



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application
DP 03-20**

From: Roy M. Beddow, RPP, MCIP

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COMMITTEE RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Development Permit Application by Patrick Kerr Holdings Ltd. for a 6-storey, 70-unit mixed-use development at 5724 and 5744 Glover Road, comprising 67 rental apartment units and 3 live-work units.

POLICY:

The subject properties are currently zoned C1 Downtown Commercial in Zoning Bylaw No. 2100 and designated "Downtown Commercial" in the Official Community Plan (OCP) Land Use Designation Map. All lands designated for commercial and multifamily residential uses are subject to a Development Permit (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Owner/Applicant:	Patrick Kerr Holdings Ltd.
Civic Addresses:	5724 & 5744 Glover Road
Legal Description:	Lots 2 & 3, District Lot 37, Group 2, New Westminster District, Plan NWP8633
Site Area:	2,497 m ² (0.617 acres)
Number of Units:	70 (67 apartments + 3 live-work)

Density:	280.3 units/ha (113.4 units/acre)
Gross Floor Area:	6,285 m ² (67,648 sq ft)
Floor Space Ratio:	2.517
Lot Coverage:	74.5%
Total Parking Required:	98 spaces (including 5 h/c spaces)
Parking Provided:	
Resident	81 spaces
<u>Visitor</u>	<u>14 spaces</u>
Total	95 spaces (including 6 h/c spaces)
OCP Designation:	Downtown Commercial (DC)
Existing Zoning:	C1 Downtown Commercial
Variances Requested:	Setbacks – 0.6 metres to 5.38 metres (front, rear, exterior and interior yards) (6.0 m required for residential uses) Parking – 95 spaces (98 required) Visitor Parking - underground (surface)
Development Cost Charges:	\$1,030,505.00 (City – \$668,430.00, GVS&DD - \$247,100.00, TransLink - \$84,000.00, SD35 - \$30,975.00)
Community Amenity Contributions (CACs):	\$140,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 70-unit mixed-use building at the southeast corner of Glover Road and Eastleigh Crescent. The site includes two existing lots currently occupied by two vacant commercial buildings (former restaurant and office building). Sharing the same block is the adjacent two-storey office building to the southwest (5718 Glover Road).

Across Eastleigh Crescent to the northeast is a 14-unit, two-storey strata townhouse complex (20601 Eastleigh Crescent) and the former Highland Lodge care facility (20619 Eastleigh Crescent). At the rear of the site is a City lane which separates the subject properties from the office building at 20616 Eastleigh Crescent. To the northwest across Glover Road, a 4-lane arterial, is a 10-acre property (20501 Logan Avenue) with a private fitness centre and various storage and other light industrial uses.



DP 03-20 Context

The subject properties and the adjacent blocks north of 56 Avenue are designated as “Downtown Commercial” in the OCP. They are also described in the Downtown Master Plan as “North Edge Mixed Transition”, which bridges the transition from the Downtown Core to the multifamily residential areas north of Eastleigh Crescent and in the Meadows at Langley neighbourhood.

The Draft Land Use Concept for the new OCP identifies this site as “Transit-Oriented Core” (similar to Downtown Commercial - up to 15 storeys, commercial, residential and office), reflecting its close proximity to the planned 203 Street SkyTrain station, and existing high frequency transit services.

In addition, the properties are located along an “Innovation Boulevard”, as envisioned by the draft OCP Key Directions document. The Innovation Boulevard is intended to host new office/tech/research, post-secondary, retail and innovative residential uses, including student housing and live-work, along the Glover Road corridor between the Kwantlen Polytechnic University (KPU) campus and the Historic Downtown Core, Civic Centre and existing transit/future SkyTrain service.

Supporting this land use vision, Glover Road is also envisioned as an attractive, multi-modal gateway into the City, with an emphasis on creating a pedestrian-friendly and well-landscaped public realm and ensuring that new developments reinforce this vision with innovative and landmark architecture and design.

2. Design

The proposed mixed-use building features 67 rental apartments arranged on five floors above a 2-level parking garage whose first level is partially underground. Along the Glover Road frontage, the architect has “wrapped” three two-storey, live-work units in front of the parkade presenting an attractive street face with individual unit entrances stepping up from the public sidewalk. The main building entrance affording access to the apartment lobby and elevator is located prominently at the Glover Road/Eastleigh Crescent corner.

A two-tiered, landscaped parkade wall provides the transition from street level to the apartments on the Eastleigh Crescent elevation of the building. A smaller tiered treatment on the Glover Road frontage includes additional trees adjacent to the live-work units, which will complement the required street trees along the sidewalk curb line and create a pleasant public realm that measures about 5 metres wide from building face to curb line. Glover Road is also being considered for multi-modal improvements in the future, potentially including protected cycling lanes or tracks. These improvements would complement the new street frontages that the applicant will be required to be construct.

Visitor parking and access to the two parkade levels are provided at the rear of the building from the existing municipal lane which will be widened to 8.0 metres. On the south side, the building opens onto a large south-east facing courtyard area situated on top of the parking structure. The courtyard is landscaped and programmed as an amenity area for the benefit of the building residents (no public access is provided).

The elevation treatment emphasizes the building entrance, corner units and stair towers with façade projections, overhanging roof elements and additional glazing. Accent lighting and signage at the Glover/Eastleigh corner have been incorporated to integrate the development with the anticipated “Innovation Boulevard” streetscape.

The building is clad in painted cementitious boards, with metal panels and glass balcony railings. Exposed concrete wall surfaces are stamped/textured to add richness and discourage vandalism. A neutral colour palette of greys and whites is used in a low-key contemporary expression that serves to accentuate the blue corner entrance treatment and the project’s substantial landscaping. In addition to the two-level live-work units along Glover Road, the apartment includes 1 studio unit, 25 one-bedroom units, 5 one-bedroom-plus-den units and 36 two-bedroom units ranging in size from 465 square feet to 927 square feet. Four adaptable housing units are provided to B.C. Building Code standards, enabling low cost modification for full accessibility if desired. Secure tenant storage spaces are provided in the parkade at the P2 level or within the

units. A large amenity room on the second floor opens onto the courtyard providing recreational opportunities for the tenants.

Due to flood construction constraints the first floor of the live-work units is required to be elevated above street grade. Accessible access to these units is provided through the at-grade main entrance on Glover Road and a 'double-sided' elevator that opens to an internal corridor that provides level access to these units, or through level access from the parkade to this same corridor.

3. 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. The consultant's CPTED report was reviewed by Langley RCMP which provided comments and recommendations that were provided to the applicant.

4. Variances

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

- Setback reductions from the required 6.0 metres (for residential floors) to a range of 0.6 to 5.38 metres for front, rear, exterior and interior yards
- Off-Street parking relaxation – 95 spaces provided (98 spaces required)
- Visitor parking spaces in parkade (surface spaces required)

The reduced setbacks result from the substantial road dedications required by the City for Glover Road right-of-way and an 8.0 m wide fire lane at the rear of the site. Staff support these variances given they result in a street-fronting, pedestrian-friendly building. The proposed interior yard setback of 5.38 metres only applies to the stairwell portion of the south facing wall; the majority of this wall surface is located at the required 6 metre residential setback line.

The proposed off-street parking variance (less 3 residential spaces or a 3.1% reduction) is supported by the site's close proximity (within 450 metres) to the planned 203 Street SkyTrain station, existing high-frequency transit and the Transit Exchange on Logan Avenue. Similar or greater variances have recently been approved by Council, at 20350 Logan Avenue (10% reduction) and 20416 Park Avenue (2.6% reduction). These variances were supported by reports from transportation engineers that recommended these variances be supported based on the close proximity (i.e. within 400 to 500 metres) of these developments to future SkyTrain and existing high-frequency transit, and a

review of regulations from other municipalities that support variances of this magnitude for developments within a similar distance of high-frequency transit.

Staff are also considering reduced parking requirements in the new Zoning Bylaw. This could involve reducing parking requirements by at least 5% to 10% (from current levels) for new developments located within 400 to 800 metres of frequent transit, as well as reducing parking requirements for new rental buildings, based on best practices for developments near transit and studies regarding actual parking usage in Lower Mainland municipalities.

A surface visitor parking variance is also required, as 5 of the 14 required visitor parking spaces are located within the parkade. Due to the dimensions and density of this project, it is not possible to provide all of the visitor spaces on the surface. Staff support all the requested variances for this development.

5. Summary

The proposed development is consistent with the City's OCP policies and Development Permit Area guidelines for this area. In addition, this project is also consistent with the draft Land Use Concept for the new OCP which identifies this area as "Transit-Oriented Core" (up to 15 storeys, commercial, residential and office), and will serve as an attractive, prominent redevelopment that aligns well with the planned Glover Road Innovation Boulevard.

Engineering Requirements:

These requirements have been issued to reflect the application for a proposed 70-unit mixed-use development located at 5724 & 5744 Glover Road.

The City's Zoning Bylaw, 1996, #2100 has requirements concerning landscaping for buffer zones, parking, loading areas, and garbage / recycling areas, all of which apply to this Development.

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

1. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #2518.
2. 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 Subdivision and Development Bylaw. All calculations shall be based on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the calculated results to account for climate change.
3. 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. 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. Any upgrades required to service the site shall be designed and installed at the Developer's expense.
 4. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
 5. Provide FUS calculations, stamped and signed by a professional engineer. Through the City's engineering department, 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. 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". All calculations shall be submitted in spreadsheet format that includes all formulas for review by the City.
 6. 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.
 7. A property dedication of approximately 2m will be required along the Glover Road frontage of the proposed development as well as approximately 2m for the lane (lane width must be 8m). A 4m corner truncation will also be required at the corner of Glover Road and Eastleigh Crescent.
 8. New sidewalk, barrier curb, gutter and a planting strip will be required along the Glover Road and Eastleigh Crescent frontages.
 9. The condition of the existing pavement along the proposed project's Glover Road and Eastleigh Crescent 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 cost.

10. 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.
11. 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 current City of Langley standards (street lights on Glover Road to public realm standard).

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

1. The City would require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.
2. The City would require 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. The City would require a \$40,000 bond for the installation of a water meter to current standards.
5. Permanent pavement restoration of all pavement cuts, all associated deposits and fees, shall be as per the City of Langley's pavement cut policy by the developer's contractor at the developer's expense.

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:

1. Undergrounding of hydro, telephone and cable services to the development site is required, complete with underground or at-grade transformer.
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.
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 complete set of as-built drawings, service record cards, a completed tangible capital asset form (TCA) and a completed pavement cut form 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.
7. The selection, location and spacing of street trees and landscaping are subject to the approval of the Director of Engineering, Parks & Environment
8. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
9. 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".

Fire Department Comments:

This project includes an 8-metre wide laneway at the rear giving the fire department access to three sides of the building. Fire hydrant requirements; and fire department sprinkler connection / annunciator panel locations will be assessed at the building permit stage.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject DP application will be reviewed by the Advisory Design Panel (ADP) at the July 22, 2020 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 advice and 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 DP Application. The ADP minutes will be presented to Council at an upcoming Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$668,430.00 to City Development Cost Charge accounts and \$140,000.00 in Community Amenity Contributions.

Prepared by:



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

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



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

attachments

Concurrence:



Rory Thompson, Fire Chief