ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 06-22 (20644 Eastleigh Crescent)**

File #: 6620.00

From: Anton Metalnikov, RPP, MCIP
Planner

Bylaw #: N/A

Doc #:

Date: October 21, 2022

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Development Permit application by Ava International Development Ltd. for a 6-storey, 178-unit apartment development at 20644 Eastleigh Crescent

POLICY:

The subject property is currently zoned C1 Downtown Commercial in Zoning Bylaw No. 2100 and designated “Transit-Oriented Residential” in the Official Community Plan Land Use Designation Map. All lands designated for multi-unit residential use are subject to a Development Permit (DP) to address building form and character. The proposed development can be accommodated under the property’s existing C1 zoning and a rezoning is therefore not required.

COMMENTS/ANALYSIS:

Background Information:

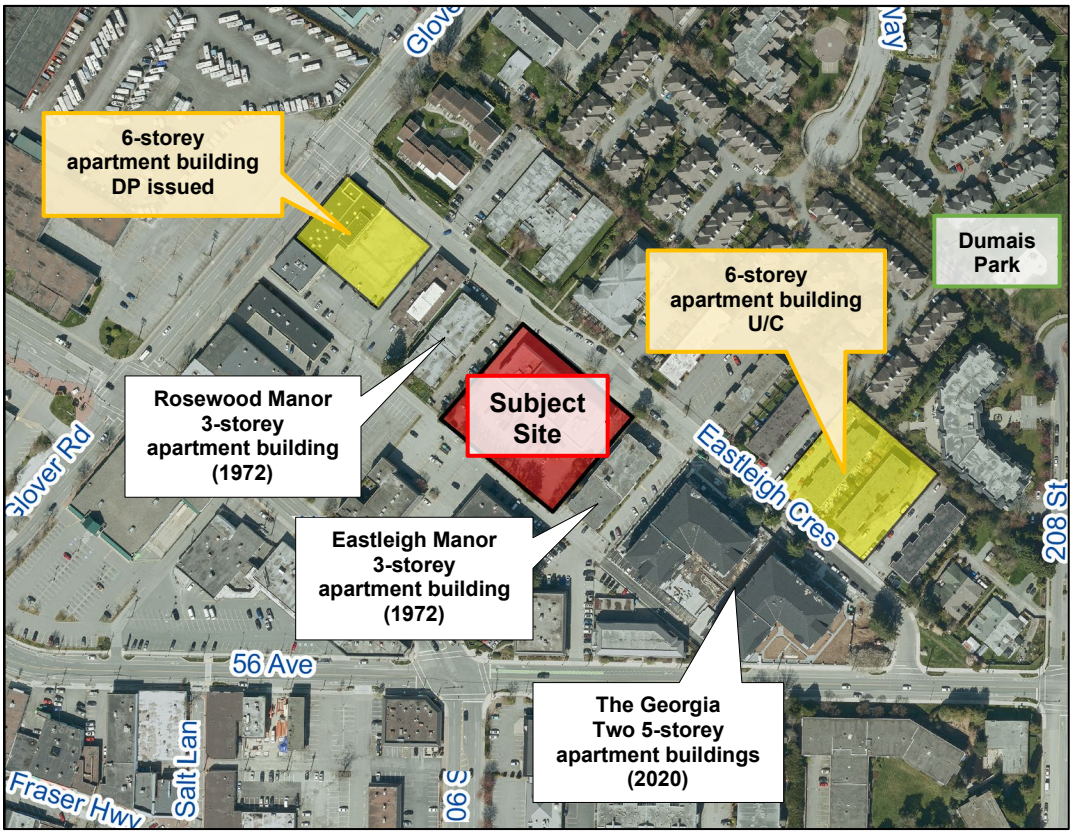
Applicant:	Ava International Development Ltd.
Owner:	Ava International Development Ltd.
Civic Address:	20644 Eastleigh Crescent
Legal Description:	Lot "F", District Lot 37, Group 2, New Westminster District, Plan 8633
Site Area:	4,907 m^2 (1.2 acres)
Number of Units:	178 apartments
Gross Floor Area:	15,487.12 m^2 (166,702 ft^2)
Floor Space Ratio:	3.156
Lot Coverage:	57%
Total Parking Required:	260 spaces (including 13 h/c spaces)
Parking Provided:	
Resident	201 spaces
Visitor	27 spaces
Total	228 spaces (including 12 h/c spaces)
OCP Designation:	Transit-Oriented Residential
Zoning:	C1 Downtown Commercial
Variances Requested:	3.0 m front setback (6.0 m min.) 2.0 m rear setback (6.0 m min.) 0.0 m side setback (6.0 m min.) 202.2 m^2 indoor amenity (409.4 m^2 min.) 201 resident spaces (224 min.) 27 visitor spaces (36 min.) 5.5 m long accessible parking stalls (5.8 m min.)
Development Cost Charges:	$2,843,016.00 (City - $1,699,722.00, GVS&DD - $759,882.00, SD35 - $106,800.00, TransLink - $276,612.00)
Community Amenity Contributions (CACs):	$356,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 178-unit apartment building on a single property currently hosting a 3-storey office building constructed in 1976. The surrounding area is composed of a mix of residential and commercial buildings and has seen significant recent development interest resulting in an ongoing transition in line with the City's Official Community Plan (OCP), with several recently developed, under construction, and upcoming projects nearby.

The site's lone frontage is formed on its north by Eastleigh Crescent, a local road across from which lie several older residential buildings. To its rear, the property is separated by a lane from a small office complex, while two 3-storey apartment buildings, both completed in 1972, flank the property on its sides: Rosewood Manor on the west and Eastleigh Manor on the east.



Site context

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

- Rotary Centennial and Dumais Parks (5-minute walk);
- Douglas Park Elementary School (10-minute walk); and
- Timms Community Centre (10-minute walk).

The site is also located near several major transit services, including:

- The frequent service 503 Fraser Highway Express (5-minute walk);
- The Langley Centre transit exchange and the fifteen bus routes it serves (5-minute walk); and
- The planned 203 Street SkyTrain station and its associated transit exchange (5 to 10-minute walk).

2. Design

The applicant is proposing a U-shaped building that allows it to set an engaging frontage along Eastleigh Crescent while providing a higher density on this well-located site near Downtown and the City's transit hub. This strategy is enhanced by extending a building arm to the west property line in a zero lot-line condition, which takes advantage of the neighbouring building's large setback to further increase density while also providing the adjacent site a party wall to build up to and increase its own achievable density as part of any future redevelopment. To the rear of the party wall, the proposed building steps back 6 metres to maintain an adequate separation between buildings, with a 6-metre setback provided along the entire east property line to accommodate the smaller setback of the existing building on that side. Within the site, the property's size allows it to accommodate a wide U-shape and provide a 20-metre separation between the rear building wing faces to take advantage of the southwestern exposure and bring in ample light and air into the courtyard.

The building incorporates one level of underground parking and one level of parking raised slightly above grade, which is screened from the street by ground-level walkout units and the main entrance lobby, which are partially raised above street level to accommodate the property's Flood Construction Level requirements and enhance the sense of ownership and privacy for ground-floor residents. From this first floor, the building rises an additional five storeys to set a six-storey frontage along Eastleigh Crescent while extending over the above-grade parking level with rear wings running toward the lane. A raised deck covers much of the remainder of this parking level as a central courtyard between these wings, screening the parking area from the units above while providing an expansive outdoor amenity area for building residents. The building's articulated roofline, punctuated by a central angled feature, echoes the articulation of the façade itself to break up the frontage.

The main building entrance is located in the middle of the building on Eastleigh Crescent, with vehicle access provided from the rear lane through a single ramp which splits on site to serve both parking levels. The top of the parking structure projects above grade due to geotechnical conditions and has been designed to provide an attractive interface with the public realm. Its street-fronting wall is set back from the property line and kept lower to create a step between the street level and the main building wall. This wall is clad with brick and screened with two rows of shrubs to further soften its appearance and add texture and character. A central extruded box frame highlights the main entrance, while the parkade level brick treatment expands into the ground floor façade to ground the building and emphasize its streetfront presence, with lighter cement board panel and lap siding climbing onto the five floors above. Green and brown tones round out the façade design and add warmth to the primary grey-scale base.

The development makes strategic use of ground floor landscaping to soften the extruded parkade from the street and lane, as well as to separate private patios from walkways and each other, using a variety of shrub species to create natural visual interest. On the upper floor, the outdoor amenity deck sees planter boxes used similarly, in combination with distinct paving patterns, to subtly delineate the different lounge areas and provide privacy to private patios, while accommodating direct access from them to the courtyard. The amenity deck is also programmed with a barbecue station and children's play area, and hosts five Bloodgood Japanese Maple Trees to add greenery and seasonal shade.

Within the building, unit sizes range from 50 m^2 to 175 m^2 (543 ft^2 to 1,880 ft^2). The unit type distribution provides 94 one-bedroom unit types (1-bedroom or 1-bedroom + flex room), 71 two-bedroom + flex units, and 13 three-bedroom + flex units. 38 of the units are adaptable. Tenant storage facilities are provided in storage rooms in the parkade and on residential floors.

202 m^2 (2,176 ft^2) of indoor amenity space is provided on the second floor, with direct access to the adjacent 385 m^2 (4,140 ft^2) outdoor amenity area programmed with a barbecue station, several lounge areas, and a children's play space. A two-elevator core services the building.

3. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using exterior lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Reducing the heat island effect by use of a highly reflective roof and a landscaped courtyard covering a surface parking area;

- Incorporating an irrigation system with central control and rain sensors;
- Using water-conserving toilets; and
- Providing 20 parking stalls with Level II electric vehicle (EV) chargers, with the remaining spaces pre-ducted for future installation.

4. 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.

5. Variances

The applicant has requested the following variances from C1 zoning provisions as part of this development proposal:

- Front residential setback reduction to 3 metres (6 metres minimum);
- Rear residential setback reduction to 2 metres (6 metres minimum);
- West side residential setback reduction to 0 metres (6 metres minimum);
- 202.2 m^2 indoor amenity area (409.4 m^2 minimum);
- Resident parking reduction to 201 spaces (224 minimum);
- Visitor parking reduction to 27 spaces (36 minimum); and
- Accessible stall length reduced to 5.5 metres (5.8 metres minimum).

These requested variances are supported by staff as they are consistent with the changes being considered to the C1 Downtown Commercial Zone as part of the new Zoning Bylaw currently in development.

Setbacks
The front and rear setbacks are consistent with new zoning regulations under consideration, which support the minimum 12-metre building face separation requirement in the OCP to preserve privacy and light and air access while also allowing for a more engaging street frontage and providing additional building room. This is accomplished by taking advantage of the space created by abutting streets and lanes, along with setbacks on neighbouring developments, to create the necessary space between buildings while ensuring adequate separation from the street and lane themselves.

Similarly, 0-metre interior side setbacks are being considered by staff to allow for party-wall development that enables more transit-oriented density and creates a consistent urban street wall. The proposed development makes use of a zero lot line setback on its northwest corner to increase the number of housing units it provides, while also enabling future redevelopment on the sites to the west to increase their own densities (assuming wood frame building

approaches) by having the opportunity to build up directly to the property line. South of this corner, the building steps back 6 metres, as is currently required and proposed to be maintained in the C1 Zone, to retain the minimum 12-metre separation between building faces, as a minimum 6-metre setback behind the party wall will also be required for any future development to the west. Within the existing context, the large 14-metre setback of the west neighbouring property allows for sufficient separation despite the party wall set by the subject development. On the east side, due to the smaller setback of the neighbouring building, a party wall has been avoided and a 6-metre setback has been provided along the entire elevation to maintain adequate building separation.

Indoor Amenity Area

The indoor amenity variance is requested in recognition of the expansive outdoor amenity provided. The Zoning Bylaw currently requires indoor amenity space to be provided at a rate of 2.3 m^2 per unit, while outdoor amenity space is required in the OCP without a specific unit measure. For this development, the current 2.3 m^2/unit requirement would result in a minimum indoor amenity area of 409.4 m^2 (4,407 ft^2), compared to the 202.2 m^2 (2,176 ft^2) provided, which is equivalent to a per-unit rate of 1.1 m^2. However, when combined with the 385 m^2 outdoor amenity area, 587.2 m^2 of total amenity space is provided, equal to a rate of 3.3 m^2 per unit. The two amenity spaces are able to function as a cohesive whole as they are located adjacent to each other with direct access. Staff support this approach due to the large total amenity area provided and its consistency with updated amenity regulations being considered for the new Zoning Bylaw, which would formalize outdoor amenity requirements and increase total amenity supply while providing flexibility in how this overall supply is shared between indoor and outdoor areas, to respond to individual site contexts and maintain a sufficient amount of each. In the context of this development, enabling a greater share of amenity area to be provided as part of a larger outdoor amenity space creates the benefit of covering the surface parking level with a courtyard deck to screen noise and visual impacts from the units above and help mitigate the urban heat island effect.

This approach is also supported by a review of practices in other municipalities in the region, such as Richmond (which would require 100 m^2 of indoor amenity space for this development) and Maple Ridge (which would require 178 m^2), based on the corresponding expectation of additional outdoor amenity space contributing to an ample overall combined amenity area.

Proposed Parking

Based on the current C1 Zoning Bylaw parking requirement, the applicant's proposed overall parking amount is 12.3% less than required. Staff support the applicant's overall parking approach as the proposal (less 32 spaces) exceeds the standard rates under preliminary consideration for the new Zoning Bylaw,

which are being contemplated based on research work conducted by staff to date, including a review of the Metro Vancouver Parking Study as well as of parking requirements in other Lower Mainland municipalities.

If the preliminary rates being considered were applied to this application, 225 parking spaces would be required, based on rates of 1.0 spaces per 1-bedroom unit, 1.2 spaces per 2-bedroom unit, 1.45 spaces per 3-bedroom unit (=198 resident spaces) and 0.15 visitor spaces per unit (=27 spaces). This total is 1.3% less than the applicant's proposed parking amount of 228 spaces and 13.5% less than the current C1 Zone requirement of 260 spaces, which is based on rates of 1.2 spaces per 1 and 2-bedroom units, 2.0 spaces per 3-bedroom unit (=224 resident spaces) and 0.2 visitor spaces per unit (=36 spaces). Similar or greater variances have recently been approved by Council at 5605 201A Street (10.5%), 20191 53A Avenue (12.4%), and 20230 56 Avenue (14.7%).

A variance is also required to reduce the length of the accessible parking spaces from 5.8 metres to 5.5 metres. Staff support this variance request as the 5.5 metre length is consistent with the City's standard parking stall dimension requirements and, in 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 new Zoning Bylaw currently under development.

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

6. Summary

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

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.

Per the City's SDSB, with the application for issuance of a Development permit or Building permit, the Developer must submit to the City Engineer an off-site tree survey certified by a legal land surveyor, as well as a certified report by an arborist.

These requirements have been issued to reflect the application for development for a proposed **178-Unit Apartment Development located at 20644 Eastleigh Crescent.**

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) <u>The Developer is responsible for the following work which shall be designed by a Professional Engineer:</u>

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 section 5.0. All calculations shall be based on the City's DCM section 5.6.7-5.6.10 and SS-D01. 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. 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."

VI. 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.

VII. A property dedication of 0.5m (+/-) will be required along the lane frontage of the proposed development to provide a new ROW width of 7m – dedication to be determined by a legal land surveyor.

VIII. New sidewalk, barrier curb, gutter will be required along the entire Eastleigh frontage, complete with boulevard trees and a planting strip as per the City's DCM modified x-section SS-R07 (1.8m S/W; 1.6m plant strip – measured from P/L to back of curb), and section 11.0 - Specifications and Standards for Landscaping. Existing street trees on Eastleigh Crescent to be protected and retained. New rollover curb & gutter will be required along the entire lane frontage as per slightly modified SS-R13, SS-R14 or SS-R15, whichever is more appropriate.

IX. A traffic impact assessment will be required as per the City's DCM.

X. 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 30 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.

XI. 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.

XII. Existing and proposed street lighting along the lane and Eastleigh project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and lighting levels meet the City's DCM standards.

XIII. 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. Existing street trees on Eastleigh Crescent to be protected and retained.

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 including back lane access on the south to accommodate fire apparatus and personnel. A construction fire safety plan shall be completed, complete with crane inspection records. A progressive standpipe installation will be required as wood frame construction rises. All garbage/recycling rooms to be of adequate size to prevent spillover into parkade area. Stairwells must be constructed to accommodate shelter in place applications. A Fire Safety plan and FD lock box will be required before occupancy. The final location of the 4" FDC will be discussed with the Fire Department at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the November 2, 2022 meeting.

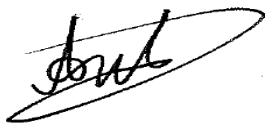
According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP recommendations will be presented to Council through the ADP meeting minutes and, if applicable, through an additional 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 $1,699,722.00 to City Development Cost Charge accounts and $356,000.00 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:

Rick Bomhof, P.Eng.
Director of Engineering, Parks & Environment

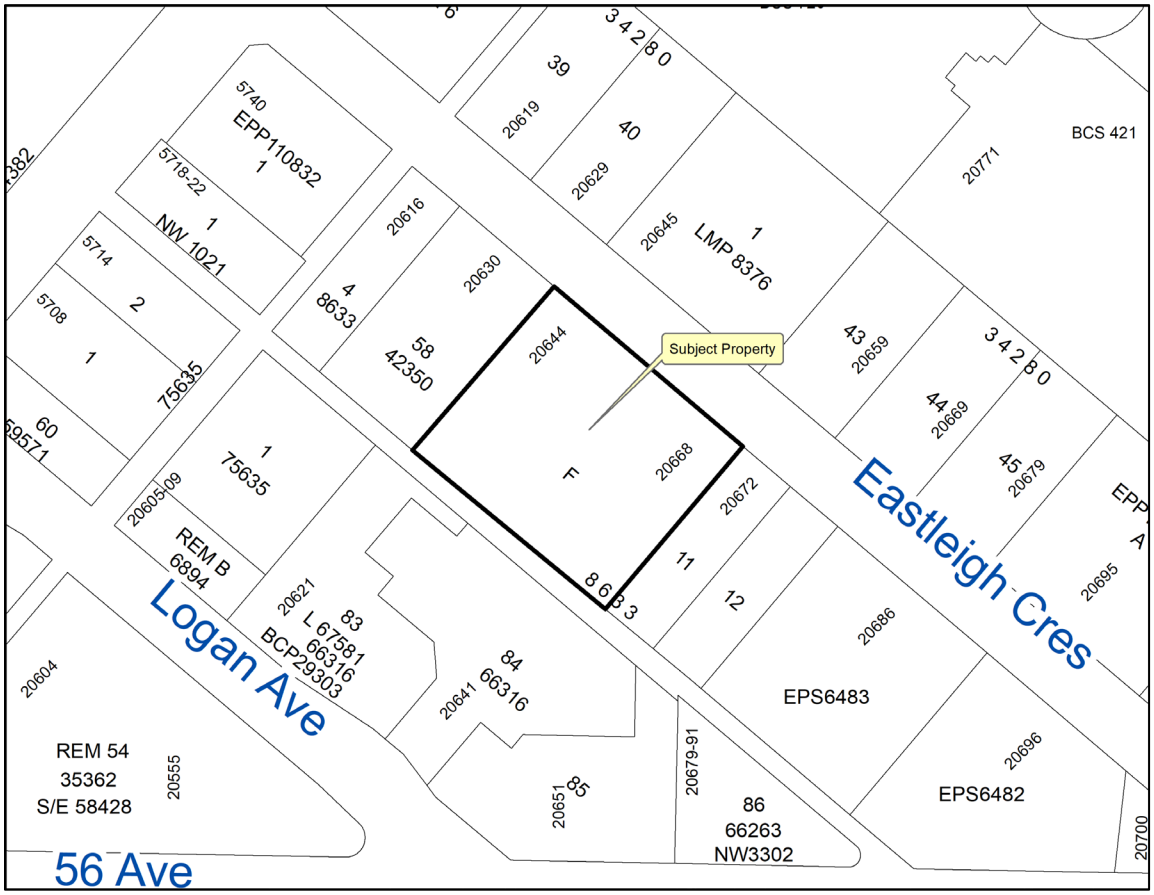
Concurrence:

Scott Kennedy, Fire Chief

attachments

DEVELOPMENT PERMIT APPLICATION DP 06-22

Civic Address: **20644 Eastleigh Crescent**
Legal Description: **Lot "F", District Lot 37, Group 2, New Westminster District, Plan 8633**
Applicant: **Ava International Development Ltd.**
Owner: **Ava International Development Ltd.**



Langley City
THE PLACE TO BE