



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 09-24  
Rezoning Application RZ 08-24  
(5080 & 5096 208 Street)**

From: Anton Metalnikov, RPP, MCIP  
Planner

File #: 6620.00

Bylaw #: 3304

Doc #:

Date: January 6, 2025

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## RECOMMENDATION:

THAT this report be received for information.

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## 1. PROPOSAL:

Development Permit and rezoning applications for a 10-unit townhome development. This proposal would be an expansion of a previously submitted application for a 26-unit townhome development ("Phase 1") at 5030-5064 208 Street & 20845 50A Avenue, which received Third Reading on May 27, 2024.

## 2. CITY BYLAWS & POLICIES:

Applying to the subject properties:

- a. **Official Community Plan (OCP):** Ground Oriented Residential (townhome and plex-home development); and
- b. **Zoning:** RS1 Single Family Residential.

The proposed development:

- a. Is consistent with the OCP (townhome development); and
- b. Includes a rezoning to CD107 Comprehensive Development Zone to enable the proposed development in alignment with the OCP, due to the absence of a standard zone accommodating the Ground Oriented Residential OCP designation in the current Zoning Bylaw.

### 3. DETAILED BACKGROUND INFORMATION

<b>Applicant:</b>	Knightridge Development Ltd
<b>Owners:</b>	Charanjit Kandola, Ranjit Kandola, & Lyle Dieno
<b>Civic Addresses:</b>	5080 & 5096 208 Street
<b>Legal Description:</b>	Lot B Except: Parcel G (Bylaw Plan 68226) & Lot "C" Except: Parcel H (Bylaw Plan 68226), District Lot 312, Group 2, New Westminster District, Plan 12881
<b>Site Area:</b>	1,367 m <sup>2</sup> (0.34 acres)
<b>Number of Units:</b>	10 townhomes (36 townhomes total with Phase 1)
<b>Gross Floor Area:</b>	1,531.80 m <sup>2</sup> (16,488.18 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	1.121
<b>Lot Coverage:</b>	44%
<b>Total Parking Required:</b>	22 spaces (79 spaces total with Phase 1, including 7 visitor and 2 accessible spaces)
<b>Parking Provided:</b>	22 spaces (80 spaces total with Phase 1, including 8 visitor and 2 accessible spaces)
<b>OCP Designation:</b>	Ground Oriented Residential
<b>Existing Zoning:</b>	RS1 Single Family Residential
<b>Proposed Zoning:</b>	CD107 Comprehensive Development
<b>Variances Requested:</b>	N/A
<b>Estimated Development Cost Charges (DCCs):</b>	\$292,532.00 (City - \$108,212.00, GVS&DD - \$77,264.00, GVWD - \$76,486.00, MV Parks - \$3,438.00, SD35 - \$7,000.00, TransLink - \$20,132.00)
<b>Community Amenity Contributions (CACs):</b>	\$40,000.00

### 4. SITE CONTEXT (5080 & 5096 208 Street)

The proposed development site consists of two single-detached properties. Its surroundings include:

- **North:** Single-detached homes (Ground Oriented Residential OCP);
- **East:** Nicholas Park;
- **South:** Single-detached homes (Phase 1 townhome application); and
- **West:** 208 Street (arterial) and single-detached homes (Ground Oriented Residential OCP).

The site is located in a distinctly residential area but has convenient walking connections to key amenities including:

- Nicholas Park (directly adjacent);
- 560 bus line (few-minutes' walk); and
- Blacklock Fine Arts Elementary School (10-minute walk).



Context Map

## 5. PROPOSED SITE AND BUILDING DESIGN

### A. Site Layout and Building Massing

The subject proposal has been submitted by the same applicant as the neighbouring 26-unit townhome application to the south after the applicant was able to acquire the subject two properties more recently. Should both applications be approved, they would be combined into a unified 36-unit development. This enables certain features and amenities such as visitor parking and outdoor amenity space to be shared between both phases and efficiencies to be realized. Accordingly, minor adjustments to the “Phase 1” layout are proposed to be made. These adjustments will be included in an updated set of plans when the Phase 1 application returns to Council for consideration of final reading.

The proposed development includes the extension of Phase 1’s central private lane through to the north property line, to allow it to be extended to 51 Avenue as part of any future development of the neighbouring properties, with cross access easements required on both sites. In the interim, this dead end will be managed through a turnaround pad, which will

ultimately be replaced with an additional visitor parking space when the lane connects through. As an extension of the Phase 1 application, this will allow the turnaround pad originally shown in the Phase 1 design to be converted to visitor parking.

A townhome block is proposed on each side of the internal lane, continuing the same siting and setback pattern from Phase 1. The site's shallow dimensions result in shallower townhome blocks and all units having side-by-side double garages. Two pedestrian paths would be added to enhance access between the development and 208 Street.

#### **B. Building Elevations and Materials**

The proposed design continues the same style and palette of colours and materials as the Phase 1 application, with an emphasis on off-white tones and visual interest being provided primarily through texture. This includes the use of brick on the ground floor, fibre cement board and batten on the upper two floors, and horizontal fibre cement board plank siding on all levels. Darker doors, awnings, and picket railings add contrast.

#### **C. Landscaping**

Landscaping consists of a variety of shrubs, grasses, and perennials interspersed throughout the site that frame edges and corners, delineate private patios and yards, and break up the internal lane. Eight trees are proposed within the larger planted areas. A variety of hardscape surface treatments are incorporated to demarcate different features, including permeable herringbone concrete unit pavers within the visitor parking and turnaround spaces. Dark sky certified bollard lights highlight walking paths and parking spaces.

All proposed fencing is metal, including solid taller fencing along the north shared property line for privacy and picket fencing along the park, and shorter fencing along the 208 Street frontage.

#### **D. Townhome & Plex-Home Best Practices Guide Compliance**

- No balconies facing neighbouring Suburban (OCP) properties;
- Using peaked roofs;
- Upgrading the street frontage with a new sidewalk, bike path, and treed boulevard;
- Providing an additional visitor parking space above the requirement. When the internal lane is extended to the north, the current turnaround

pad would be converted to another visitor parking space and put the development two spaces above the requirement;

- Providing new, durable, metal fencing along property lines shared with the neighbouring single-detached property; and
- Planting one new tree per unit on site.

## 6. SUSTAINABILITY FEATURES

- Lighting systems meeting dark skies light pollution reduction principles;
- Non-water dependent and drought-tolerant plantings;
- 3 garages 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

No variances are required for this application.

## 9. ENGINEERING

**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 **36-Unit Townhome Development located at 5030-5096 208 St; 20845 50A.**

*These requirements may be subject to change upon receipt of a development application.*

The City's Zoning Bylaw, 1996, #2100 has requirements concerning landscaping for buffer zonings, parking and loading areas, and garbage and recycling containers, all of which applies to this design.

A) The Developer is responsible for the following work which shall be designed by a Professional Engineer:

- I. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
- II. A storm water management plan for the site is required. Rainwater management measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the City's DCM. All calculations shall be based the City' DCM with 20% added to the calculated results to account for climate change. A safety factor of 20% shall be added to the calculated storage volume. Pre-development release rates shall not include climate change effect.
- III. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.
- IV. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity.
- V. At the Developer's expense, the capacity of the existing water and sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's standing hydraulic modeling consultant per DCM 3.8 and 6.5.
  - a. Any upgrade requirement for either sanitary or water mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
  - b. At the Developer's expense, the City's standing hydraulic modeling consultant shall conduct a fire hydrant flow test to be used in the City's water modeling to determine if the existing water network is adequate for fire flows (based on architectural data supplied by the Developer's Architect). Upgrading of the existing watermain(s) may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995."
- VI. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be per DCM Section 3.10 and approved by the City Engineer and the City of Langley Fire Rescue Service.

- VII. A 4m corner truncation will be required at the south-west property corner.
- VIII. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per the DCM Section 8.21. The proposed development plan and statistics, once ready, should be forwarded to the City Engineer to develop the scope of this traffic study. TIA reports must be approved by the City Engineer prior to taking the application to Council. The TIA completion timing must be:
- a. *For OCP Amendment / Rezoning Applications:* Prior to Council's first and second readings; and
  - b. *For Development Permits (DP):* Prior to Council consideration of the application.
- IX. The scope and extent of the off-site works be determined in part from the TIA. Infrastructure upgrades, in accordance with the City's DCM will be required on all fronting roads, including but not limited to sidewalk, barrier curb, street lighting, complete with boulevard trees and a planting strip.
- X. Vehicles egressing from 50A Ave. onto 208 St. shall be limited to right-out movement only by means of extending the existing median on 208 St.
- 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 by the Developer, at the Developer's expense.
- XII. 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.
- XIII. 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.
- XIV. An analysis of the existing x-walks on 208 St. both north and south of the project for upgrading requirements will be required. The developer will submit a portion of the upgrade cost based on the number of future development who will benefit from the upgrades; amount TBD.
- XV. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's 208 St. project frontage by replacing with

underground infrastructure. If third party utilities are unwilling to underground (in writing), then preducting for future undergrounding is a minimum requirement with a C-I-L contribution for future undergrounding of cable & pole removal.

XVI. A dedicated on-site loading zone shall be provided by the developer. The design shall be adequate for MSU trucks as the design vehicle.

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

- I. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
- II. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
- III. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
- IV. The City will require a \$40,000 bond for the installation of a water meter to current City standards as per the DCM.
- V. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

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

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

- I. Developer's Consulting Engineer shall perform their periodic Field Reviews, As required by EGBC, and send a copy of the Review to the City Engineer within a week of completion of each Review
- II. Unless otherwise specified by the City Engineer, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's Subdivision and Development Servicing Bylaw 2021, No. 3126
- III. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
- IV. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.



- V. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.
- VI. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.
- VII. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VIII. A Stormceptor or equivalent oil separator is required to treat site surface drainage.
- IX. A complete set of record drawings (as-built) of off-site works, service record cards and a completed tangible capital asset form (TCA) all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in .pdf and .dwg formats shall also be submitted. All the drawing submissions shall:
  - a. Use City's General Note Sheet and Title Block; and
  - b. Closely follow the format and sequence outlined in the City's DCM that will be provided to the Developer's Consulting Engineer.
- X. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.
- XI. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XII. Garbage and recycling enclosures shall accommodate on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update." Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.

## 10. FIRE DEPARTMENT COMMENTS

Fire department access for the whole project was reviewed to ensure adequate access was in place for apparatus and firefighters. Laneway design to the east of the project must be designed is such away that it will be able to extend through to 51 Ave to the north in future. A construction fire safety plan shall be completed. A FD lock box (Knox box) will be required before occupancy.

## 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):** \$108,212.00
- **Community Amenity Contributions (CACs):** \$40,000.00

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

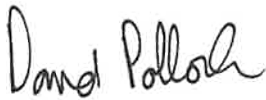
Concurrence:



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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 09-24 REZONING APPLICATION RZ 08-24

**Civic Addresses:** 5080 & 5096 208 Street  
**Legal Description:** Lot B Except: Parcel G (Bylaw Plan 68226) & Lot "C" Except: Parcel H (Bylaw Plan 68226), District Lot 312, Group 2, New Westminster District, Plan 12881  
**Applicant:** Knightridge Development Ltd  
**Owners:** Charanjit Kandola, Ranjit Kandola, & Lyle Dieno

