



# ADVISORY PLANNING COMMISSION REPORT

To: **Advisory Planning Commission**

Subject **Development Permit Application DP 07-17**

From: Development Services & Economic Development  
Department

File #: 6630.00

Doc #:

Date: July 18, 2017

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## COMMITTEE RECOMMENDATION:

That Development Permit Application DP 07-17 to accommodate the addition of a 372 m<sup>2</sup> (4,000 ft<sup>2</sup>) *Scotiabank* commercial building to an existing shopping centre at 20151 Fraser Highway be approved subject to execution of a Development Servicing Agreement and compliance with the conditions outlined in the Director of Development Services & Economic Development's report.

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## PURPOSE OF REPORT:

To consider the addition of a 372 m<sup>2</sup> (4,000 ft<sup>2</sup>) *Scotiabank* commercial building to an existing shopping centre at 20151 Fraser Highway.

## POLICY:

The subject property is currently zoned C1 Downtown Commercial Zone and designated Downtown Commercial in the Official Community Plan. As such, the application is subject to the Downtown Master Plan Design Guidelines.

## COMMENTS/ANALYSIS:

### Background Information:

<b>Owner:</b>	RMA Properties (Valley Centre Ltd.)
<b>Civic Address:</b>	20151 Fraser Highway
<b>Legal Description:</b>	Lots 1 and 2, District Lot 309, Group 2, New Westminster District, Plan 67569
<b>Site Area:</b>	2.013 Hectares (4.975 acres)
<b>Gross Floor Area:</b>	
<b>Existing:</b>	7,449 m <sup>2</sup> (80,179 ft <sup>2</sup> )
<b>Proposed:</b>	<u>372 m<sup>2</sup> (4,000 ft<sup>2</sup>)</u>
<b>Total:</b>	7,821 m <sup>2</sup> (84,179 ft <sup>2</sup> )
<b>Lot Coverage:</b>	38.8 %
<b>Floor Area Ratio:</b>	0.388
<b>Parking Required:</b>	257 spaces (includes 13 h/c)
<b>Parking Provided:</b>	361 spaces* (includes 13 h/c) *Total includes 68 spaces on Lot 3
<b>Height:</b>	5.6 m (18.4 feet)
<b>Exterior Finishes:</b>	Brick, composite tile, aluminum window frames
<b>Current Zoning:</b>	C1 Downtown Commercial Zone
<b>OCP Designation:</b>	Downtown Commercial (DC)
<b>Downtown Master Plan:</b>	Neighbourhood Shopping Centre
<b>DCC's:</b>	\$30,576 (City: \$27,332, GVSD: \$3,244)

### 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 Subdivision and Development Bylaw, Standard Specifications & MMCD Standards.**

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

1. Implement erosion and sediment control measures designed and approved by a qualified professional in accordance with the City of Langley Watercourse Protection Bylaw #2518.
2. Conduct a water flow test and provide fire flow calculations by a Professional Engineer to determine if the existing water network is adequate for fire flows. Replacement of the existing watermain 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”.
3. Fraser Highway and 201A St are classified in the Downtown Langley Master Plan as being within the Downtown Realm of Influence. Streetscape improvements, as per the Master Plan, are required along Fraser Highway and shall include replacement of post top lighting, new sidewalk, landscaping and undergrounding of overhead hydro and telephone. Street trees shall be assessed to determine whether they should be replaced or retained.
4. The condition of the existing pavement on Fraser Highway and 201A St. 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 developer’s cost.
5. Installation of concrete median along Fraser Highway and entrance to development is required in order to prevent the restricted left-turn movement.
6. New water, sanitary and storm sewer service connections are required. The developer’s engineer will determine the appropriate main tie in locations and size the connections for the necessary capacity. The capacity of the existing water and sewer mains should be assessed and any upgrades required to service the site shall be designed and installed at the Developer’s expense. All existing services shall be capped at the main, at the Developer’s expense.
7. A stormwater management plan for the site is required. Rainwater management measures used on site shall limit the release rate to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw.

8. The site layout shall be designed by a civil engineer to ensure that the parking and access layout meets 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.
9. A traffic impact study shall be undertaken and all recommendations implemented at the developer's cost.

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

1. A Security Deposit of 110% of the estimated offsite works construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.
2. Inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
3. A deposit for a storm, sanitary and water connection is required, which will be determined after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
4. A \$20,000 bond for the installation of a water meter to current standards

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

1. Underground hydro and telephone, and cable services to the development site are required.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.
3. A water meter is required to be installed outside in a vault away from any structures in accordance to the City's water meter specifications at the developer's cost. A double detector check valve assembly is required to be installed outside away from any structure in a vault as per the City's specifications.
4. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
5. A "Stormceptor" or equivalent oil separator is required to treat site surface drainage.
6. A Grease interceptor will be required prior to discharging into sanitary sewer as per Metro Vancouver bylaw #268 (2012).

7. A complete set of “as-built” drawings sealed by a Professional Engineer shall be submitted to the City after completion of the works. Digital drawing files in *.pdf* and *.dwg* format shall also be submitted.
8. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
9. Garbage and recycling enclosures shall be designed to meet Metro Vancouver’s “Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update”.

**Development Services Comments:**

The proposed development would add a 372 m<sup>2</sup> (4,000 ft<sup>2</sup>) free-standing *Scotiabank* commercial building along the Fraser Highway frontage of the Valley Centre shopping complex. The tenant of proposed Building “E” is *Scotiabank*. The single storey building is designed to complement the existing shopping centre and orients its unit entrances to the parking lot on the west building elevation. This is the first new building addition to the shopping centre since Building “D” (Starbuck’s coffee shop and drive-through) in 2004. The proposed addition helps to frame the Fraser Highway frontage of the site, contributing a more urban streetscape along this gateway to the downtown core.

In addition to the new building, minor changes to parking lot layout and circulation are also proposed in accordance with the recommendations of a traffic impact study. The proposed changes reduce traffic conflicts and improve safety.

The applicant engaged a qualified CPTED (Crime Prevention Through Environmental Design) consultant to review the proposed development. The plans submitted reflect the recommendations of the CPTED report.

The proposed development complies with the C1 Downtown Commercial zoning and is generally consistent with the Downtown Master Plan (Neighbourhood Shopping Centre district).

**Fire Department Comments:**

Langley City Fire-Rescue Service has reviewed the attached plans and provided preliminary comments to the applicant. The department will review, and make further comment, as the project continues to the building permit design stage.

**Advisory Planning Commission:**

In accordance with Development Application Procedures Bylaw No. 2488, the subject applications will be reviewed by the Advisory Planning Commission at the August 9, 2017 meeting. A copy of the APC minutes will be presented to Langley City Council at the September 11, 2017 Regular Council meeting.

**BUDGET IMPLICATIONS:**

The proposed development would contribute \$27,332.00 to City Development Cost Charge accounts.

**ALTERNATIVES:**

1. Require changes to the applicant's proposal.

Prepared by:



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Gerald Minchuk, MCIP, RPP  
Director of Development Services & Economic Development

*attachments*