



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 11-24
(20501 Logan Avenue)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #:
Bylaw #: N/A

Doc #:

Date: January 21, 2025

RECOMMENDATION:

THAT this report be received for information.

1. PROPOSAL:

Development Permit application for a 6-storey mixed-use residential and commercial building at 20501 Logan Avenue consisting of 145 apartment units and 297 m² (3,195 sq ft) of commercial floorspace within the site plan associated with the multi-phase rezoning application active on the subject property.

2. CITY BYLAWS & POLICIES:

Applying to the subject property:

- a. **Official Community Plan (OCP):** Transit-Oriented Core (maximum 15-storey height and maximum Floor Area Ratio of 5.5);
- b. **Zoning:** C2 Service Commercial; and
- c. **Transit Oriented Area (TOA):** Tier 2 (minimum allowable 12-storey height and Floor Area Ratio of 4, no residential parking requirements).

The proposed development:

- a. Is consistent with the OCP (6-storey height and 2.3 FAR);
- b. Is proceeding alongside an active application (Bylaw 3287; 3rd Reading given October 21, 2024) to rezone the subject property to the CD98 Comprehensive Development Zone to enable the subject development; and
- c. Requires a Development Permit for a multi-unit residential development.

3. DETAILED BACKGROUND INFORMATION

Applicant:	Keystone Architecture & Planning Ltd.
Owner:	Argus Holdings Ltd.
Civic Address:	20501 Logan Avenue
Legal Description:	Lot A, Except Part in Plan LMP24382, District Lots 308 and 309, Group 2, New Westminster District, Plan NWP88217
Site Area:	5,329 m ² (1.32 acres) – post subdivision
Number of Units:	145 apartments
Gross Floor Area:	12,019 m ² (129,374 ft ²) – Includes 297 m ² (3,195 sq ft) commercial floorspace
Floor Area Ratio:	2.255
Lot Coverage:	40.82%
Total Parking Required:	18 spaces (including 9 accessible spaces)
Parking Provided:	163 spaces (including 9 accessible spaces)
OCP Designation:	Transit-Oriented Core Residential
Existing Zoning:	C2 Service Commercial
Proposed Zoning:	CD98 Comprehensive Development
Variances Requested:	N/A
Estimated Development Cost Charges (DCCs):	\$5,591,452.95 (City - \$3,126,869.70, GVS&DD - \$1,076,074.95, GVWD - \$1,001,628.50, MV Parks - \$44,701.80, SD35 - \$87,000.00, TransLink - \$255,178.00)
Community Amenity Contributions (CACs):	\$580,000.00

4. SITE CONTEXT (20501 Logan Avenue)

The proposed development site consists of a portion of the property addressed 20501 Logan Avenue which would be subdivided prior to Council consideration of approval of the subject Development Permit. This portion is currently occupied by a business which uses the area for RV storage. Its surroundings include:

- **North:** Two small bay light industrial buildings and a single-storey commercial building
- **East:** Glover Road (arterial street) and an older townhome complex
- **South:** Eastleigh Crescent extension (local street) and single-storey commercial buildings
- **West:** Single-storey self-storage building.

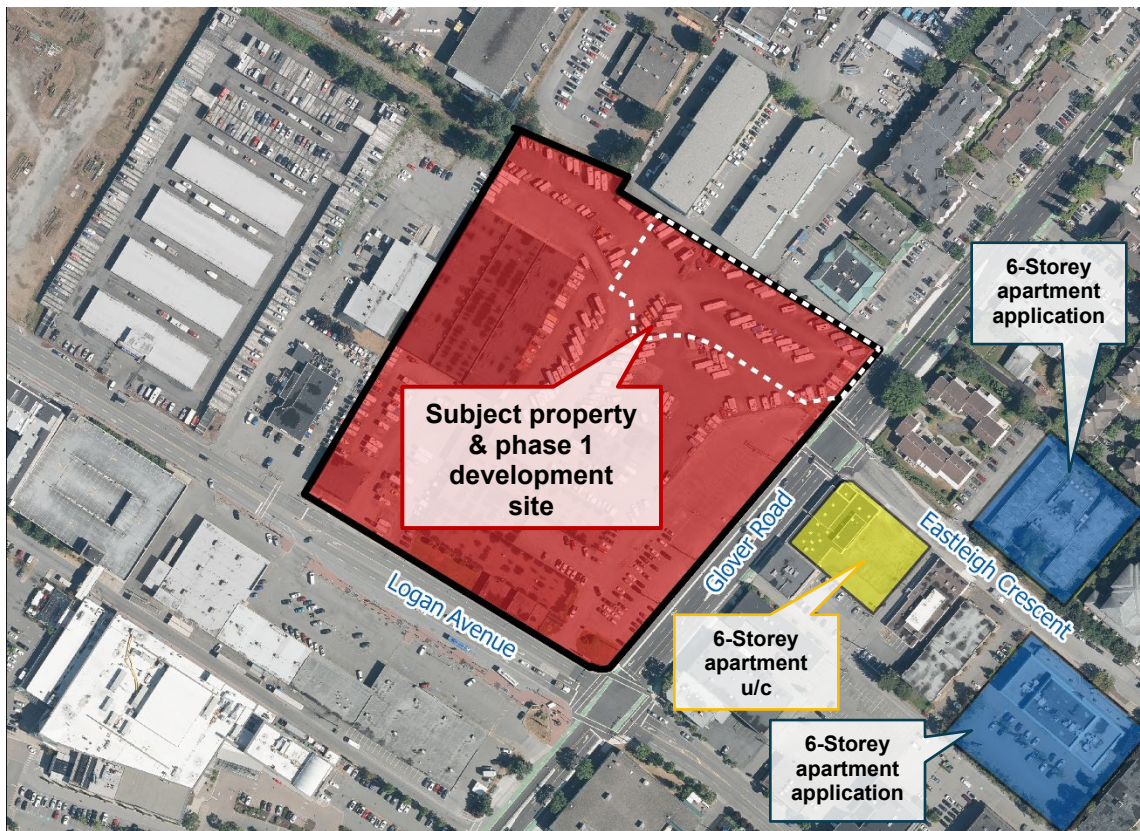
Key neighbourhood amenities within walking distance include:

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

Future phases of the subject multi-phase development would also contribute additional pedestrian open spaces.

Nearby transportation services include:

- Fourteen bus routes within a 5-minute walk;
- The frequent 503 Fraser Highway Express bus (5-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (5-to-10-minute walk).



Context map

5. Proposed Site and Building Design

A. Site Layout and Building Massing

The building is proposed to be sited on a new parcel subdivided from the existing larger property in accordance with the multi-phase plan currently

the subject of a rezoning application, which received third reading in October, 2024. This includes a partial extension of Eastleigh Crescent, which would be dedicated to the City as a public street and be extended to the west lot line with future phases, to serve the new building while retaining the existing business functions on the remainder of the larger property.

The building is proposed in an extended shallow “U” shape, with a commercial frontage along Glover Road to the east and residential entrance and vehicle access on the Eastleigh Crescent extension. These frontages wrap a ground level parking area and sit atop a larger underground parking level, with residential floors rising above to a 6-storey height. To maximize parking supply and create a buffer for the apartments, these parking areas extend to near the property lines on the building’s other two sides, and will be screened with future development. A private courtyard serves as an outdoor amenity area and sits within the inside of the building’s “U” to the east. Both the parkade and the building itself are set back from the east property line to accommodate a Telus right-of-way.

The subject development site is subject to the City’s Floodplain Elevation Bylaw, and the building has been raised accordingly. This elevation difference has been designed to interface softly along the Eastleigh Crescent frontage with tiered walls and landscaping, and to keep an open engaging relationship between the Glover Road commercial frontage and the public realm with a wide continuous stair that also incorporates seating.

B. Building Elevations and Materials

The parkade extrudes slightly above grade and is clad with brick veneer. The elevations above employ a mix of cement board panel siding of various shades and corrugated metal as the primary materials, with wood-tone panel and lap siding providing contrast and extruded frames and a varied cornice line creating articulation and highlighting storefronts and building entrances. Both glass and black picket aluminum balcony railings are used.

C. Landscaping

Planted landscaping lines the building’s frontage within integrated planter boxes, including several kousa dogwood trees. Additional street trees would also be provided along a widened Glover Road public realm and the new Eastleigh Crescent extension. The courtyard amenity area includes a play area with a climbing feature and ping pong table, a lending library, a barbecue station, and various dining and lounge areas separated with larger planter boxes.

D. Building Program and Details

The building's unit mix includes:

- 76 one-bedroom units (52%); and
- 69 two-bedroom units (48%).

29 (20%) of the units are adaptable. Resident storage facilities are provided in storage rooms in the ground-level parkade as well as within in-unit storage rooms. 944 m² (10,161 ft²) of total amenity space is provided, including 176 m² (1,889 ft²) of indoor space and 768 m² (8,269 ft²) of outdoor space.

6. **Sustainability Features**

- Construction techniques that minimize site disturbance and protect air quality;
- Lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Incorporating a construction recycling plan and incorporating the use of recycled building materials; and
- Non-water dependent and drought-tolerant plantings and materials in the landscape design.

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**

No variances are required for this application. Under recent Provincial legislation the City cannot require a specific number of residential and residential visitor parking spaces at this location (Transit Oriented Area, TOA).

9. **Engineering**

These requirements have been prepared for 20501 Logan Avenue in regards to a rezoning application, and Phase 1 development permit (DP) and subdivision (RZ) application proceeding concurrently for a commercial & residential mixed-use development.

As a condition of this rezoning application, Engineering will require a restrictive covenant in the form of a phased development agreement (PDA) to be registered on title over the undeveloped lot. The covenant shall stipulate that

all of the servicing obligations are to be fulfilled as each phase develops, including road dedication, utility upgrades, report/study updates, etc.

Given that the development will proceed in phases, Engineering off-site servicing requirements will be required at the Development Permit (DP) stage for the corresponding phase, with the exception where continuity of City service(s) is deemed critical. Additional servicing work may be required upon Council requirement, site condition/ inspections, or 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).

As per the City's DCM requirement, the Owner / 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.

In accordance with 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.

ENGINEERING SERVICING COMMENTS - PRELIMINARY ONLY

Off-site servicing drawing submissions will not be accepted until the Traffic Impact Assessment (TIA) report, existing road structure assessment report, and water & sanitary hydraulic modelling report recommendations are finalized.

A) Offsite Servicing Requirement

1. 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 dedicated on-site loading zone shall be provided by the developer.
2. Garbage and recycling enclosures, and collection vehicle access route and turning radius shall be accommodated on the site. Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details. For Phase 1, it is noted that staff and the applicant's professionals are exploring variances to this requirement.
3. The Developer's Consulting Engineer shall review the site layout 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 in accordance with Section 8 of the DCM.

4. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control (ESC) in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended. The ESC plan must address the off-site works. The on-site ESC plan will be required at the Building Permit stage.
5. Storm Sewer and Service Connection. A rain water management plan for the site is required and the 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.*
 - a. Storm water run-off generated on the site shall not impact adjacent properties or City roadways and must be shown on the lot grading plan.
 - b. A new storm main will be required to extend from the Glover Road intersection to the end of Eastleigh Crescent. The Developer's Consulting Engineer shall ensure that the design will accommodate future extension of the mains.
 - c. Service connections for Phase 1 shall come off the new mains. The Developer's Consulting Engineer shall confirm that the existing services for the remaining lot can be transferred to the new mains.
6. Service Connections. If applicable, any unused existing services shall be capped at the main by the City, at the Developer's expense. New water, sanitary and storm sewer service connections will be required for the proposed development. Service connections off arterial roads are typically not supported. The Developer's Consulting Engineer will need to determine the appropriate main tie-in locations and size the connections for the necessary capacity. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City.
7. Watermain and Water Service Connection
 - a. A new watermain (ultimate size to be confirmed) will be required to extend along Eastleigh Crescent from the Glover Road intersection to the end of the road with a temporary blow off.
 - b. Water service connections for Phase 1 and the remaining lot shall be serviced off the new water main.

- c. 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.
 - d. The existing 200mm AC water main on Logan Avenue does not meet current bylaw standard for pipe size or material and will need to be upgraded to a minimum 250mm diameter PVC main. However, given the limited development activity along Logan Avenue at this stage this requirement will be deferred to a future development phase.
 - e. At the Developer's expense the City's hydraulic modeling consultant shall undertake an analysis of the water network to ensure there is sufficient water supply capacity for the ultimate site development as well as each development phase and confirm that any future development does not negatively impact existing City infrastructure.
8. Sanitary Sewer
- a. A new sanitary sewer main (ultimate size to be confirmed) will be required to extend from the Glover Road intersection to the end of Eastleigh Crescent. The Developer's Consulting Engineer shall ensure that the design will accommodate future extension of the mains.
 - b. Service connections for Phase 1 shall come off the new main on Eastleigh Crescent. The Developer's Consulting Engineer shall confirm that the existing service from the remaining lot can be transferred to the new main.
 - c. At the Developer's expense, the capacity of the sanitary sewer system shall be assessed for the ultimate site development as well as each development phase through hydraulic modeling performed by the City's standing hydraulic modeling consultant per DCM Section 6.5.
9. Road Dedication and Easement
- a. The Consulting Engineer shall submit the proposed road dedication, subdivision, and Statutory Right-of-Way legal plan for review by the City.
 - b. The extension of Eastleigh Crescent will require a road dedication of 18.0 metres with additional Statutory Right-of-Ways granted to the City at a width of 0.75 metres on each side of this dedication.
 - c. Logan Avenue will require approximately 4.6m of road dedication and a 2.0 metre Statutory Right-of-Way.
 - d. Glover Road will require an approximately 3m of road dedication and a 2.0 metre Statutory Right-of-Way.
 - e. 5.0 metre corner truncations are required at the following intersections:
 - i. Glover Road and Logan Avenue
 - ii. Eastleigh Crescent and Glover Road

- iii. Logan Avenue and the new westerly lane (note: lane to be finalized and required under future DP submission)
- iv. A 4.0 metre corner truncation is required at the intersection of Eastleigh Crescent extension and the new westerly lane.

10. Road Work

- a. The scope and extent of the off-site road works shall be determined in part from the TIA recommendation.
 - b. 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 their expense.
 - c. Glover Road will need to be widened to accommodate a parking lane from northern site property line to Logan Ave. A new bike lane, sidewalk, barrier curb & gutter will also be required, complete with street lights, boulevard trees, and a planting strip as per modified SS-R01 cross-section provided by the City and Section 11.0 - Specifications and Standards for Landscaping.
 - d. The extension of Eastleigh Crescent west into the subject property shall be from the existing intersection at Glover Road. A temporary turn-around facility shall be provided at the end of the road extension. New sidewalk, barrier curb & gutter will be required along the entire Eastleigh Crescent extension frontage, complete with boulevard trees and a planting strip as per modified SS-R07 provided by COL and Section 11.0 - Specifications and Standards for Landscaping. It is understood that the dedication and construction of Eastleigh Cres through the site will be completed as future development phases proceed.
 - e. Logan Avenue will need to be widened to accommodate a parking lane from the northerly site property line to Logan Ave. A new bike lane, sidewalk, barrier curb & gutter will also be required, complete with street light, boulevard trees, and a planting strip. However, given the limited development activity along Logan Avenue at this stage, the City will defer this requirement to a future development phase.
11. At the Developer's expense, for the ultimate site development as well as each development phase a Traffic Impact Assessment (TIA) report or supplemental memo will be required per the DCM Section 8.21.

The proposed development phase plans and statistics, along with a draft Terms of Reference (TOR) shall be forwarded to the City Engineer and the

scope of the final TOR determined. TIA reports or supplemental memos 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.

12. Street Lights

- a. New street lights will be required along Eastleigh Crescent extension.
- b. The existing street lighting along Glover Road 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.
- c. The existing street lighting along Logan Avenue frontage shall be analyzed, and upgraded if necessary, at future development phase when road widening is planned.
- d. 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.

13. Street Trees

- a. Street trees will be required along Glover Road frontage as part of the widening work. Pending final boulevard design, soil cells and irrigation may be required as per DCM section 11.
- b. Street trees with soil cells and irrigation will be required along Eastleigh Crescent road extension. Irrigation system shall consider future development phase extension with the number of control and kiosk units minimized.
- c. Street trees will be required along Logan Avenue frontage at a future development phase when road widening is planned.

14. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's Glover Road and Logan Avenue frontage by replacing with underground infrastructure. The developer is responsible for contacting BC Hydro and telecom companies to start the design work. If undergrounding is not possible at this time, pre-ducting the frontage is typically required by the developer with cash in-lieu contribution for the incomplete portion of the work.

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

B) The Developer is required to deposit the following bonding and fees:

1. Once the civil servicing drawing package is accepted by the City, a servicing agreement will be prepared for issuance.
2. The City will require a Security Deposit based on the estimated construction costs of installing civil works for each development phase, as approved by the City Engineer.
3. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs for each development phase, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
4. If completed by City crew, then a deposit for a storm, sanitary and water services for each phase will be required. Deposits for utility services or connections are estimates only. The actual cost incurred for the work will be charged. The City will provide an estimate of connections costs, and the Developer will declare in writing that the estimate is acceptable.
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.

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 at the parkade elevator lobby and just inside the parade gate. 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 be adhered to. Consideration should be given to the installation of power banks in the storage room lockers for e-bikes charging, as the use of extension cords is prohibited. A Fire Safety plan and FD lock box (Knox box) will be required before occupancy. The 4" Storz FDC will be located

on a pedestal at the front of the building, exact location to be discussed with the Fire Department at a later date.

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):** \$3,126,869.70
- **Community Amenity Contributions (CACs):** \$580,000.00

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



Roy M. Beddow, RPP, MCIP
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Concurrence:



Carl Johannsen, RPP, MCIP
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Concurrence:



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

Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 11-24

Civic Address: 20501 Logan Avenue
Legal Description: Lot A, Except Part in Plan LMP24382, District Lots 308 and 309, Group 2, New Westminster District, Plan NWP88217
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