



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 05-23
(5721 Production Way)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #: N/A

Date: June 23, 2023

Doc #:

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Development Permit application by 5721B Production Way Limited Partnership for a 2-building, 9,681 m² industrial development at 5721 Production Way.

POLICY:

The subject property is currently zoned I1 Light Industrial in Zoning Bylaw No. 2100 and designated "Industrial" in the Official Community Plan Land Use map. All lands designated for industrial use are subject to a Development Permit (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	5721B Production Way Limited Partnership
Owner:	5721B Production Nominee Ltd.
Civic Address:	5721 Production Way
Legal Description:	Lot 93, District Lot 310, Group 2, New Westminster District, Plan 45918 Except Plan BCP49150
Site Area:	15,496 m ² (3.83 acres)
Gross Floor Area:	9,681 m ² (104,205 ft ²)
Floor Area Ratio:	0.625
Lot Coverage:	47.8%
Total Parking Required:	209 spaces (including 10 h/c spaces)
Parking Provided:	122 spaces (including 5 h/c spaces)
OCP Designation:	Industrial
Zoning:	I1 Light Industrial
Variances Requested:	120 parking spaces provided (160 min.)
Development Cost Charges:	\$704,076.69 (City - \$213,071.13, GVS&DD - \$231,805.20, GVWD - \$238,127.16, TransLink - \$21,073.20)

Discussion:

1. Context

The applicant is proposing to develop two industrial buildings, with floor areas of 3,325.5 m² and 6,355.5 m² (9,681 m² total) on a property currently hosting automotive service operations spread over several buildings. The property is designated as Industrial in the City's Official Community Plan, which aligns with the property's existing I1 Light Industrial zoning, both of which allow for various industrial and industrial-supportive uses, including the proposed development.

The property is located in an established industrial area and surrounded by various buildings housing operations including manufacturing and warehousing. The triangular property has a single frontage on its east, from which access is provided, along the bend of Production Way, which is a local road connecting this industrial area to the arterial roads of 56 Avenue, Fraser Highway, and 200 Street. To the west, the property is bounded by the 196 Street overpass, which acts as a raised rear wall along this lot line. The property is bordered by a short section of railway on its north and is neighbored by other industrial properties on both its south and northeast boundaries.



Site context

2. Design

The applicant is proposing a two-building industrial development on an existing industrial property, with the new buildings oriented north-south parallel to 196 Street with surface parking areas provided on the sides of both buildings. Circulation between these spaces is provided by an internal drive aisle that enters the property from the Production Way frontage and continues to the rear along the south property line to wrap around Building B (on the west) before connecting back to itself through the central parking and loading courtyard, which allows Building A (on the east) to make use of a short zero-lot line section along the northeast property boundary. This drive aisle is provided with an 8-metre width between the two buildings and with a 6.5-metre width along most of its remaining length, to support fire truck access requirements and preserve existing trees and hedges lining the shared south property line.

Both buildings are proposed at a 2-storey height, with outside street-facing elevations painted in various sections of white, grey, and black, and decorated with red frame accents and a row of windows on each floor. The interior

elevations are painted primarily in white and host loading and access on the first floor and include additional glazing on the second floor.

The proposed landscape design incorporates planting beds throughout the site, namely around the corners of both the buildings and the property itself. The largest landscape area is used as an entrance feature on the Production Way frontage, and is one of three areas to include outdoor amenity spaces with picnic tables and benches. Additional planting beds are provided in the street-facing parking areas, to provide additional green spaces and trees while maintaining the central parking courtyard clear for loading movements. A mix of both deciduous and coniferous trees are proposed, for a combined total of 25 trees.

3. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using exterior lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Incorporating a construction recycling plan and the use of recycled building materials;
- Mitigating the heat island effect through a highly reflective roof material;
- Using drought-tolerant plants and incorporating an irrigation system with central control and rain sensors; and
- Providing 23 parking stalls with electric vehicle charging capability.

4. 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.

5. Variances

The applicant has requested a variance from general Zoning Bylaw provisions to reduce the number of parking spaces from the 209 required by the Zoning Bylaw to 122. The City's current parking requirement is 2 spaces per 93 m² of gross floor area. The provision of 122 spaces would represent a parking rate of 1.17 spaces per 93 m² of gross floor area, or 1.26 spaces per 100 m².

Staff support this approach as the proposal (less 87 spaces or 42%) exceeds the new parking requirement (1 space per 100 m² of gross floor area) being proposed for the I1 Light Industrial Zone, with the relevant Zoning Bylaw amendment bylaw having received 1st & 2nd Reading by Council on June 19, 2023. This proposed

new requirement has been put forward to support business growth and industrial investment, and to bring the City's industrial parking requirements in line with that of neighbouring municipalities, including the City of Surrey (requiring 1 space per 100 m²) and the Township of Langley (requiring 0.5 spaces per 100 m²).

Applying this rate of 1 space per 100 m² to this project would result in a total parking requirement of 97 spaces. The applicant's proposal, of 122 spaces at a rate of 1.26 spaces per 100 m², provides 25, or 25.8%, more than this. Given that the proposed parking supply exceeds the new parking requirement currently proposed for the I1 Light Industrial Zone and the required rates in neighbouring municipalities, and allows for additional employment space compared to what would be possible under current requirements, staff support this variance.

6. Summary

The proposed development is consistent with the property's zoning and OCP designation and would support the OCP's policies on attracting reinvestment and intensification in the City's industrial land base.

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).

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 **23-Unit Industrial Development located at 5721 Production Way**.

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 on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the calculated results to account for climate change. A safety factor of 10% shall be added to the calculated storage volume. Pre-development release rates shall not include climate change effect.
- III. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
- IV. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity.
- V. The capacity of the existing water 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."
- VI. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be approved by the City of Langley Fire Rescue Service.
- VII. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip per

- DCM SS-R06. The Developer shall contact Engineering Services to obtain City's Landscaping standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
- VIII. A traffic impact assessment will be required as per the City's DCM.
 - IX. 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 cost.
 - X. 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.
 - XI. 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.
 - XII. Eliminate the existing overhead BC Hydro/telecommunication wiring and poles along the development's Production Way project frontage by replacing with underground infrastructure.
 - XIII. 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. (See Schedule A – General Requirement - GR5.1 for details).
- 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 standards.
- 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, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's Subdivision and Development Servicing Bylaw 2021, No. 3126
- II. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
- III. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.
- IV. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.
- V. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.
- VI. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VII. A Stormceptor or equivalent oil separator is required to treat site surface drainage.
- VIII. A complete set of record drawings (as-built), service record cards, a completed tangible capital asset form (TCA) all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in .pdf and .dwg formats shall also be submitted. All the drawing submissions shall:
 - a. Use City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's DCM that will be provided to the Developer's Consulting Engineer.
- IX. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.
- X. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XI. Garbage and recycling enclosures shall accommodate on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial

Developments - June 2015 Update.” Please refer to the City’s Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place for fire apparatus. This includes complete vehicle access around Building B, and access three sides for Building A. A construction fire safety plan shall be completed. A Fire Safety plan and FD lock box will be required for each building before occupancy. A 4” FDC will be required for each building as well as two additional FDC connections on a pedestal at complex entrance. Two additional fire hydrants must be provided, one west of Building B, and one east of Building A. A Radio amplification system may need to be provided as per the upcoming bylaw to ensure fire department communication is maintained.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the July 5, 2023 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 \$213,071.13 to City Development Cost Charge accounts.

Prepared by:



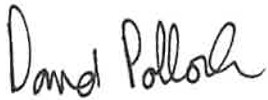
Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



David Pollock
Acting Director of Engineering, Parks &
Environment

attachments

Concurrence:



Scott Kennedy, Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 05-23

Civic Address: 5721 Production Way
Legal Description: Lot "F", District Lot 37, Group 2, New Westminster District, Plan 8633
Applicant: 5721B Production Way Limited Partnership
Owner: 5721B Production Nominee Ltd.

