



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 07-25
(19890 56 Avenue)**

From: Anton Metalnikov, RPP, MCIP
Senior Planner

Bylaw #: 3334

File #: 6620.00

Date: February 6, 2026

Doc #:

RECOMMENDATION:

THAT this report be received for information.

1. PROPOSAL:

Development Permit and rezoning applications for a 6-storey, 30-unit apartment building at 19890 56 Avenue.

2. CITY BYLAWS & POLICIES:

Applying to the subject properties:

- a. **Official Community Plan (OCP):** Low Rise Residential (maximum 6-storey height and Floor Area Ratio of 2.6); and
- b. **Zoning:** RM1 Multiple Residential Low Density Zone.

The proposed development:

- a. Is consistent with the OCP;
- b. Requires a rezoning to RM3 Multiple Residential High Density Zone to enable the proposed development in alignment with the OCP; and
- c. Requires a Development Permit for a multi-unit residential development.

3. DETAILED BACKGROUND INFORMATION

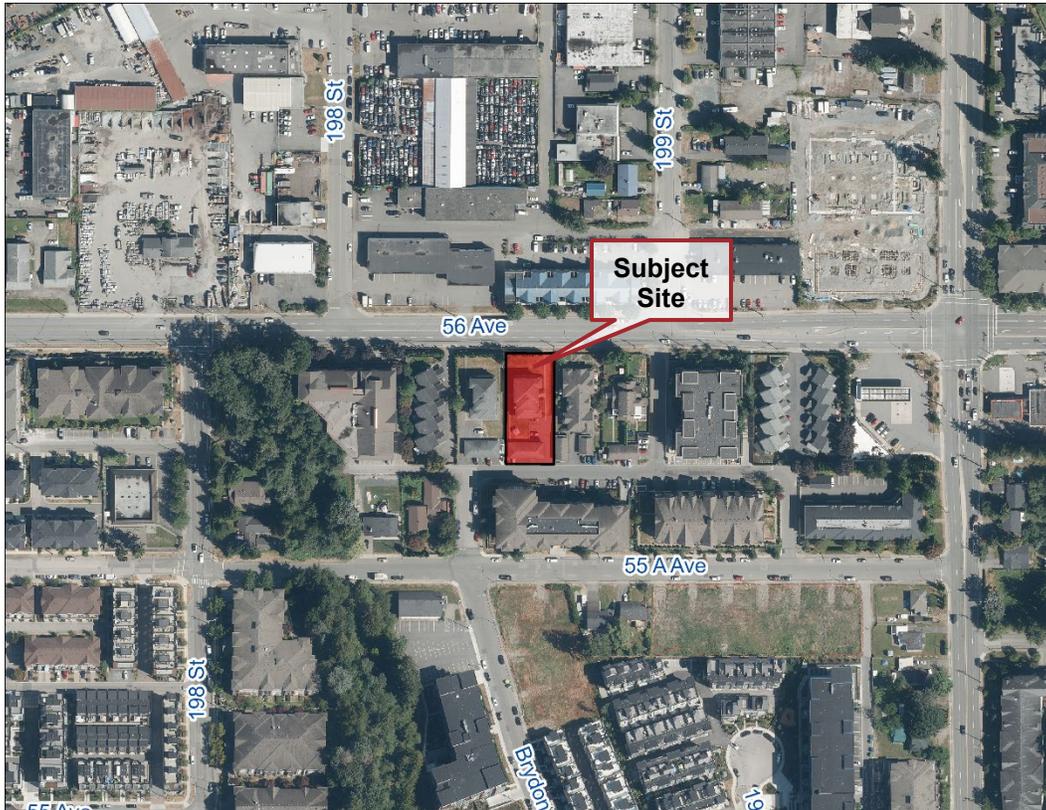
Applicant:	Paramorph Architecture Inc.
Owner:	HOV Investments Ltd.
Civic Address:	19890 56 Avenue
Legal Description:	Strata Lots 1-5 of Section 3, Township 8, New Westminster District, Strata Plan LMS270, Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1
Site Area:	1,519 m ² (0.38 ac)
Number of Units:	30 apartments
Unit Density:	197 units/ha (79 units/ac)
Gross Floor Area:	2,907 m ² (31,292 ft ²)
Floor Area Ratio	1.914
Lot Coverage:	37.79%
Parking Required:	51 spaces (including 3 accessible spaces)
Parking Provided:	44 spaces (including 2 accessible spaces)
OCP Designation:	Low Rise Residential
Zoning:	RM1 Multiple Residential Low Density
Proposed Zoning:	RM3 Multiple Residential High Density
Variances Requested:	1,519 m ² site area (1,850 m ² min.) 25.8 m site width (30 m min.) 6-storey height (4 storeys max.) 3 m front setback (7.5 m min.) 6 m interior setbacks (7.5 m min.) 38 resident parking spaces (45 spaces min.) 50% small car parking spaces (40% max.) 42 m ² indoor amenity space (69 m ² min.)
Estimated Development Cost Charges (DCCs):	\$963,855.00 (City - \$473,965.00, GVS&DD - \$181,775.00, GVWD - \$238,820.00, MV Parks - \$13,760.00, SD35 - \$16,500.00, TransLink - \$39,035.00)
Community Amenity Contributions (CACs):	\$180,000.00

4. SITE CONTEXT (19890 56 Avenue)

The proposed development site consists of a single 3-storey strata 5-plex property within an existing multi-unit residential area. Its surroundings include:

- **North:** 56 Avenue (arterial street), and a 2-storey mixed-use building on lands designated “Industrial” within the City’s OCP;
- **East:** 2-storey 7-plex;

- **South:** Public lane, and Encore Apartments (4-storey, 62-unit apartment building); and
- **West:** 3-storey 5-plex.



Context Map

The site is within a 10-minute walk of Downtown and benefits from access to its shops and services. Other key nearby neighbourhood amenities include:

- Three bus routes within a 5-minute walk;
- Linwood Park (10-minute walk);
- Nicomekl Elementary School (10-to-15-minute walk); and
- Timms Community Centre (15-minute walk).

5. PROPOSED SITE AND BUILDING DESIGN

A. Site Layout and Building Massing

The proposed development is a 6-storey apartment building that steps down to 5 storeys at its northern 56 Avenue frontage to open up to a rooftop patio. The building makes use of a simple rectangular configuration that responds efficiently to its long and relatively narrow site and its required setbacks, which results in wider and shallower apartment units than typical. A single

level of underground parking is provided, with additional surface parking provided on the rear half of the site. The building's ground floor screens this parking area from the lone street frontage, and its upper floors partially extend their footprint over it on columns. Pedestrian access is provided to both 56 Avenue to the north as the main entrance as well as the lane to the south, while vehicle access is limited to this rear lane.

B. Building Elevations and Materials

The building is clad predominantly with fibre cement panels and lap siding in shades of brown and grey. Extruded frames and masses, material variation on inside walls and soffits, and cantilevered black metal railing balconies work with the siding's textures to add depth to the elevations.

C. Landscaping

Landscaping consists of a planted perimeter and an accessible rooftop deck. At grade, the softscape consists of a mix of plantings, lawn, and trees, with concrete patios and walkways and feature pavers used to distinguish entrances to the property both at the front entrance and the rear vehicle driveway. Solid black aluminum fencing is provided on the side property lines and at the ground floor patios, with shorter fencing on the sides near the front of the property. The rooftop patio is also surfaced with pavers and buffered on its edge with plantings. This outdoor amenity is programmed with seating and dining areas and set back from the roof edges for safety and privacy. Inverted U-style racks are used for bicycle parking.

D. Building Program and Details

The building's unit mix includes:

- 4 one-bedroom units (13%);
- 17 two-bedroom units (57%); and
- 9 three-bedroom units (30%).

6 (20%) of the units are adaptable. Resident storage facilities are provided within in-unit storage rooms. 120 m² of total amenity space is provided, including 42 m² of indoor space and 78 m² of outdoor space.

6. SUSTAINABILITY FEATURES

- Construction techniques that minimize site disturbance and protect air quality;
- Lighting systems meeting ground-level light pollution reduction principles;

- 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
- All parking stalls are pre-wired for electric vehicle charger installation, with 4 chargers installed.

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

The proposed application was designed around the new R3 Low Rise Residential Zone, which was developed for the upcoming new Zoning Bylaw to implement the OCP's Low Rise Residential designation under which this property falls. The new Zoning Bylaw has received 3rd Reading ("approval in principle") from Council. Accordingly, a number of variances are required for elements that are consistent with the new Zoning Bylaw but not the current one, namely the 1,519 m² site area, the 6-storey height, the 3-metre front setback, the 6-metre interior setbacks, the 38 resident parking spaces, the 50% small car parking spaces, and the 42 m² indoor amenity area.

The one variance not meeting the new Zoning Bylaw's requirements is the 25.8-metre site width. This is very close to the new R3 Zone's minimum (26 metres), reflects the block's existing multi-unit development and lot pattern, and maintains the ability of neighbouring lots to assemble into wider development sites. Based on this rationale, staff support the requested variances.

9. ENGINEERING

These requirements have been issued in considering a potential development for an apartment development at the above noted addresses.

The Developer, or Applicant shall undertake sanitary and water hydraulic modelling reports, a Traffic Impact Assessment (TIA) report as well as an assessment of the existing road structures. The off-site servicing drawing submission will not be accepted until all report recommendations are finalized.

Additional requirements may be identified if warranted through the development of the reports or design.

A. OFF-SITE SERVICING REQUIREMENTS

1. Road Dedication and Easement
 - a. Approximately 3.6m road dedication on 56 Avenue is required to achieve an ultimate 29.0m wide road right-of-way. Developer shall determine the precise dedication and provide legal survey plan.
 - b. Developer to confirm the lane meets the 8.0m width requirement for emergency vehicle access.

2. Road Works
 - a. Vehicle access to the site shall be off the lane on the east side of the property. Any other contemplated access location must demonstrate that the proposed driveway will not impede the future access of 19876 56 Avenue and the safe movement at the lane and Brydon Cres intersection.
 - b. Garbage and recycling enclosures, and collection vehicle access route and turning radius shall be accommodated on the site without backing out to City highway (lane is considered a City highway).
 - c. The traffic consultant will determine the appropriate scope of the TIA in accordance with the City's Design Criteria Manual (DCM). The traffic consultant should consider traffic calming in the road design. The Consultant must submit the TIA Terms of Reference for City review and acceptance prior to commencing the study. The scope and extent of the off-site works shall also be determined in part from the TIA recommendation. **TIA report must be generally accepted prior to proceeding the application to Council readings.**
 - d. 56 Avenue shall be upgraded in accordance with the City standard drawing SS-R01.
 - e. The lane is complete. The Applicant must confirm, and consider the service locations and the age of the pavement.
 - f. The permanent pavement restoration, including all fees for all roads shall be in accordance with Section 8.25 of the DCM.
 - g. 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.

3. Watermain and Water Service Connection
 - a. A hydraulic modelling report is required to ensure the City water network has sufficient pressure and fire flow capacity to support the

development, and that the development will not negatively impact City infrastructure. This work must be completed by City's modelling consultant. **Developer must provide a cheque for Engineering to initiate the work with the consultant. Please contact Engineering for the cost estimate.**

- b. One new water service connection is required.
 - c. A water meter is required to be installed on private property in accordance to the City's DCM. The City will require a refundable security bond (to be determined at fee & security calculation stage) for the water meter.
 - d. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements as per DCM Section 3.10 and approved by the City Engineer and the City of Langley Fire Rescue Service.
4. Storm & Sanitary Mains and Service Connections
- a. A hydraulic modelling report will be required to ensure the City main has sufficient capacity to support the development, and that the development will not negatively impact City infrastructure. This work must be completed by City's modelling consultant. **Developer must provide a cheque for Engineering to initiate the work with the consultant. Please contact Engineering for the cost estimate.**
 - b. The development shall be serviced by one sanitary service connection and one storm service connection.
 - c. On-site infiltration shall be considered as identified in Section 5.7 of the DCM. A storm water management plan for the site is required. ***Pre-development release rates shall not include climate change effect.***
 - d. Runoff catchment area analysis is required to assess if the existing storm system can convey the 1:5 year event. See section 4.0 in the DCM for details.
 - e. Site surface drainage needs to be treated in accordance with Section 5.4 of the DCM.
 - f. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
5. Street Light and Pedestrian Light
- a. Existing street light illumination along 56 Avenue will need to be assessed to ensure current standards are met.
 - b. Pedestrian level lighting is required along the 56 Avenue frontage.
 - c. Analysis and design shall be prepared by a qualified electrical consultant to ensure street lighting and lighting levels meet the current criteria outlined in Section 9.0 of the DCM.
 - 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.

6. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's frontages and replace 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.
7. Undergrounding of hydro, telecommunication to the development site is required, complete with an 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. SECURITY BOND AND ENGINEERING FEES

1. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as accepted 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 storm, sanitary, and water services are 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 refundable security bond for the installation of a water meter(s) 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.

All design and construction work to be done to the City's Design Criteria Manual (DCM), and the City's Subdivision and Development Servicing Bylaw (SDSB).

As 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.

10. FIRE DEPARTMENT COMMENTS

Fire department access for the entire 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 to extend to the parkade, in the elevator lobby, and to both rooftop exit stairway. 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 system. A radio amplification bylaw is currently in development and will need to be 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. A 4" storz FDC will be required and is to be located on concrete pedestal at the front of the building. The 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 the proposed development is estimated to contribute \$473,965.00 in Development Cost Charges (DCCs) to City Development Cost Charge accounts and \$180,000.00 in Community Amenity Contributions.

Prepared by:



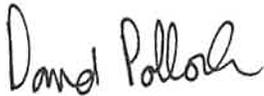
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Concurrence:



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Attachments

Concurrence:



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Scott Kennedy
Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 07-25 REZONING APPLICATION RZ 03-25

Civic Address: 19890 56 Avenue
Legal Description: Strata Lots 1-5 of Section 3, Township 8, New Westminster District, Strata Plan LMS270, Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1
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