ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 03-24 (20297 Fraser Highway)**

From: Anton Metalnikov, RPP, MCIP
Planner

Bylaw #:

File #: 6620.00

Date: April 11, 2025

Doc #:

RECOMMENDATION:

THAT this report be received for information.

1. PROPOSAL:

Development Permit application for a 6-storey mixed-use building with 78 apartments and 658 m^2 of commercial space.

2. CITY BYLAWS & POLICIES:

Applying to the subject properties:

a. **Official Community Plan (OCP):** Transit-Oriented Core (high-density commercial and residential) and Fraser-Industrial District Policies;
b. **Zoning:** C1 Downtown Commercial; and
c. **Transit Oriented Area (TOA):** Tier 1 (minimum allowable 20-storey height, subject to the Airport Zoning Regulation, and Floor Area Ratio of 5, no residential parking requirements).

The proposed development:

a. Is consistent with the OCP (high-density mixed-use development with commercial ground floors along both major street frontages);
b. Can be accommodated within the property's existing zoning, and is consistent with its use and density provisions; and
c. Requires a Development Permit for a mixed-use building.

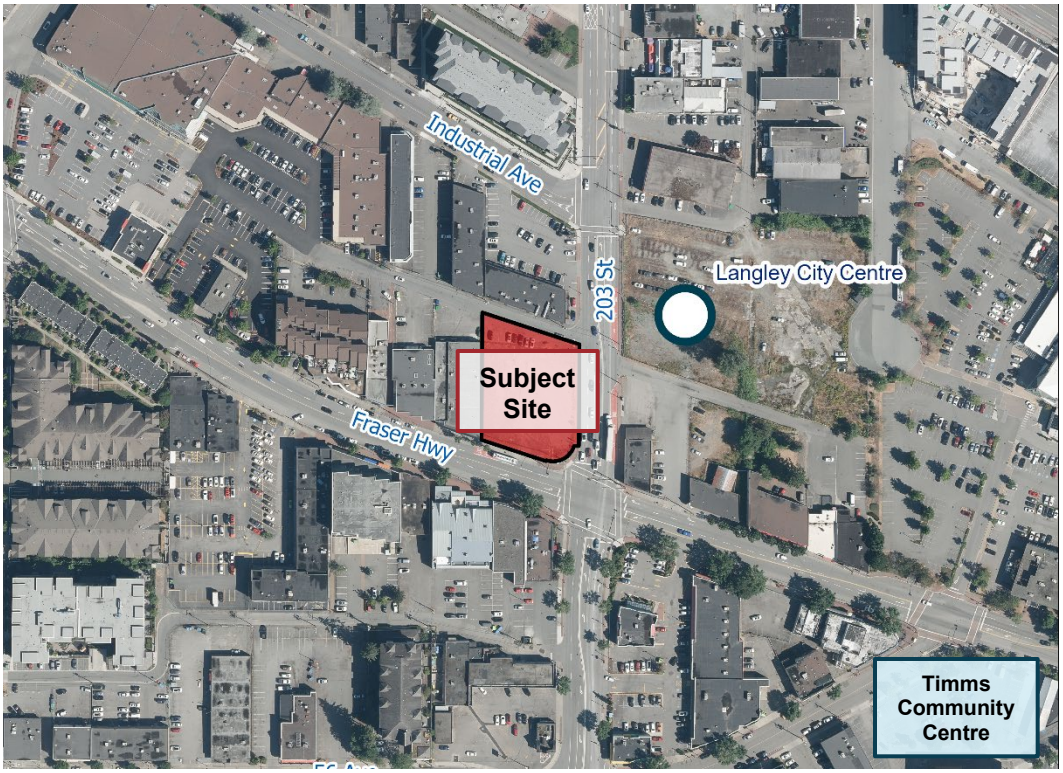
3. DETAILED BACKGROUND INFORMATION

Applicant:	Kerr Properties 002 Ltd.
Owner:	Kerr Properties 002 Ltd.
Civic Address:	20297 Fraser Highway
Legal Description:	Lot 52, Except: Part Dedicated Road Plan 82779, District Lot 309, Group 2, New Westminster District, Plan 28343
Site Area:	2,743.13 m^2 (0.68 acres)
Number of Units:	78 apartments
Commercial Area:	658 m^2 (7,078 ft^2)
Gross Floor Area:	8,083 m^2 (87,005 ft^2)
Floor Area Ratio:	2.947
Lot Coverage:	77.4%
Total Parking Required:	26 spaces (including 5 accessible spaces)
Parking Provided:	89 spaces (including 5 accessible spaces)
OCP Designation:	Transit-Oriented Core
Zoning:	C1 Downtown Commercial
Variances Requested:	3.0 m front residential setback (min. 6.0 m req'd) 2.0 m rear residential setback (min. 6.0 m req'd) 3.1 m interior residential setback (min. 6.0 m req'd) 3.0 m exterior residential setback (min. 6.0 m req'd) 2.4 m small car space width (min. 2.5 m req'd) 0.3 m parking wall buffer (min. 0.6 m req'd) 43% small car parking space share (max. 40%)
Estimated Development Cost Charges (DCCs):	$2,072,155.16 (City - $754,941.67, GVS&DD - $577,568.21, GVWD - $537,547.30, MV Parks - $23,989.44, SD35 - $46,800.00, TransLink - $131,308.54)
Community Amenity Contributions (CACs):	$317,000.00

4. SITE CONTEXT (20297 Fraser Highway)

The proposed development site consists of a single vacant property. Its surroundings include:

- **North:** City lane, with a commercial plaza across it;
- **East:** 203 Street (arterial street within TransLink's Major Road Network) with a small commercial building and Langley City Centre SkyTrain station construction site across it;
- **South:** Fraser Highway (arterial street) with commercial and mixed-use buildings across it; and
- **West:** Retail building.



Context Map

Key neighbourhood amenities within walking distance include:

- Innes Corners Plaza (5-minute walk);
- Timms Community Centre (5-minute walk);
- Linwood and Douglas Parks (10-minute walk); and
- Douglas Park Community School (10-to-15-minute walk).

Nearby transportation services include:

- 12 bus routes (directly adjacent);
- The frequent 503 Fraser Highway Express bus (5-minute walk);
- Langley Centre transit exchange (5-10-minute walk); and
- Langley City Centre SkyTrain station and its associated transit exchange, currently under construction (directly across the street).

5. PROPOSED SITE AND BUILDING DESIGN

A. Site Layout and Building Massing

The proposal consists of a flat-roofed wood-frame building oriented in a reverse C shape to establish continuous frontages along both adjacent streets and to maximize density and make the most efficient use of the site. As a centrally-located property on a major Downtown intersection and

directly across from an under-construction SkyTrain station, this efficiency is particularly important as the development would be responsible for street and lane improvements on all three sides, including land dedications for right-of-way widenings totalling nearly 351 m^2, or 12.8% of the property.

The rear lane provides access to building services including the waste and recycling room, loading zones, and parking. The parking is split into an underground level dedicated exclusively to residential parking and a surface level with a commercial parking area leading into a second, smaller resident parking area which is secured with a gate. Commercial units along both street frontages screen these areas from the public realm. The floors above make up the building's residential portion, including the two main amenity rooms and an outdoor amenity courtyard that covers over the surface parking below. The building is raised above ground due to geotechnical conditions with the resultant street interface treated with expansive stairs and ramps to maintain a highly accessible and integrated relationship with the adjacent sidewalks. The steps curve around the building corner to highlight the main entrance directly oriented to the intersection.

B. Building Elevations and Materials

The building's commercial ground floor is predominantly glazed with bold columns and fascia creating an urban narrow storefront rhythm. The floors above clad in ceramic-coated fibre cement panels in contrasting light and dark shade and varied dimensions for texture. Cantilevered balconies with glass railings bring the ground floor glazing up along the elevations, and the main entrance and building corner are highlighted with a glass-walled amenity room on the second floor. The entrance is further emphasized with a wood-tone metal panel frame and accent panels on the floors above it, with this same wood panelling incorporated on select soffits, and balcony insets to provide contrasting warmth to the façades.

C. Landscaping

On this highly urban property, landscaping consists primarily of hardscaping with a pattern of pavers used along the commercial-fronting walkways and expanding into the corner entrance plaza. The stairs along the site perimeter were designed with limited breaks to avoid creating obstacles between the storefronts and public sidewalks. However, individual planter boxes hosting shrubs and hibiscus trees were incorporated into select locations to add greenery and relate to the street trees that would be provided as part of required frontage upgrades. The upper floor courtyard includes an outdoor amenity area with dining and lounge areas beside a

sodded deck with ornamental planting beds that softens the space to the building's interior and reduces the urban heat island effect.

D. Building Program and Details

The building's unit mix includes:

- 39 one-bedroom units (50%);
- 34 two-bedroom units (44%); and
- 5 three-bedroom units (6%).

16 (20.5%) of the units are adaptable. Resident storage facilities are provided within in-unit storage rooms. 278 m^2 (2,992 ft^2) of total amenity space is provided, including 179 m^2 (1,927 ft^2) of indoor space and 99 m^2 (1,066 ft^2) of outdoor space.

6. SUSTAINABILITY FEATURES

- Construction techniques that minimize site disturbance and protect air quality;
- Non-water dependent and drought-tolerant materials in the landscape design served by an irrigation system with central control and rain sensors;
- Water-conserving toilets; and
- 9 parking spaces with Level II electric vehicle (EV) chargers.

7. 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.

8. VARIANCES

A. Residential setbacks

Residential setbacks are proposed to be varied as follows:

Lot Line	Proposed Setback	Required Setback
Front (south)	3.0 m	6.0 m
Rear (north)	2.0 m	
Interior (west)	3.1 m	
Exterior (east)	3.0 m	

The proposed setbacks are consistent with the draft new requirements being considered for the new Zoning Bylaw currently in development, which have been developed based on principles of accommodating more urban street frontages and building designs and adhering to the minimum building separation distances (10-12 metres) as outlined in the City's Development Permit Area (DPA) guidelines. The streets and lane along the front, rear, and exterior lot lines create the necessary separation from any buildings on the opposite properties. On the interior lot line, the building section set back 3.1 metres has no windows or other openings and is clad in a party wall condition, with fenestrated building sections set back over 6 metres.

B. Commercial parking supply

As the property is located within a Transit Oriented Area (TOA) it is not subject to residential parking requirements, including residential visitor requirements, except for a requirement for residential accessible parking, which is met by this proposal. However, commercial parking requirements continue to apply. The applicant is proposing 11 commercial parking spaces, which compares to the requirement of 22 parking spaces (based on a requirement of 3 spaces per 93 m^2 of commercial floor area). This proposal (less 11 spaces or 50%) exceeds the rate under consideration for the new Zoning Bylaw (1.5 spaces per 100 m^2 of commercial floor area) for properties closest to the City's future SkyTrain stations. This rate was developed based on research work conducted by the City's Zoning Bylaw update consultant and staff to date, including a review of parking requirements in other Lower Mainland municipalities.

C. Parking dimensions

The following parking dimension-related variances are proposed:

Proposal	Requirement
2.4 m small car space width	2.5 m small car space width
0.3 m parking wall buffer	0.6 m parking wall buffer
43% small car space share	40% small car space share

The proposed 2.4 m small car space width allows for a greater number of parking spaces to be provided overall on this property. 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 development projects. This width is also similar to other municipalities in the region, such as Burnaby which has a minimum small car width of 2.4 metres, and Richmond which has a 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 that safe and easy vehicle movements in parkades and parking lots are maintained.

The 0.3 m buffer distance between parking spaces and parkade walls is equal to the requirement used in the Township of Langley Coquitlam, Richmond, and Surrey, which also enables additional parking spaces to be provided and is being considered for the new Zoning Bylaw.

The 43% share of small car spaces within the overall parking supply is a minor increase above the current 40% requirement. Staff are considering increasing this to a maximum of 60% for "Core" areas in the new Zoning Bylaw. This approach can significantly improve parkade space efficiency as the use of slightly narrower individual spaces often results in the creation of additional parking spaces on the same amount of land. This in turn allows additional site density and maintains reasonable parking supply.

Based on the above rationales, staff support these variances.

9. ENGINEERING

PRELIMINARY ONLY

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 6-storey mixed-use commercial & residential building

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) <u>The Developer is responsible for the following work which shall be designed by a Professional Engineer:</u>

1. 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.
2. 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.*
3. 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.
4. 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."
5. 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.
6. Property dedications/truncations of:

a. 2.25m will be required along the Fraser Hwy. frontage
b. 4.5m along the 203rd frontage
c. 1m along the lane frontage
d. 5m truncation at Fraser Hwy. and 203rd
e. 4m truncation at lane and 203rd

7. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per the DCM Section 8.21. The proposed Terms of Reference for the TIA must be approved to the City Engineer prior to commencement of the study. TIA reports must be submitted to the City Engineer prior to taking the application to Council:
    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.
8. 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 both the Fraser Hwy. and 203rd frontages, complete with boulevard trees and a planting strip as per the City DCM cross-section SS-R01 for both Fraser Hwy. and 203rd as well as Sections 8.0 and 11.0.
9. 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.
10. 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.
11. 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.
12. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the project's Fraser Hwy. frontage by replacing it with underground infrastructure.

13. Pre-ducting for future undergrounding of 3rd party utilities is a *minimum* requirement.
14. 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:

1. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
2. 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.
3. 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.
4. The City will require a $40,000 bond for the installation of a water meter to current City standards as per the DCM.
5. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

NOTE: Deposits for utility services or connections are estimates only. The actual cost incurred for the work will be charged. The City will provide the developer with an estimate of connections costs, and the Developer will declare in writing that the estimate is acceptable.

C) The Developer is required to adhere to the following conditions:

1. 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
2. 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
3. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
4. 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.

5. 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.
6. 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.
7. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
8. A *Stormceptor* or equivalent oil separator is required to treat site surface drainage.
9. 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.
10. 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.
11. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
    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.

10. 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 within parkade elevator lobby. Stairwells act as an area of refuge and should be made as wide as possible (60") 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. Marked Exits must not be on a fob. A radio amplification bylaw is currently in development and will need to he 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. One 4" FDC is be located on a concrete pedestal at the front of the building, exact location to be discussed with the Fire Department at a later date.

11. BUDGET IMPLICATIONS

In accordance with Development Cost Charges Bylaw, 2024, No. 3256 and the City's Amenity Contributions Policy, the proposed development is estimated to contribute the following to the City:

- **Development Cost Charges (DCCs):** $754,941.67
- **Community Amenity Contributions (CACs):** $317,000.00

Prepared by:

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Fire Chief

Attachments

DEVELOPMENT PERMIT APPLICATION DP 03-24

Civic Address: 20297 Fraser Highway
Legal Description: Lot 52, Except: Part Dedicated Road Plan 82779, District Lot 309, Group 2, New Westminster District, Plan 28343
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