area transitioning to higher densities, with several apartment buildings recently completed, under construction, or in the application process.

The site has two frontages, including 52 Avenue, a local road, to the south, and 53 Avenue, an arterial street, to the north, across from which a 5-storey apartment building is currently under construction. On its east side, the site is neighbored by Kensington Court, a 3-storey townhome complex completed in 2005. Single-detached properties sit on the other two sides of the site, with those to the west having themselves been the subject of land assembly and development interest. Nicomekl Elementary School is located immediately beside these properties and connects to 52 Avenue, and the subject site, with a mid-block pathway. The school will be connected by a new crosswalk across 53 Avenue in the future, leading to a new mid-block greenway.



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 trail network (<5-minute walk);
- Linwood Park (5-to-10-minute walk); and
- Timms Community Centre (15-minute walk).

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

- Three bus lines (<5-minute walk);
- The frequent service 503 Fraser Highway Express bus (15-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (15-minute walk).

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

The site is designated Low Rise Residential in the City's OCP, which allows for apartment development of up to 6 storeys in height and a Floor Area Ratio (FAR) of up to 2.1.

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

3. Design

The applicant is proposing a wood-frame L-shaped building that orients its 6-storey massing east-west to its 53 Avenue frontage and steps down to a 5-storey height on the north-south portion running parallel to the neighbouring townhome complex, with these townhomes also primarily oriented north-south with their entrances and primary windows. Equally prominent building entrances are provided on both frontages, with the vehicle access taken off 52 Avenue. This access splits on-site to an underground resident parking level and an at-grade parking level hosting both visitor and resident parking spaces. Both the underground and at-grade resident parking areas are fully secured. In addition to being hidden from view by the entrance lobbies on the north and south, the at-grade parking area is screened to the east by a single-loaded apartment corridor. The underground parking level is extruded above grade due to geotechnical

conditions, and is softened on the street frontages with tiered landscaping, and with a landscaped setback on the east side beside the neighbouring townhomes. On the upper floors, the building transitions to a double-loaded configuration, with the second floor hosting indoor amenity rooms which connect to an outdoor amenity courtyard covering the rest of the parking and service space below.

The building emphasizes a 2-storey base with a grey brick finish that transitions to lighter off-white cementitious panelling on the floors above. Darker wood grain cementitious siding runs vertically between the base and cornice line to break up these primary materials while also tying them together. Lighter wood tone soffits provide an additional warmer accent. The parkade entrance and service area is treated with the same brick and cementitious panelling, windows, and landscaping to soften its appearance from the 52 Avenue cul-de-sac.

The landscaping wraps the site's perimeter with a variety of shrubs and grasses to soften the tiered parkade walls along both frontages and to setback and screen the extruded parkade wall on the east from the neighbouring townhome complex. This edge landscaping makes use of larger planting areas to host various trees, including a row of vine maples along the east interior lot line, for a total of 19 proposed trees. Low-lying plantings also line the outside of the outdoor amenity area and separate unit patios from each other on the ground floor and from the outdoor amenity area on the second floor. The amenity area hosts a hardscaped dining and lounge area flanked by grass lawns with resident garden plots.

The unit type distribution of the building includes 45 one-bedroom units, 30 two-bedroom units, and 5 three-bedroom units. 16 (20%) of the units are adaptable. Resident storage facilities are provided in storage rooms in both parkade levels. 531.7 m² (5,723 ft²) of total amenity space is provided, including 205.3 m² (2,210 ft²) of indoor amenity space and 326.4 m² (3,513 ft²) of outdoor amenity space. Two separate elevator cores (one at each entrance lobby) service the building.

4. 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;
- Incorporating a construction recycling plan;
- Reducing the heat island effect by use of landscaping and a courtyard amenity area covering surface parking;
- 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;
- Providing 11 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.

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

As noted above, the applicant's proposed development is generally consistent with the draft 4-6 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the Official Community Plan's Low Rise 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 length of accessible parking spaces and reduce the space between parking spaces and walls. Staff support these variances per the rationales below.

The accessible parking space variance requested is to reduce their length from 5.8 metres to 5.5 metres. The 5.5 metre length is consistent with the City's standard parking stall dimension requirements and a review of nearby municipalities (Langley Township, Surrey, Maple Ridge, and Abbotsford) found that all used the same stall length for both standard and accessible parking spaces. Staff are also considering making standard and accessible parking stall lengths consistent in the City's upcoming new Zoning Bylaw.

The variance for the distance between parking spaces and walls is requested to reduce the width from 0.6 metres to a minimum of 0.3 metres. Staff note the Township of Langley, Coquitlam, Richmond and Surrey all 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.

Proposed Parking

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) was applied to this application, the applicant's proposed overall parking amount is 5.9% less than what would be required. Given that a CD zone is being proposed for this development, technically only the previous dimension-related variances are required. However, it is important to note that staff support the applicant's overall parking approach, as the proposal (less 7 spaces or 5.9%) meets the rates under preliminary consideration for the new Zoning Bylaw. These rates are being contemplated based on research work conducted by the City's Zoning Bylaw update consultant and staff to date, which has included a review of the Metro Vancouver Parking Study as well as of parking rate requirements in other municipalities within the Lower Mainland.

If the preliminary rates being considered for the draft new Zoning Bylaw were applied to this application, 112 parking spaces would be required, based on rates of 1.1 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit, 1.5 spaces per 3-bedroom unit (=96 resident spaces), and 0.2 visitor spaces per unit (=16 visitor spaces). This total is equal to the proposed parking amount of 112 spaces, which includes 16 visitor spaces, and is 45.9% less than the current RM3 Zone requirement of 119 spaces, which is based on rates of 1.2 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit, 2.0 spaces per 3-bedroom unit (=103 resident spaces) and 0.2 visitor spaces per unit (=16 visitor spaces). Greater variances have recently been approved by Council in the nearby area at 20191 53A Avenue (13% reduction), 20145 53 Avenue (13.2% reduction), and 20142 53A Avenue (14.5% reduction).

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

7. Summary

The proposed development is consistent with the City's OCP and Development Permit Area guidelines for the area and presents an efficient and compatible 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 **80-unit Apartment Development, located at 20130-50 53 Ave; 20139-53 52 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. 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 2.6m will be required along the 53 Ave. Frontage of the proposed development to provide an ultimate ROW of 25m to be determined by a legal surveyor. No dedication requirement for 52 Ave.
- 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 along with the proposed terms of reference for the 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 52 & 53 Ave, frontages, complete with boulevard trees and a planting strip as per the City DCM cross-section SS-R07 for 52 Ave; City concept, details to be provided for 53 Ave. 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. 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. Ensure any crane on site is registered with the BC Construction Safety Alliance. A progressive standpipe installation will be required as construction rises. Standpipes will be required at the parkade entrance, and in elevator lobby. 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. 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 detached from the front of the building, exact location to be discussed with the Fire Department at a later date. A Radio Amplification Bylaw is being developed by the City of Langley, although not currently adopted, preparation for this should be given consideration.

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 16, 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. 3256 and the City's Amenity Contributions Policy, the proposed development would contribute \$1,426,302.00 to City Development Cost Charge accounts and \$320,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



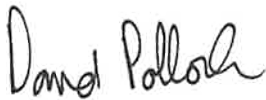
Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



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

Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 05-24 REZONING APPLICATION RZ 04-24

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Legal Description: Lots 428-430, District Lot 305, Group 2, New Westminster District, Plan 50423; & Lots 256-258, District Lot 305, Group 2, New Westminster District, Plan 42228

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