

CITY OF  
LANGLEY



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 06-24  
Rezoning Application RZ 05-24  
(5360 204 Street)**

From: Anton Metalnikov, RPP, MCIP  
Planner

File #: 6620.00  
Bylaw #: 3294

Doc #:

Date: October 4, 2024

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## RECOMMENDATION:

THAT this report be received for information.

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## PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by 1337204 B.C. LTD. for a 6-storey, 283-unit apartment development at 5360 204 Street.

## POLICY:

The subject property is currently zoned RM2 Multiple Residential Medium Density in Zoning Bylaw No. 2100 and designated "Mid Rise Residential" in the Official Community Plan Land Use map. The property is also located within the Nicomekl River District Neighbourhood Plan "Living 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:**

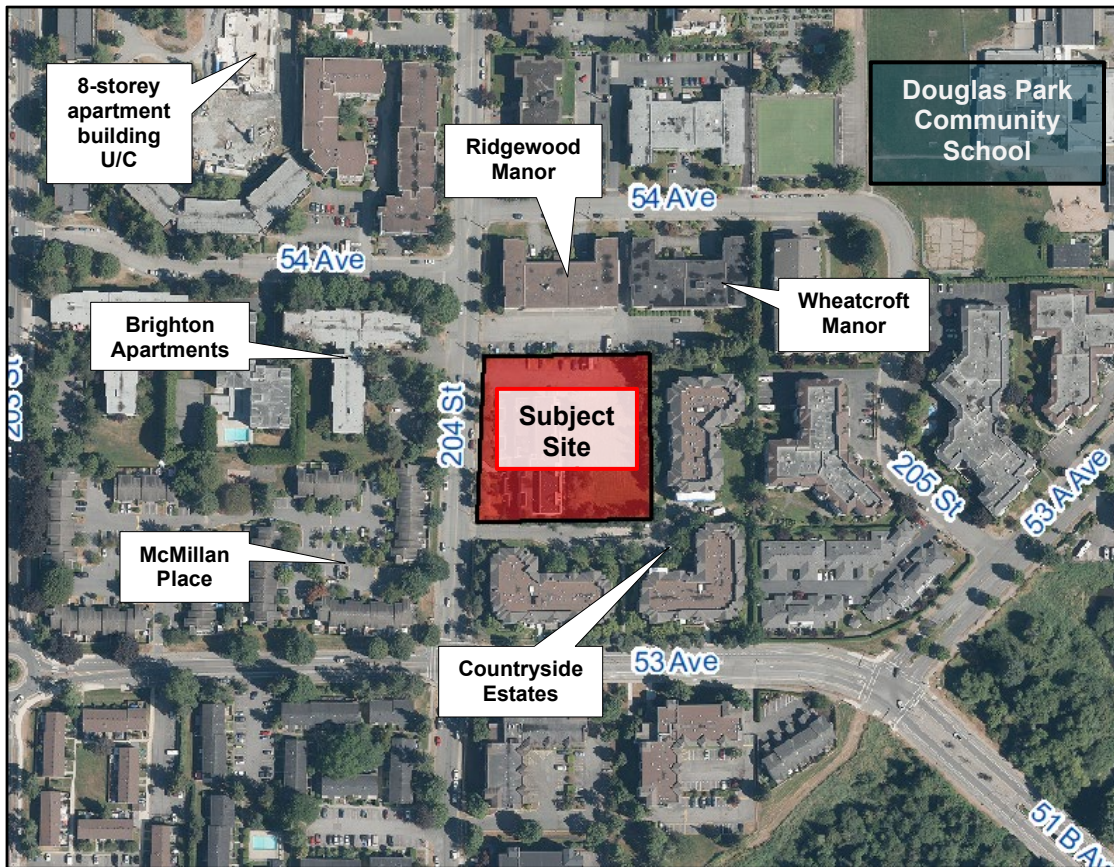
**Background Information:**

<b>Applicant:</b>	1337204 B.C. LTD.
<b>Owner:</b>	1337204 B.C. LTD.
<b>Civic Address:</b>	5360 204 Street
<b>Legal Description:</b>	Lot 178, District Lot 36, Group 2, New Westminster District, Plan 53282
<b>Site Area:</b>	7,151.85 m <sup>2</sup> (1.77 acres)
<b>Number of Units:</b>	283 apartments
<b>Gross Floor Area:</b>	18,545.69 m <sup>2</sup> (199,625 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	2.593
<b>Lot Coverage:</b>	46.9%
<b>Total Parking Required:</b>	14 h/c spaces (Provincial Transit-Oriented Area)
<b>Parking Provided:</b>	
<b>Resident</b>	302 spaces
<b><u>Visitor</u></b>	<u>46 spaces</u>
<b>Total</b>	348 spaces (including 22 h/c spaces)
<b>OCP Designation:</b>	Mid Rise Residential
<b>Existing Zoning:</b>	RM2 Multiple Residential Medium Density
<b>Proposed Zoning:</b>	CD103 Comprehensive Development
<b>Variances Requested:</b>	5.5 m long h/c parking stalls (5.8 m min.)
<b>Development Cost Charges:</b>	\$4,860,543.00 (City - \$2,282,211.00, GVS&DD - \$1,020,291.00, GVWD - \$1,018,379.00, SD35 - \$143,400.00, TransLink - \$396,262.00)
<b>Community Amenity Contributions (CACs):</b>	\$566,000.00

**Discussion:**

1. Context

The proposed development site consists of a single property currently hosting a 3-storey, 44-unit rental apartment building and is located in a residential area composed primarily of low-rise apartment buildings and townhome complexes. The owner of the property had initially submitted a development application in 2022 for a 12-storey, 370-unit apartment building on the same site, which received 3<sup>rd</sup> Reading from Council in 2023, but has since updated the proposal to a 6-storey, 283-unit apartment building to be able to shift from steel to wood-frame construction for economic reasons. The revised design required updated Development Permit and rezoning applications to be submitted, while the original land use contract discharge application (submitted in conjunction with the original rezoning and Development Permit applications) remained in effect. This land use contract discharge application is now unnecessary due to the elimination of all land use contracts province-wide in accordance with Provincial law.



*Site context*

The site's sole frontage is formed on the west by 204 Street, a collector road across from which sit the 4-storey Brighton Apartments building and the McMillan Place townhome complex. The Countryside Estates apartment complex, composed of three separate 4-storey buildings, shares a treed property line on the subject property's east and is buffered from it by a private drive lane on the south. On the north, the site is bounded by two 3-storey apartment buildings: Ridgewood Manor and Wheatcroft Manor.

The site is well-positioned with connections to retail and service areas, with Downtown located with a few-minutes' walk. It also benefits from proximity to key neighbourhood amenities, including:

- Portage Park (5-minute walk);
- Douglas Park Community School (5-minute walk); and
- Timms Community Centre (5-to-10-minute walk).

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

- Local transit lines (directly adjacent);
- The Langley Centre transit exchange and the fifteen bus routes it serves, including the frequent 503 Fraser Highway Express (10-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (10-minute walk).

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

The subject 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.

The property is proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Mid 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 Mid Rise Residential designation.

The existing Pyramid Apartments building on site consists of 44 purpose-built rental units. Under Policy 1.16.1. of the City's OCP, the proposed new development must replace any existing rental units at a minimum one-to-one ratio, with these replacement units secured by a Housing Agreement. The applicant has proposed to meet this requirement by including 53 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 230 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

As the current building on site contains 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. As the site has continued to be subject to a development application, the applicant has continued to implement their Tenant Relocation Plan, including throughout the process of updating the proposal. The explanatory memo with additional details on the applicant's efforts and communication with existing tenants that was previously provided to Council with the original concept remains relevant, and an updated explanatory memo will be provided when this updated application is considered by Council. The Provincial *Residential Tenancy Act* legislation also applies.

### 4. Design

The applicant is proposing a near-perimeter block building that responds to this large square site near existing transit, the planned Langley City Centre SkyTrain station, and Downtown and maximizes density supporting these destinations within a wood-frame form. The building sits atop a two-level underground parkade which is partially extruded above ground due to geotechnical conditions and the property's floodplain location. The extruded parkade wall is tiered with a step along the street frontage, clad with brick, and screened by landscaping to reduce the wall's height against the sidewalk and soften its interface with the public realm. On the remaining three sides, the extruded parkade and podium level is painted to match the building's colour scheme and set back at various points on the south and east sides to enable the preservation of existing trees on the neighbouring properties.

The building wraps a courtyard with an opening near the site's northwest to accommodate vehicle and pedestrian access to each building wing and a central parking area, provide adequate fire rescue vehicle travel paths, and create convenient loading and PMT service access. The dimensions of the interior courtyard, of approximately 30 metres north-south and 35 metres east-west, maintain light and air access into it and support the 10-12 metre minimum separation distance between low-rise apartment buildings identified in the OCP's Development Permit Area guidelines. These minimum separation distances are also achieved with neighbouring buildings through the building's siting nearer to the street and setbacks of 6 metres or more from its shared property lines.

The applicant has chosen to accommodate the rental-unit replacement requirement by separating the development into a strata wing, with its entrance facing 204 Street, and a rental wing, with its entrance on the interior courtyard and access to the street provided through an accessible and landscaped walkway. The architecture treats the development as a single cohesive building, with a brick base transitioning to light grey fibre cement panelling above. Thick white extruded frames rise and fall over the façade to help break the building's massing up into narrower blocks, with this effect repeated through sections of vertical wood-tone striping. As with the brick base, the original design is referenced through the use of small light blue panels as an accent.

The proposed landscaping uses various shrubs and grasses in a linear form to soften podium walls at and above grade, demarcate unit patios and exit paths, and highlight courtyard features. Larger planting areas, on the street frontage, the northeast corner, and within the courtyard, host dogwood, maple, and magnolia trees. The courtyard, which acts as an outdoor amenity area shared between both the strata and rental wings, connects to indoor amenities on all three sides and is programmed with cooking, dining, and children's play space.

The unit type distribution of the building includes 212 one-bedroom units, 65 two-bedroom units, and 6 three-bedroom units. 58 (20%) of the units are adaptable. Average unit sizes and the proportion of different unit types are comparable in both the strata and rental wings. Resident storage facilities are provided in common storage rooms on all residential floors.

992 m<sup>2</sup> (10,678 ft<sup>2</sup>) of total amenity space is provided in the development. This includes 277 m<sup>2</sup> (2,983 ft<sup>2</sup>) of indoor amenity space in the strata wing and 91 m<sup>2</sup> (983 ft<sup>2</sup>) of indoor amenity space in the rental wing, which results in the rental wing having more indoor amenity space on a per-unit basis. Both wings share the 624 m<sup>2</sup> (6,719 ft<sup>2</sup>) outdoor amenity courtyard. Three separate elevator cores serve the overall building, including two cores with three elevators in the strata wing and a single core and elevator in the rental wing.

## 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;
- Using non-water dependent materials in the landscape design served by an irrigation system with central control and rain sensors;
- Using water-conserving toilets; and

- Providing 34 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.

## 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

As noted above, 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 to implement the Official Community Plan's Mid 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 a variance to reduce the length of accessible parking spaces 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, in 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. As such, staff support this variance.

## 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:**

Since the original 12-storey concept, the applicant has been working through the City and its Engineering, Parks, & Environment Department's process to meet the civil engineering requirements for the application. The civil design and associated materials are near-finalized and remain applicable to the updated 6-storey design. However, the initial engineering requirements have been provided below as additional information and context.

**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 **370 Unit Apartment Development located at 5360 204 St.** *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. As this project is located within the new designated floodplain for the Nicomekl River, the Flood Construction Level shall be calculated as per the City of Langley Floodplain Elevation Bylaw No. 2768
- III. 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 *tabulated readings* 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.*
- IV. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.



- V. 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.
- VI. The capacity of the existing water and sanitary sewer mains shall be assessed 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."
- VII. 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.
- VIII. A 1.2m wide easement is required along the 204 Street frontage.
- IX. New sidewalk, bike path, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip, and appropriate curb bulges as per the City's DCM x-section SS-R06 standard and section 11.0 - Specifications and Standards for Landscaping.
- X. A traffic impact assessment will be required as per the City's DCM. The proposed terms of reference for the traffic study shall be submitted for review and approval.
- 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 (SS-E03 in the updated DCM – DEC 2022).
- XIV. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's 204<sup>th</sup> St. frontage by replacing with underground infrastructure.
- XV. A dedicated on-site loading zone shall be provided by the developer.

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 (updates coming – Dec. 2022)
- 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.
    - I. 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 at all parking levels. 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.

**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. 2482, the proposed development would contribute \$2,282,211.00 to City Development Cost Charge accounts and \$566,000.00 in Community Amenity Contributions.

Prepared by:



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Anton Metalnikov, RPP, MCIP  
Planner

Concurrence:



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

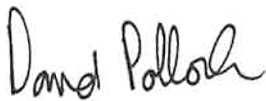
Concurrence:



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Carl Johannsen, RPP, MCIP  
Director of Development Services

Concurrence:



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

Concurrence:



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Scott Kennedy, Fire Chief

*Attachments*



## DEVELOPMENT PERMIT APPLICATION DP 06-24 REZONING APPLICATION RZ 05-24

**Civic Addresses:** 5360 204 Street  
**Legal Description:** Lot 178, District Lot 36, Group 2, New Westminster District, Plan 53282  
**Applicant:** 1337204 B.C. LTD.  
**Owner:** 1337204 B.C. LTD.

