



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 02-23
Rezoning Application RZ 02-23
(5404-5414 207 Street)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #: 3245

Date: May 1, 2023

Doc #:

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by James McKinnon for an 8-storey, 78-unit apartment development at 5404-5414 207 Street.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "Mid Rise Residential" in the Official Community Plan Land Use map. All lands designated for multi-unit residential use are subject to a Development Permit (DP) to address building form and character.

The density of the proposed development complies with the Official Community Plan but exceeds the parameters in the current Zoning Bylaw. As such, a Comprehensive Development Zone is proposed to accommodate it.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	James McKinnon
Owners:	Paramjit & Jasbir Badhesa
Civic Addresses:	5404-5414 207 Street
Legal Description:	Lots 44-46, District Lot 36, Group 2, New Westminster District, Plan 29783 & Lot 21, District Lot 36, Group 2, New Westminster District, Plan 8183
Site Area:	1,889.09 m ² (0.47 acres)
Number of Units:	78 apartments
Gross Floor Area:	5,380 m ² (57,910 ft ²)
Floor Area Ratio:	2.85
Lot Coverage:	29.1%
Total Parking Required:	114 spaces (including 6 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	85 spaces
<u>Visitor</u>	<u>12 spaces</u>
Total	97 spaces (including 7 h/c spaces)
OCP Designation:	Mid Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD88 Comprehensive Development
Variances Requested:	5.5 m long accessible parking stalls (5.8 m min.) 51% small car space share (40% max.) 12 visitor parking spaces (16 required) <i>Note a resident parking variance is not required due to the use of CD Zone – see staff commentary in Variances section of this report for further details and rationale</i>
Development Cost Charges:	\$1,436,782.00 (City - \$671,186.00, GVS&DD - \$307,966.00, GVWD - \$305,590, SD35 - \$42,800.00, TransLink - \$109,240.00)
Community Amenity Contributions (CACs):	\$321,000.00

Discussion:

1. Context

The applicant is proposing to develop an 8-storey, 78-unit apartment building on a site consisting of four single-detached home properties. The site is located in a residential area with a diverse composition of housing forms, including townhomes, single-detached homes, and apartment buildings.

The site's primary frontage is formed on the west by 207 Street, a local road across from which stands the Park Terrace apartment complex consisting of three separate 3-storey buildings. A lane provides the site's secondary frontage on the east and separates it from the 3-storey Berry Road Apartments building. To the north, two older single-detached homes stand between the property and Douglas Crescent and, to the south, the site is neighboured by a property with a Development Permit issued for a 6-storey apartment building expected to begin construction later this year.



Site context

The site is well positioned with connections to retail and service areas, with Downtown located within a 5-minute walk. It also benefits from proximity to key neighbourhood amenities, including:

- The Nicomekl floodplain and its trail system (5-minute walk);
- Douglas Park Community School (5-minute walk); and
- Timms Community Centre (10-minute walk).

The site is also located near several transportation services, including:

- Local transit service on Douglas Crescent (less-than-5-minute walk);
- The Langley Centre transit exchange and the fifteen bus routes it serves, including the frequent 503 Fraser Highway Express (10-minute walk); and
- The planned 203 Street SkyTrain station and its associated transit exchange (10-to-15-minute walk).

2. Proposed Rezoning and the Official Community Plan (OCP)

The site is designated Mid Rise Residential in the City's OCP, which allows for apartment development of up to 12 storeys in height and a Floor Area Ratio (FAR) of up to 3.5.

The subject properties are proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Mid Rise Residential designation. A new Zoning Bylaw is currently in development and the project was designed to conform to the preliminary draft zoning regulations associated with this designation. Should the CD rezoning be adopted it is anticipated that, as part of adopting the new Zoning Bylaw, the City will rezone this site from its CD Zone to the new zone created to implement the Mid Rise Residential designation.

As part of the development application, the applicant is proposing to adjust the location of the lot line between 5408 and 5414 207 Street to add 2.29 metres of width to the combined southern three properties while leaving the narrowed northern property undeveloped (refer to Plan A100). This approach enlarges the subject site to maximize its development potential while leaving sufficient land area for the future viable development of the three remaining lots to its north.

3. Design

The applicant is proposing a shallow C-shaped building that responds to this deeper site while maintaining greater separation from the residential buildings across the lane to the east. The building sits atop an underground parkade, extruded above grade by approximately 0.75 metres on the building frontage due to geotechnical conditions, with this raised portion tiered with a step, clad with brick, and screened by landscaping to soften its interface with the public realm.

At the building's rear, the parkade rises to a 2-storey height to create a total of 3 levels of parking. These raised levels are screened from 207 Street by townhomes and set back from the remaining three property lines to reduce massing near neighbouring properties.

The parkade podium brick treatment continues up along the two townhome levels while, on the rear elevation, the parkade is painted in a columnar pattern and includes windows on the second level to improve its appearance and relationship with the lane. The building relates to the architectural elements of the upcoming 6-storey apartment building to the south with a similar siting approach, strong cornice lines, and a base-middle-top design. The Airport Zoning Regulation, associated with the Langley Regional Airport, limits the overall building height and results in a more gradual height transition with the future building to the south at an approximate height difference of 1.5 storeys. The main building entrance for pedestrians is located on the west of the site on 207 Street, while vehicle access is provided on the east from the rear lane. Above this two-storey townhome and parkade base, the building rises an additional two storeys before stepping back for the final four. All façades beyond the brick townhome base are clad with EIFS (a synthetic cladding material) in various tones and interspersed with beige accents and prominent rectangular features.

The development's landscaping is oriented primarily to the street frontage, with hick's yew shrubs lining the front parkade step and courtyard spaces integrated into the corner spaces above. Each courtyard features two prairie fire crabapple trees with additional shrub and grass plantings throughout, with the southern courtyard programmed with six communal garden plots and the northern courtyard hosts a children's play area. The primary outdoor amenity area is located on the building's roof and includes six additional trees and a variety of other plantings, along with dining, barbecue, and lounge areas.

The unit type distribution of the building provides 52 one-bedroom units, 24 two-bedroom units, and 2 three-bedroom units. 18 of the units are adaptable. Resident storage facilities are provided in storage rooms in the upper parkade levels as well as within in-unit storage rooms.

568 m² (6,114 ft²) of total amenity space is provided in the building, including 172 m² (1,851 ft²) of indoor amenity space split into two rooms on the first and third floors, and 396 m² (4,263 ft²) of outdoor amenity space distributed between the corner courtyards and the rooftop deck. A two-elevator core services the building.

4. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Achieving an energy performance over 25% above the current Model National Energy Code;
- Reducing the heat island effect by use of landscaped and treed courtyard and rooftop amenity areas;
- Using non-water dependent materials in the landscape design;
- Providing communal garden plots;
- Using water-conserving toilets; and
- Providing 10 parking stalls with Level II electric vehicle (EV) chargers, with the remaining resident spaces pre-wired and visitor spaces pre-ducted for future installation.

5. 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.

6. VariANCES

As noted above, the applicant's proposed development is generally consistent with the draft 6-12 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the Official Community Plan's Mid Rise Residential land use designation. However, given the proponent has applied to redevelop the site prior to the adoption of the new Zoning Bylaw, a site-specific Comprehensive Development (CD) Zone is proposed to be created to accommodate the redevelopment.

Despite the use of a CD Zone, the proposal requires variances from general Zoning Bylaw provisions to reduce the length of accessible parking spaces, reduce the number of visitor parking spaces, and increase the share of small car spaces. Staff support these variances per the rationales below.

The accessible parking space variance requested is to reduce their length from 5.8 metres to 5.5 metres. The 5.5 metre length is consistent with the City's standard parking stall dimension requirements and a review of nearby municipalities (Langley Township, Surrey, Maple Ridge, and Abbotsford) found that all used the same stall length for both standard and accessible parking spaces. Staff are also considering making standard and accessible parking stall lengths consistent in the City's upcoming new Zoning Bylaw.

The share of small car parking spaces is proposed as 51%. The current Zoning Bylaw allows a maximum of 40% small car spaces, but staff are considering increasing this to a maximum of 60% for properties within the OCP's "Shoulder" area, in which this site is located, in the new Zoning Bylaw. This approach can significantly improve parkade space efficiency, as the use of slightly smaller individual spaces often results in the creation of additional stalls on the same amount of land without needing to further reduce parking rates. This in turn allows additional site density while maintaining reasonable parking supply.

Proposed Parking

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) was applied to this application, the applicant's proposed overall parking amount is 14.9% less than what would be required. Given that a CD zone is being proposed to accommodate this development, technically a variance is only required for visitor parking, along with those previously outlined. However, it is important to note that staff support the applicant's overall parking approach, as the proposal (less 17 spaces or 14.9%) meets the standard rates under preliminary consideration for the new Zoning Bylaw. These rates are being contemplated based on research work conducted by the City's Zoning Bylaw update consultant and staff to date, what has included a review of the Metro Vancouver Parking Study as well as of parking rate requirements in other municipalities within the Lower Mainland.

If the preliminary "Shoulder" area rates being considered for the draft new Zoning Bylaw were applied to this application, 97 parking spaces would be required, based on rates of 1.0 spaces per studio and 1-bedroom unit, 1.25 spaces per 2-bedroom unit, 1.45 spaces per 3-bedroom unit (=85 resident spaces), and 0.15 visitor spaces per unit (=12 visitor spaces). This total is equal to the applicant's proposed parking amount of 97 spaces, and is 14.9% less than the current RM3 Zone requirement of 114 spaces, which is based on rates of 1.2 spaces per studio and 1-bedroom units, 1.3 spaces per 2-bedroom unit, 2.0 spaces per 3-bedroom unit (=98 resident spaces), and 0.2 visitor spaces per unit (=16 visitor spaces). Similar variances have recently been approved by Council at 20230 Logan Avenue (10% reduction), 20191 53A Avenue (13% reduction), and 20230 56 Avenue (15% reduction).

Based on the above commentary and analysis, staff support these variances.

7. Summary

The proposed development is consistent with the City's OCP and Development Permit Area guidelines for the area and presents a transit-supportive and efficient design providing housing in close proximity to parks, transit, and Downtown.

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), 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 **78-Unit apartment development located at 5404-5414 207 Street.**

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

The City's Zoning Bylaw, 1996, No. 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. As this project is located within the designated floodplain for the Nicomekl River, the Flood Construction Level shall be calculated as per the City of Langley Floodplain Elevation Bylaw No. 2768.
- III. 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.*
- IV. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.
 - V. 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.
 - VI. 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."
 - VII. 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.
 - VIII. A property dedication of approximately 1m will be required along the east lane frontage of the proposed development to achieve a 7m lane width.
 - IX. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip as per the City's DCM x-section SS-R07 (modified) and section 11.0 - Specifications and Standards for Landscaping.
 - X. A traffic impact assessment will be required as per the City's DCM.
 - 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 at the Developer's expense.
 - XII. 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.
- XIII. 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.
 - XIV. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the proposed development's 207th St. frontage by replacing with underground infrastructure.
 - XV. 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, 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. 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
- 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) 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.
- 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. A construction fire safety plan shall be completed, along with a copy of the crane inspection records. A progressive standpipe installation will be required as construction rises. Rooftop Standpipe(s) will be required leading out of exit. Rescue rated anchors will need to be installed, and inspected, location to be determined as per building design. All garbage/recycling rooms to be of adequate size to prevent spillover into parkade area. Consideration of dedicated power sources for e-bike parking should given, as extension cords will not be permitted for this use. Stairwells must be constructed to accommodate shelter in place applications. A Fire Safety plan and a large FD lock box will be required before occupancy. The final locations of two 4" FDCs will be discussed

with the Fire Department at a later date, one on the front of the building and one at the rear of the building. Additional fire fighting equipment and storage areas will be required on the fifth floor. Exact location to be determined at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the May 10, 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 \$671,186.00 to City Development Cost Charge accounts and \$321,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



Hirod Gill, P.Eng.
Manager of Engineering Services

Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 02-23 REZONING APPLICATION RZ 02-23

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