

DOWNTOWN LANGLEY MASTER PLAN
Phase 2: Urban Design and Economics

Purpose and Scope



Downtown Development Potential

The purpose of this Phase 2 Downtown Master Plan Study is to further examine the seven Special Design Districts within the Downtown Master Plan and select special sites for detailed urban design and economic analysis. The results could be used as a package of potential projects for prospective developers.

This study follows the approval of the Downtown Master Plan by Council. Emanating from the Master Plan's recommendations was undertaking further detailed studies for specific sites to determine their feasibility for redevelopment and add to the promotional material for the Downtown.

*This **Phase 2: Implementation Study** for the Downtown Master Plan looks at seven sites in detail after examining 24 sites as part of the initial selection process. Section 1 summarizes the study findings and design guidelines, while Section 2 provides further details on each of the 7 sites. Section 3 of this report included a preliminary design analysis of the original 24 sites. A separate land economics report and proforma analysis summarizes the economic prospects of each of the sites.*

The urban design and economic analysis for the 7 sites is still preliminary in nature and requires further site specific economic, technical, and architectural studies as part of a specific site development feasibility and application process. This study represents the potential prospects of downtown redevelopment.

We would like to thank the City of Langley Staff and Council for their enthusiasm and support throughout this plan development process.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "M. von Hausen".

*Michael von Hausen, MCIP, MLAUD, CSLA, LEED AP
Project Director and President
MVH Urban Planning & Design Inc.*

*in association with
Mark Ankenman Associates Architects Inc.,
G.P. Rollo & Associates Ltd.,
Cal Srigley Design Consultant Ltd.*

September 15, 2008

CONTENTS

Purpose and Scope

1.0	SUMMARY: Development Potential in the Downtown.....	1
1.1	Goals.....	1
1.2	Process and Content.....	1
1.3	Summary of Findings and Guidelines.....	1
1.4	Seven Sites Development Potential Summary.....	3
2.0	DETAILED URBAN DESIGN FOR 7 SITES.....	4
	Downtown Langley Key Map for 7 Sites	
	Site 4: 201A Street and 56 th Avenue	
	Site 6: 203 rd Street and 56 th Avenue	
	Site 14: 204 th Street and Douglas Crescent (Langley Mall)	
	Site 15: 204 th Street and Park Avenue (Adjoining Douglas Park)	
	Site 18: Logan Avenue and Glover Road (Rainbow Mall)	
	Site 19: Logan Avenue and Glover Road (North Side)	
	Site 24: 56 th Avenue and Eastleigh Crescent (Legion Site)	
3.0	PRELIMINARY URBAN DESIGN FOR 24 SITES.....	22
	Sites Land Use Program, Density, Form, and Massing	

1.0 SUMMARY:

1.1 Goals

- To examine the general redevelopment potential of 24 sites within the Downtown Special Design Districts in terms of urban design, land use and economic returns.
- To complete further analysis of 7 specific sites that exhibit the best potential and represent a diversity of site profiles.
- To develop specific analysis and graphic materials that can be packaged to showcase the potential to prospective developers.

1.2 Process and Contents

This study first examined 24 potential redevelopment sites within Downtown Langley. An interdisciplinary team of architects, land economists, urban designers, and landscape architects examined both the physical and economic potential of each site. These sites were examined from a schematic design, land use and economic perspective as illustrated in section 3 and included in a separate economic report. From this analysis, 7 sites were chosen to do further refined design and detailed economic analysis based on their location, redevelopment potential, and diversity of development opportunities.

The following summarizes the findings of the study. Detailed economic analysis is part of a separate report that includes proforma cash flow projections and accompanying return analysis for each of the 7 properties.

1.3 Summary of Findings

- There is significant potential in Downtown Langley. Specifically, the 7 development sites that were examined in detail offer a variety of land uses, locations, and density potential. What is clear is that Downtown Langley has a healthy core with significant more

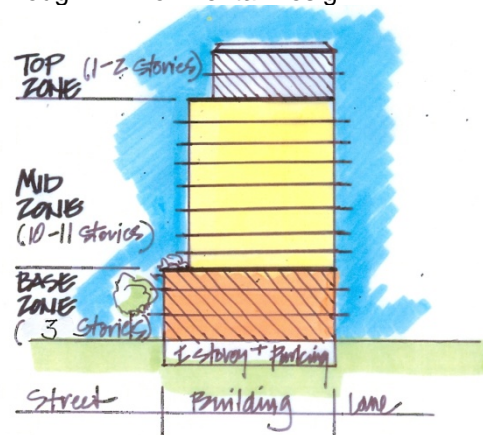
- development potential around its edges to give more life and success while retaining its valued character.
- The 7 sites have various development potentials limited by a maximum height of 15 stories (150 feet) based on airport regulations and a maximum of one level of underground parking based on soil limitations.
- These limitations somewhat constrain the maximum density target of 150 units per acre on the 7 sites with densities varying from approximately 65 units per acre (160 uha) for 4 storey development up to a maximum of 150 units per acre (371 uha) for up to 15 storey developments, assuming an average apartment size of 800 – 1,000 square feet (74m²- 93m²).
- The development form for each site varies from 4 stories to 15 stories based on location and guidelines of the Downtown Master Plan for form, height, and massing.
- The maximum height of 15 stories is generally limited to the larger sites that can more easily accommodate higher buildings while being sensitive to adjoining uses where possible.
- The land uses vary based on the project location, from strictly residential condominiums to mixed use commercial retail and office on the ground floor with residential units above. One exception is a proposal for a hotel and wellness/spa complex that is an extension of the existing Coast Hotel with a special Regional Transit Hub.
- Care should be taken to limit the amount of specialty retail outside the Downtown Core Retail Area and retain grocery store uses as in the redevelopment of the Langley Mall site.
- Each site has short, medium, or long development potential based on the potential use, location, and size of redevelopment. The smaller sites and 4 storey

developments tend to have immediate or short term redevelopment potential whereas the larger and more complex sites tend to have medium to long term potential (5 to 20 years). The higher proposed buildings with the associated higher concrete construction premium will take a longer time to be accepted into the Langley Downtown marketplace.

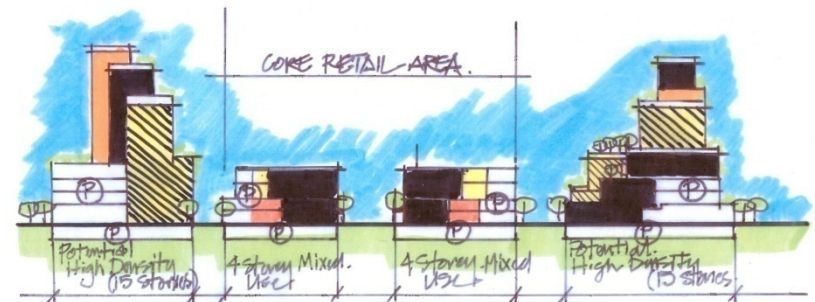
1.4 Design Guidelines and Regulations

The 7 sites in Section 2 have the following guidelines and standards (see Downtown Master Plan Sections 5.2 & 5.3 Design Guidelines and Regulations for details):

- A rich pedestrian-oriented streetscape with tree planting as well as street furniture to promote a safe walking environment.
- Enhancement of transit in and to the Downtown area.
- Street-oriented apartments, condominiums, and townhouses to further enhance the “eyes on the street” and associated Crime Prevention Through Environmental Design.



- Stepped back upper stories in the higher buildings with a mix of units to provide sensitivity in building massing to adjoining uses and the street.
- Amenity areas with each building to provide rich community interaction opportunities.
- Adequate structured parking with convenient access yet buffered from the street.
- Land uses fit to the location and adjacent character of the immediate area.
- The provision of a diversity and choice of housing and business opportunities in the Downtown.
- The opportunity to provide potential amenity contributions in the Downtown where the densities exceed the base density of 100 units per acre.
- The potential to partner with provincial, federal or private interests on some of these projects including the Regional Transit Hub and the Coast Hotel and Convention Centre.



1.4 Seven Sites Development Potential Summary

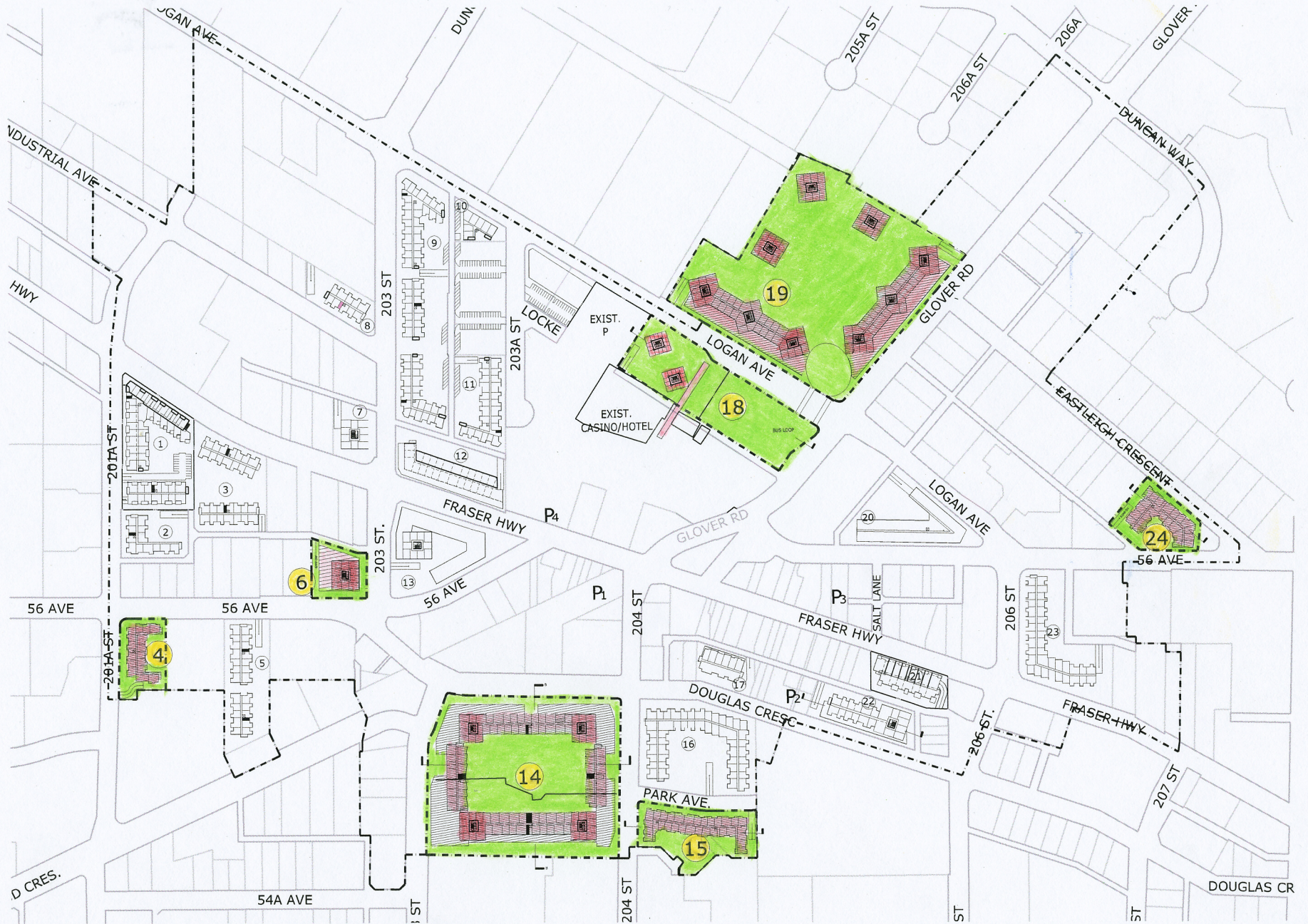
Site	Use/Location	Units	Height/ Stories	Density Units/acre
#4	Residential 56 th Ave. /201A St.	63	4	65 upa
#6	Residential 56 th Ave. / 203 rd St.	120	15	150 upa
#14	Residential/Commercial Mixed Use Douglas Cr. / 204 th St.	925 95k Com.	6-15	109 upa
#15	Residential Park Ave. / Douglas Pk.	120	4	70 upa
#18	Hotel/Spa Transit Hub South side of Logan Ave. / Glover Rd.	356 rooms	15	Hotel specific
#19	Residential/Commercial Mixed Use North side of Logan Ave. /Glover Rd.	1,140 73k Com.	6-15	108 upa
#24	Residential with Legion Space 56 th Ave. / Eastleigh Cres.	88	4	75 upa



- Site 4:** This potential 4 storey residential building wraps along the 56th Avenue and 201A Street fronts providing an opportunity for an amenity space on the inside of the lot. Condominiums will have ground floor units with patios to create a street presence. This building is envisioned to be contemporary but complement the adjoining 4 storey character of the area.
- Site 6:** This potential 15 storey building wraps apartment units along the outside of a 3 storey parking garage on the lower levels along 56th Avenue and 203rd Street. A roof garden is located on a 3rd floor deck with residential units above. The tower is located on the east portion of the lot to reduce any adjacent impacts.
- Site 14:** The existing Langley Mall on Douglas Crescent could transform into a series of 4 – 15 storey residential towers with commercial along the street fronts and 6 stories of residential set back above the street. Parking will be on the first level with an expansive central roof courtyard garden above.
- Site 15:** This Park Avenue property is a prime location for a 4 storey condominium on the western edge of Douglas Park. An interior courtyard will also provide an additional amenity area adjacent to other 4 storey development.
- Site 18:** Adjoining the existing Cascades Casino and Coast Hotel and Convention Centre, this site has the potential to extend the existing Hotel uses across the lane into a two 15 storey tower ``Wellness and Resort Spa`` facility that complements the entertainment theme of the area. A Regional Transit Hub also has the potential to be combined with the site planning on the eastern part of the site as an improvement to the existing facility.
- Site 19:** Across the street fronting on Glover Road from site 18 is the potential for a significant residential development with opportunity for 6 – 15 storey towers and commercial development along the street frontages. On the second level above the parking structure is an interior expansive courtyard garden insulated from the exterior street noise. A corner drop-off plaza provides a convenient drop-off area.
- Site 24:** The existing Legion site has the potential to be converted into a 4 storey residential building while still retaining a Legion meeting facility or relocating it to another location.

SECTION 2:

**DETAILED URBAN DESIGN
FOR 7 SITES**



DOWNTOWN LANGLEY

PHASE 2: 7 SITES DETAILED ANALYSIS

7 SITE LOCATIONS

KEY PLAN

JULY.08

SITE #4. CONCEPT STUDY.

VERTICAL RHYTHM
OF BAYS

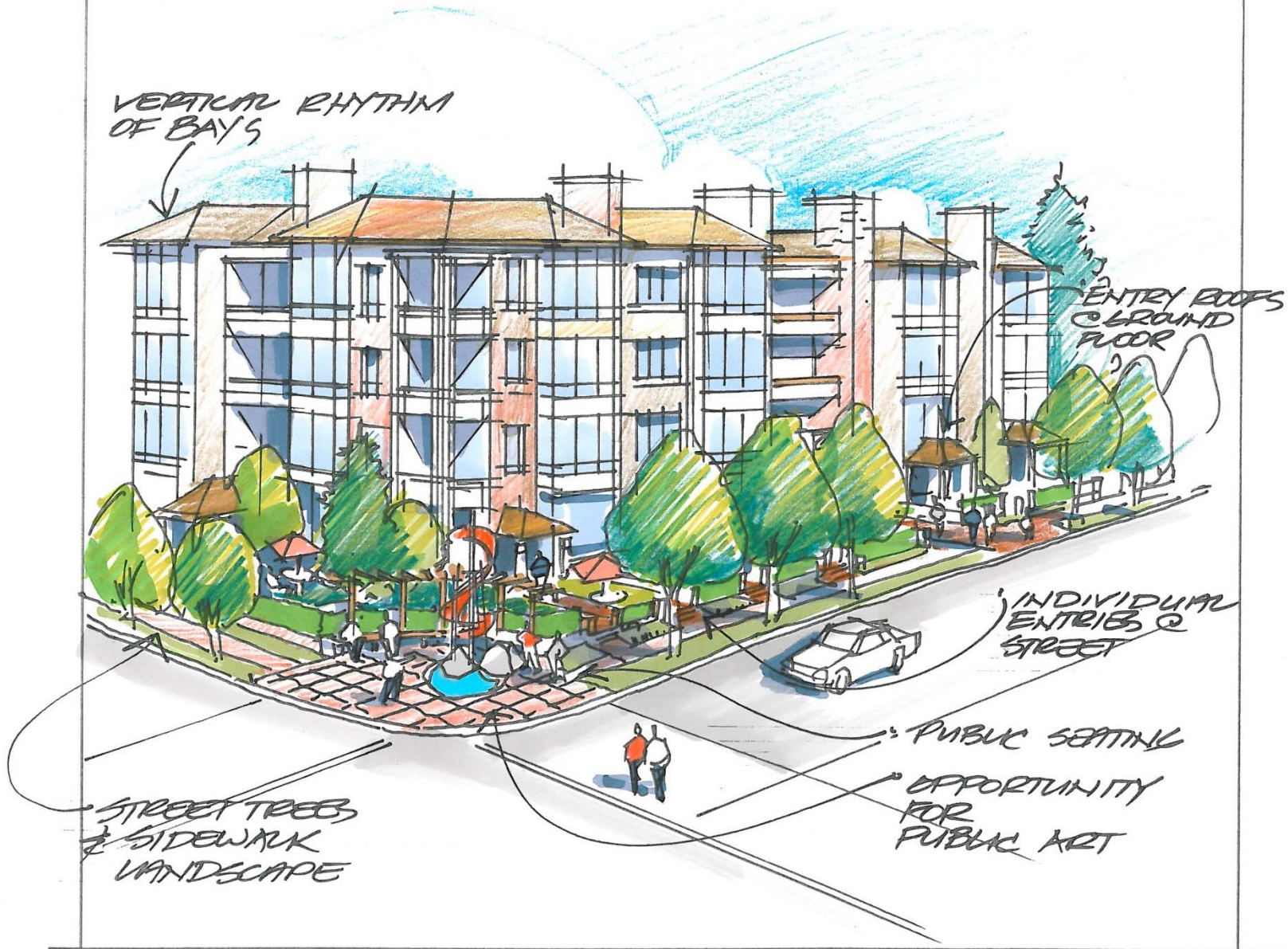
ENTRY ROOFS
@ GROUND
FLOOR

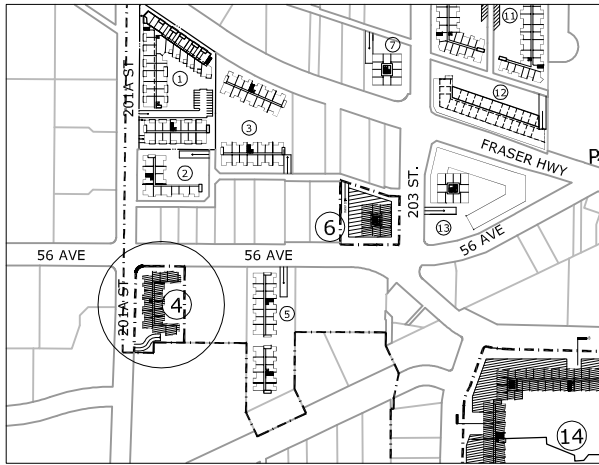
INDIVIDUAL
ENTRIES @
STREET

PUBLIC SEATING

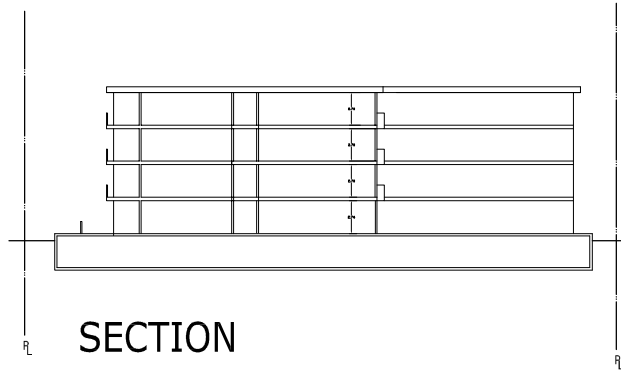
OPPORTUNITY
FOR
PUBLIC ART

STREET TREES
& SIDEWALK
LANDSCAPE





KEY PLAN



SECTION

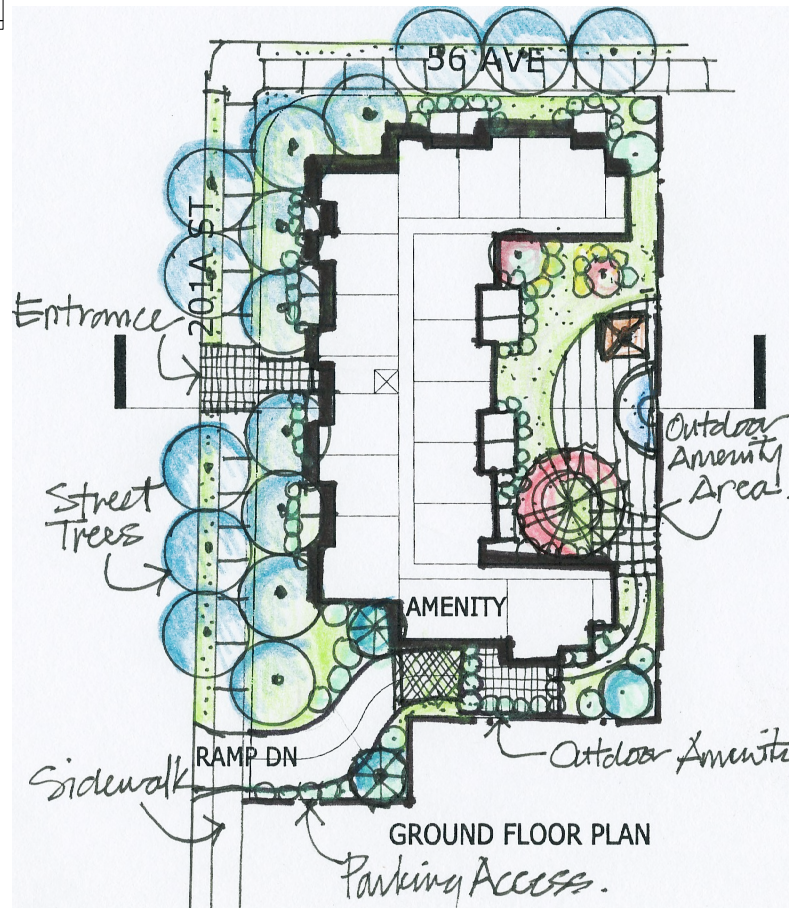
SYNOPSIS:

4

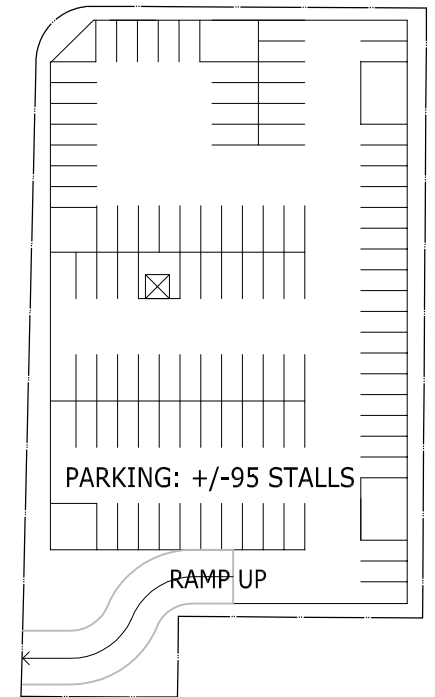
SITE AREA: 3,939.94 SM
 FLOOR AREA: 6,108 SM
 FSR: 1.6
 RESIDENTIAL UNITS: 63

4 STOREY RESIDENTIAL BUILDING
 1 LEVEL UNDERGROUND PARKING

LEVEL 4:	1,500 SM	16 UNITS
LEVEL 3:	1,500 SM	16 UNITS
LEVEL 2:	1,500 SM	16 UNITS
LEVEL 1:	1,500 SM	15 UNITS
4 LEVELS	= 6,000 SM	63 UNITS x 1.5
		+/-95 STALLS REQ'D./PROVIDED



GROUND FLOOR PLAN



UNDERGROUND PARKING PLAN

SITE #6 . CONCEPT STUDY

PODIUM SHOULD
HAVE A RESIDENTIAL
EXPRESSION

GREEN ROOF

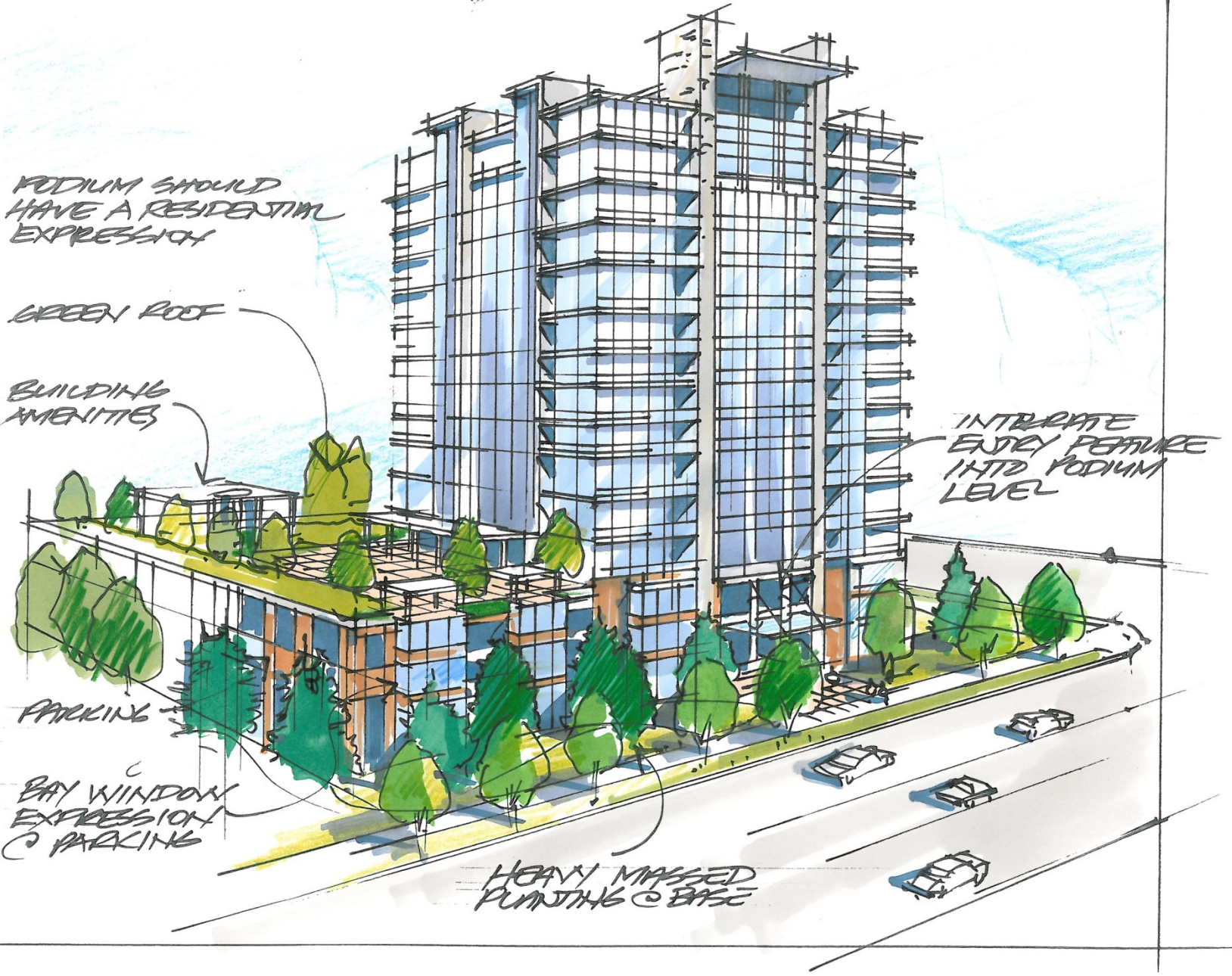
BUILDING
AMENITIES

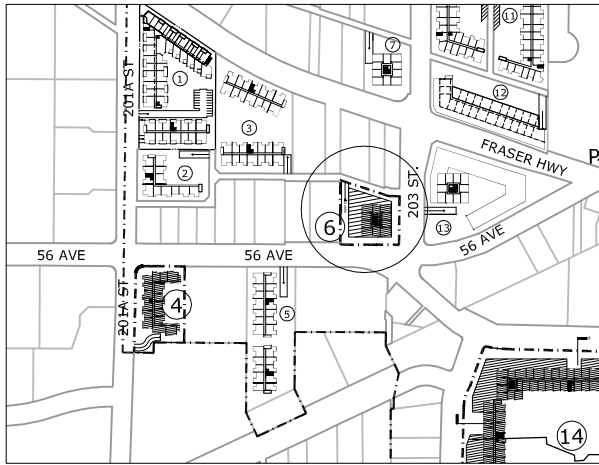
INTEGRATE
ENTRY FEATURE
INTO PODIUM
LEVEL

PARKING

BAY WINDOW
EXPRESSION
& PARKING

HEAVY MASSAGE
PLUMBING @ BASE





KEY PLAN

SYNOPSIS:

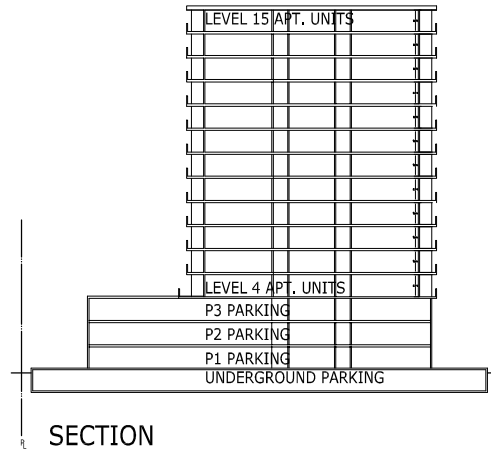
6

SITE AREA: 3245.98 SM
 FLOOR AREA: 10,788 SM
 FSR: 3.3
 RESIDENTIAL UNITS: 120

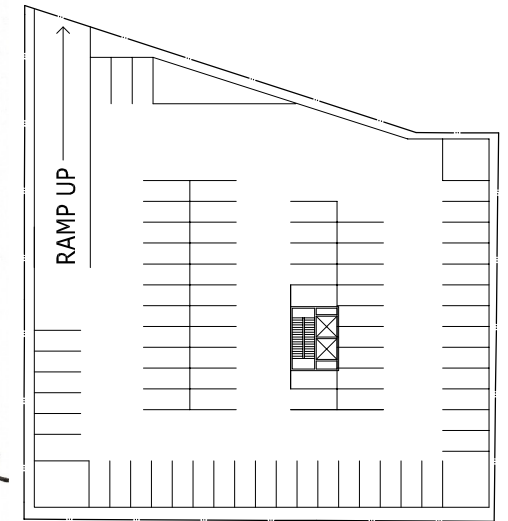
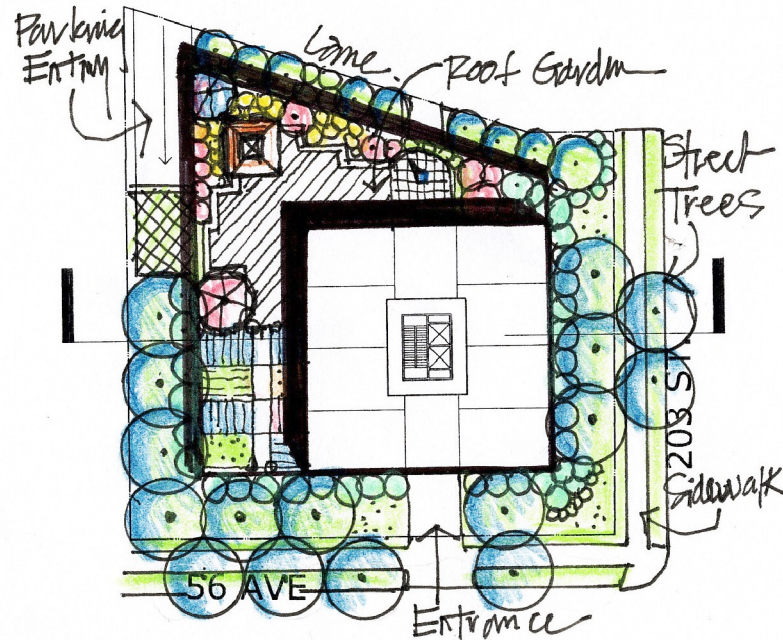
15 STOREY RESIDENTIAL BUILDING
 3 LEVEL ABOVE GRADE PARKING
 1 LEVEL UNDERGROUND PARKING

LEVEL 15: 899 SM	10 UNITS
LEVEL 14: 899 SM	10 UNITS
LEVEL 13: 899 SM	10 UNITS
LEVEL 12: 899 SM	10 UNITS
LEVEL 11: 899 SM	10 UNITS
LEVEL 10: 899 SM	10 UNITS
LEVEL 9: 899 SM	10 UNITS
LEVEL 8: 899 SM	10 UNITS
LEVEL 7: 899 SM	10 UNITS
LEVEL 6: 899 SM	10 UNITS
LEVEL 5: 899 SM	10 UNITS
LEVEL 4: 899 SM	10 UNITS
LEVEL 3: PARKING	+/-42 STALLS
LEVEL 2: PARKING	+/-42 STALLS
LEVEL 1: PARKING	+/-42 STALLS

15 LEVELS = 10,788 SM 120 UNITS x 1.5
 = 180 STALLS REQ'D./PROVIDED



SECTION



UNDERGROUND PARKING PLAN

DOWNTOWN LANGLEY

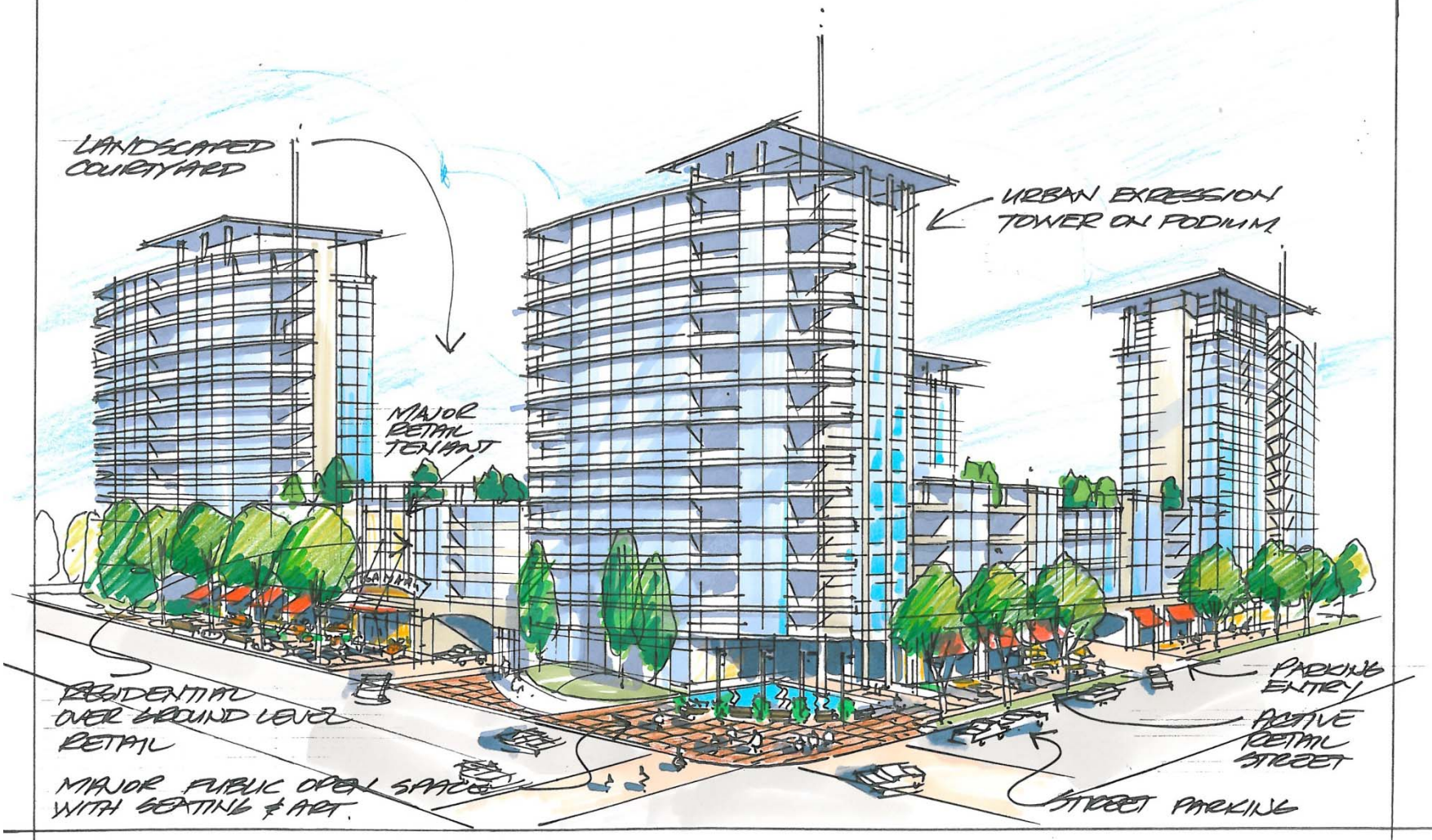
SITE 6 URBAN DESIGN STUDY

SITE 6

PHASE 2: 7 SITES DETAILED ANALYSIS

JULY.08

SITE #14 CONCEPT STUDY



LANDSCAPED COURTYARD

MAJOR RETAIL TENANT

URBAN EXPRESSION TOWER ON PODIUM

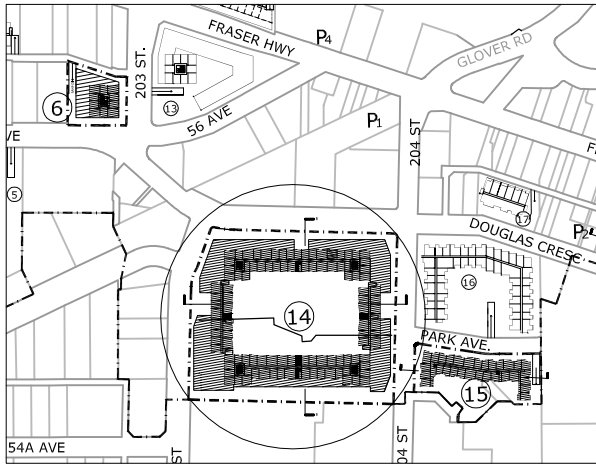
RESIDENTIAL OVER GROUND LEVEL RETAIL

MAJOR PUBLIC OPEN SPACE WITH SEATING & ART

PARKING ENTRY

ACTIVE RETAIL STREET

STREET PARKING



KEY PLAN

SYNOPSIS:

14

SITE AREA: 34,443.15 SM
 FLOOR AREA: 102,181 SM
 FSR: 3.0
 RESIDENTIAL UNITS 925

MIXED-USE SITE 15 STOREY BUILDINGS
 1 LEVEL RETAIL/OFFICE (DOUBLE HEIGHT)
 14 LEVELS RESIDENTIAL
 1 LEVEL @ GRADE PARKING
 1 LEVEL UNDERGROUND PARKING

RESIDENCES:

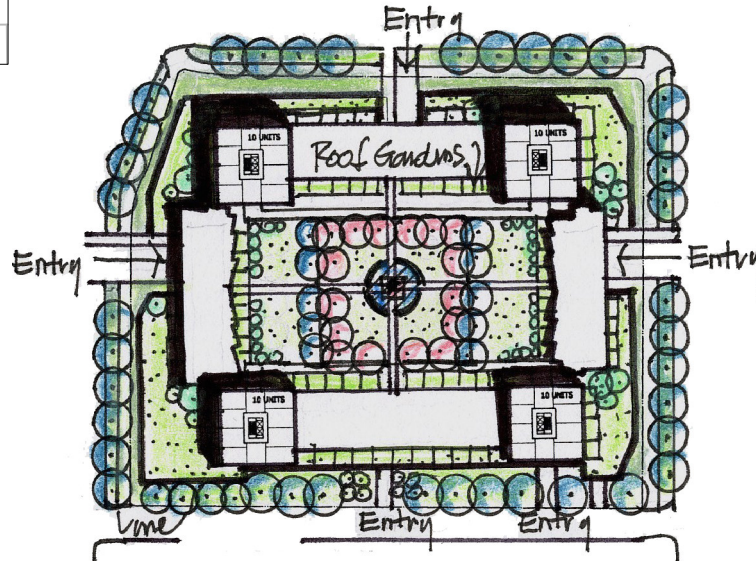
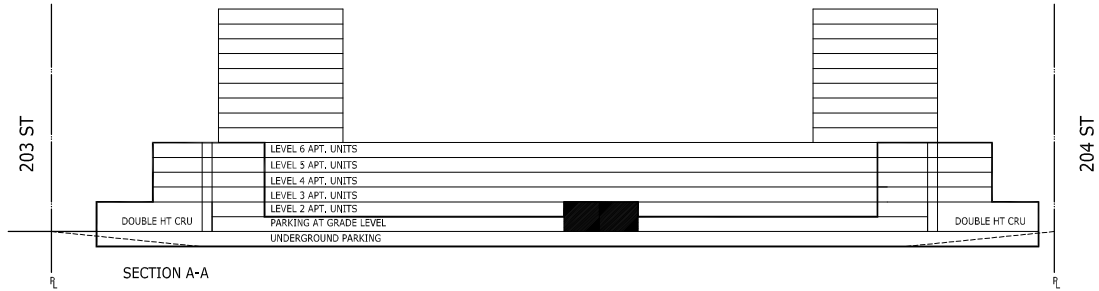
LEVEL 15:	3,600	40 UNITS
LEVEL 14:	3,600	40 UNITS
LEVEL 13:	5,533	56 UNITS
LEVEL 12:	5,533	56 UNITS
LEVEL 11:	5,533	56 UNITS
LEVEL 10:	5,533	56 UNITS
LEVEL 9:	5,533	56 UNITS
LEVEL 8:	5,533	56 UNITS
LEVEL 7:	5,533	56 UNITS
LEVEL 6:	10,125	100 UNITS
LEVEL 5:	10,125	100 UNITS
LEVEL 4:	10,125	100 UNITS
LEVEL 3:	10,125	100 UNITS
LEVEL 2:	6,840 SM	53 UNITS

14 LEVELS = 93,271 SM 925 UNITS x 1.5
 =1,388 STALLS REQ'D.

CRU:
 LEVEL 1: 8910 SM x 3/100 SM
 =267 STALLS REQ'D.

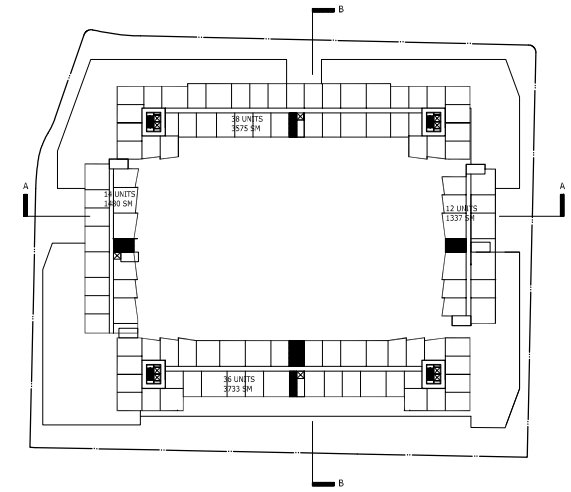
PARKING:
 LEVEL 1: PARKING +/- 567 STALLS
 LEVEL P1: UNDERGROUND PARKING +/-1088 STALLS

+/-1655 STALLS REQ'D./PROVIDED



LEVELS 7-13:
 RES: 56 x 7= 392 UNITS
 AREA: 5,533 SM x 7 = 38,731 SM

LEVELS 14-15:
 RES: 40 x 2= 80 UNITS
 AREA: 3600 SM x 2 = 7,200 SM



LEVELS 3+4+5+6:
 RES: 400 UNITS
 AREA: 10,125 SM x 4 =40,500 SM

DOWNTOWN LANGLEY

SITE 14 URBAN DESIGN STUDY

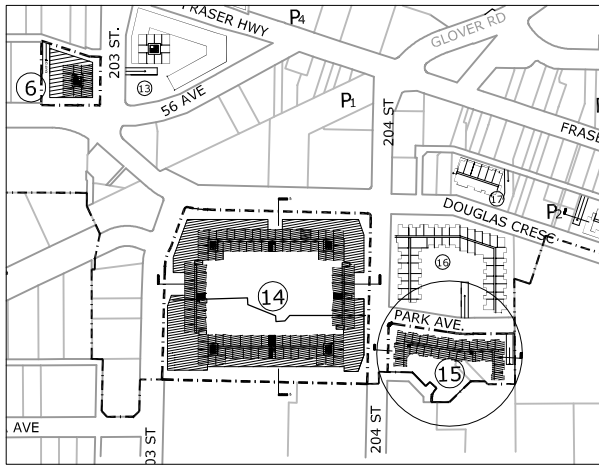
SITE 14

SITE #15 . CONCEPT STUDY/

ROW HOUSE EXPRESSION
QUALITY MATERIALS.
STREET ORIENTED
INDIVIDUAL ENTRIES

SHADE / STREET TREES
LANDSCAPED BVD. &
PARK





KEY PLAN

SYNOPSIS:

15

SITE AREA: 6,803.18 SM

4 STOREY RESIDENTIAL

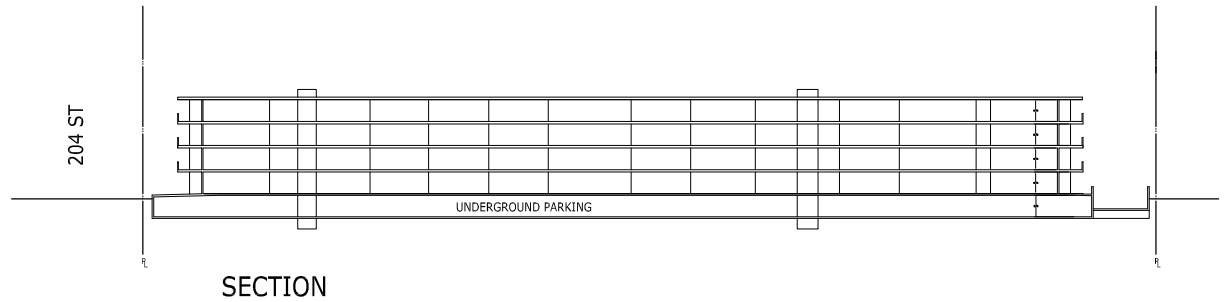
FLOOR AREA: 10,549.2 SM

FSR: 1.6
RESIDENTIAL UNITS: 120

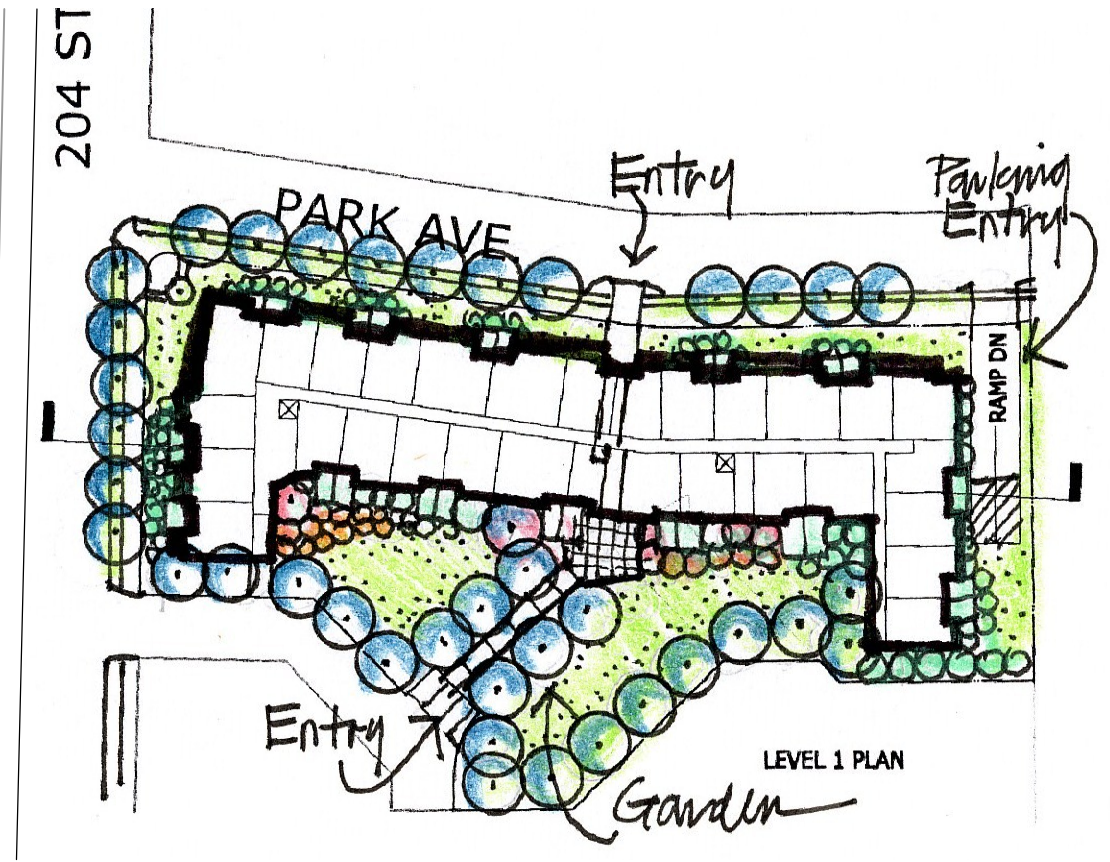
LEVEL 4:	2637.3 SM	30 UNITS
LEVEL 3:	2637.3 SM	30 UNITS
LEVEL 2:	2637.3 SM	30 UNITS
LEVEL 1:	2637.3 SM	30 UNITS
4 LEVELS=	10,549.2 SM	120 UNITS x 1.5
		=180 STALLS REQ'D.

PARKING:
LEVEL P1: UNDERGROUND PARKING +/-180 STALLS

180 STALLS REQ'D./PROVIDED

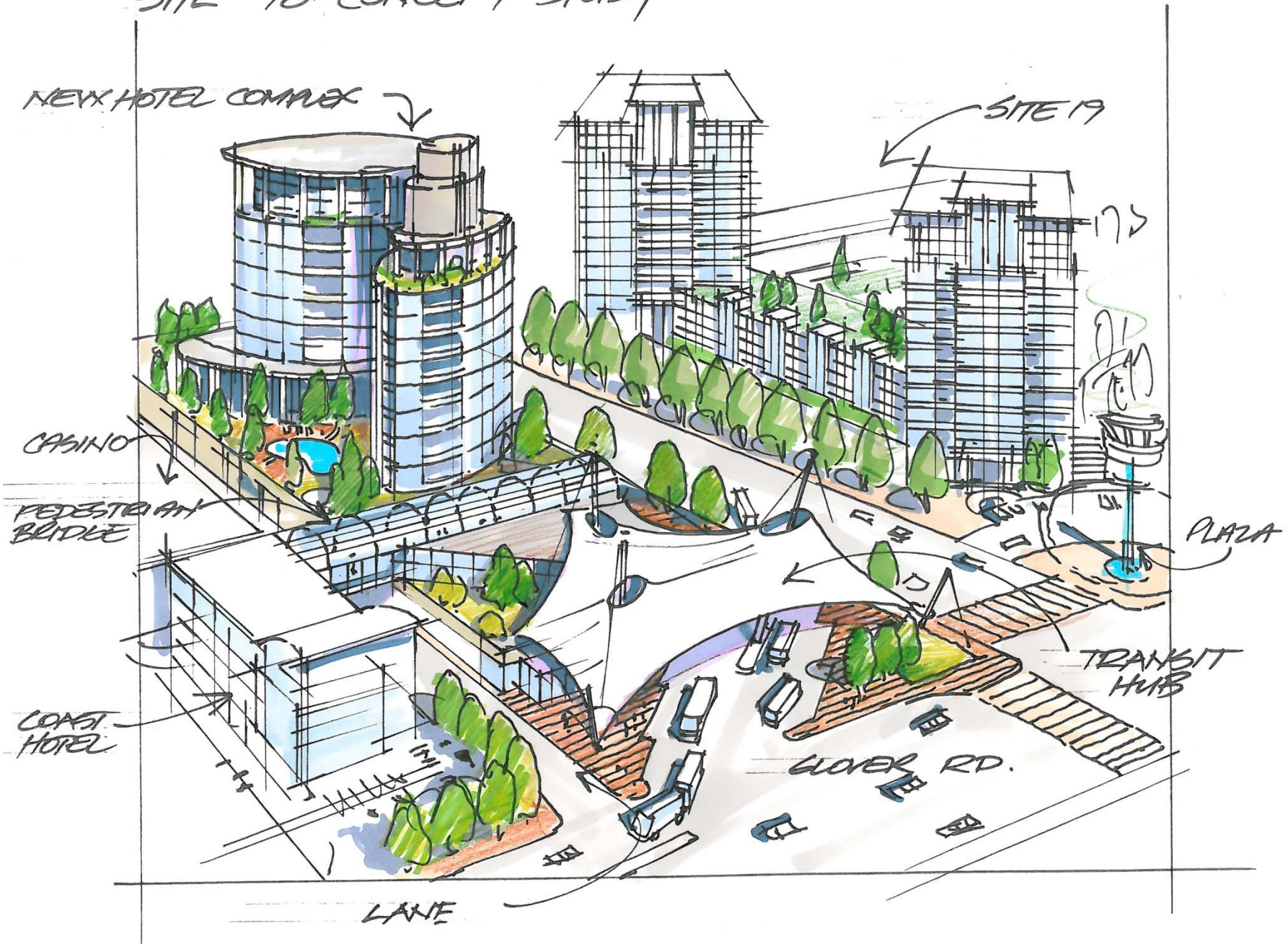


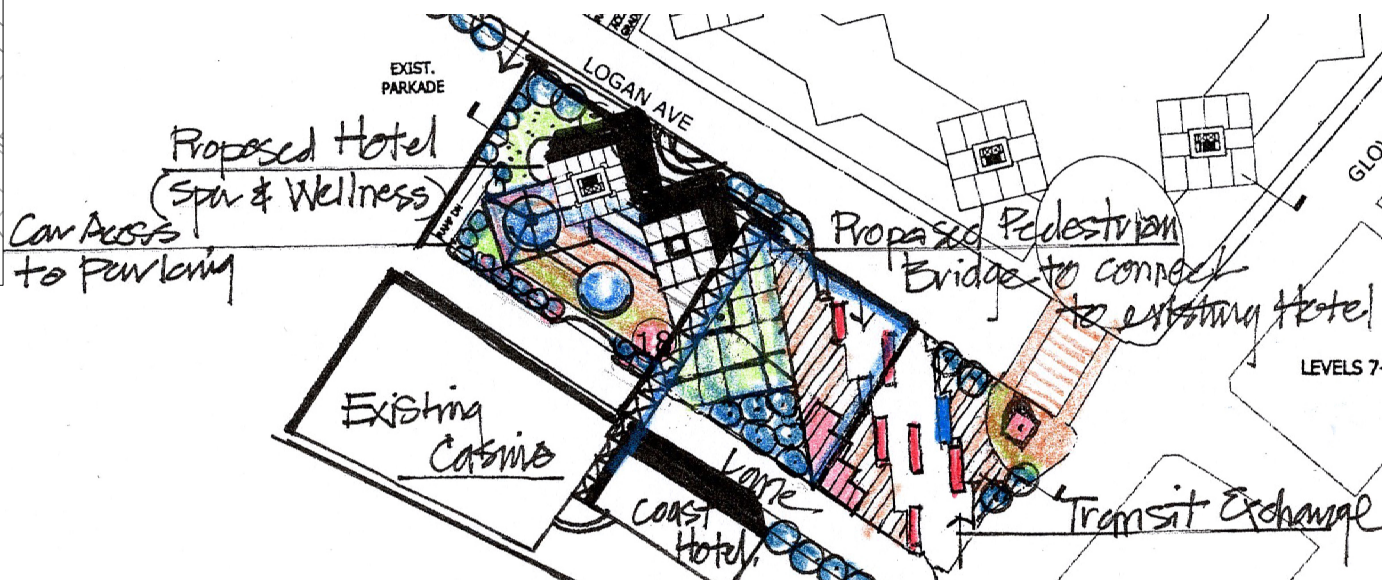
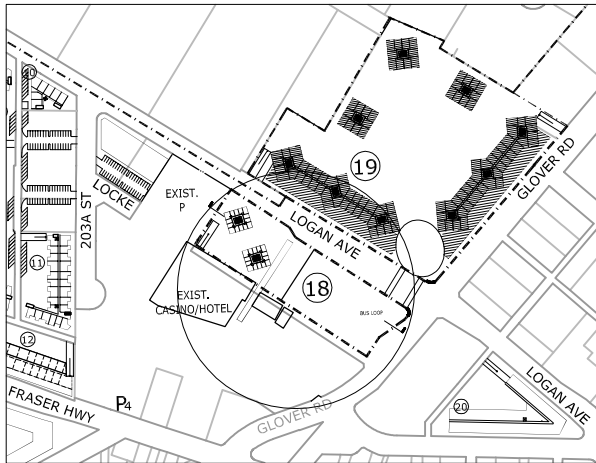
SECTION



LEVEL 1 PLAN

SITE # 18. CONCEPT STUDY





KEY PLAN

SYNOPSIS:

18

SITE AREA: 13,170.04 SM

MIXED-USE SITE 2 - 15 STOREY BUILDINGS

HOTEL SITE AREA: 6,603.8 SM
 FLOOR AREA: 15,300 SM
 FSR: 2.3
 HOTEL ROOMS: 356

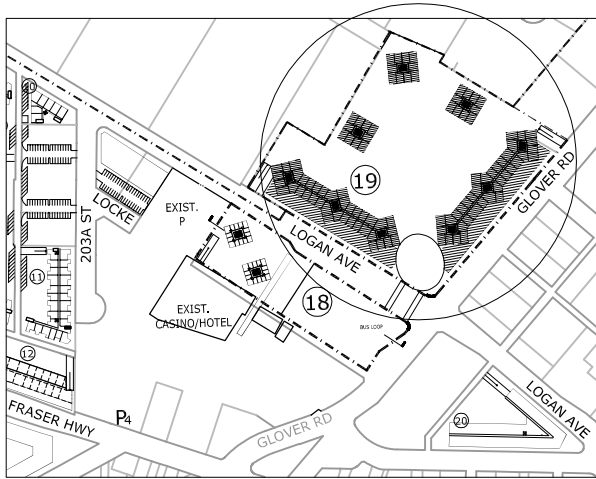
1 LEVEL UNDERGROUND PARKING
TRANSIT HUB SITE AREA: 6,566.2 SM

1 TOWER:

- LEVEL 15: 510 SM 14 ROOMS
- LEVEL 14: 510 SM 14 ROOMS
- LEVEL 13: 510 SM 14 ROOMS
- LEVEL 12: 510 SM 14 ROOMS
- LEVEL 11: 510 SM 14 ROOMS
- LEVEL 10: 510 SM 14 ROOMS
- LEVEL 9: 510 SM 14 ROOMS
- LEVEL 8: 510 SM 14 ROOMS
- LEVEL 7: 510 SM 14 ROOMS
- LEVEL 6: 510 SM 14 ROOMS
- LEVEL 5: 510 SM 14 ROOMS
- LEVEL 4: 510 SM 14 ROOMS
- LEVEL 3: 510 SM 14 ROOMS
- LEVEL 2: 510 SM 10 ROOMS
- LEVEL 1: 510 SM AMENITY
- 14 LEVELS = 7,650 SM 178 ROOMS

2 TOWERS= 15300 SM 356 ROOMS x1.0
 =356 STALLS REQ'D.

PARKING:
 LEVEL P1: UNDERGROUND PARKING +/-356 STALLS REQ'D./PROVIDED



KEY PLAN

SYNOPSIS:

19

SITE AREA: 42,618.94 SM
 FLOOR AREA: 113,129.8 SM
 FSR: 2.7
 GROSS RESIDENTIAL UNITS = 1140
 GROSS CRU: 6,731.8 SM

MIXED-USE SITE 15 STOREY BUILDINGS
 1 LEVEL RETAIL/OFFICE (DOUBLE HEIGHT)
 14 LEVELS RESIDENTIAL
 1 LEVEL @ GRADE PARKING
 1 LEVEL UNDERGROUND PARKING

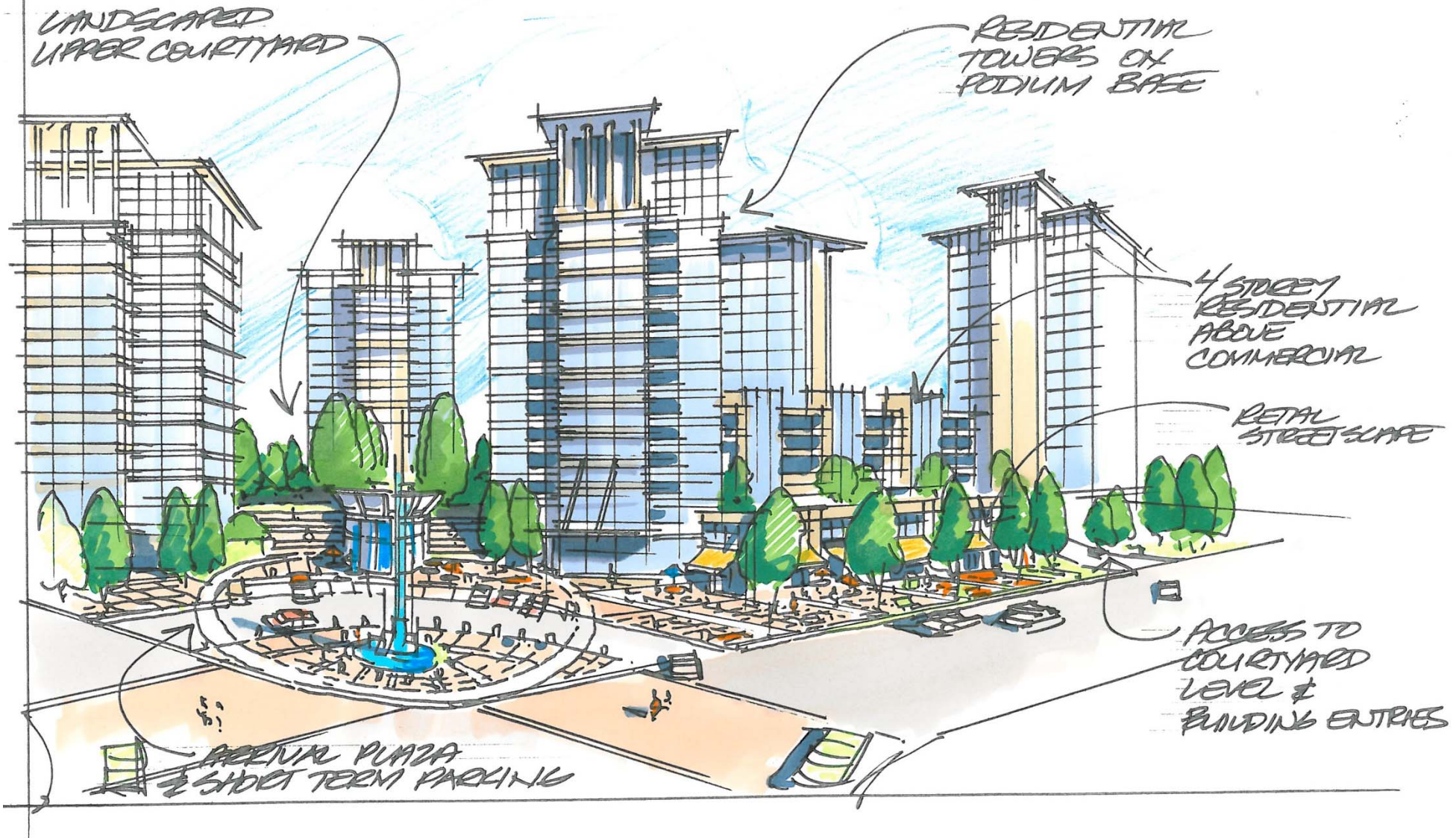
TOWERS:
 LEVEL 2-15: (900 SM X 3) x 14 LEVELS = 37,800 420 UNITS
 14 LEVELS = 420 UNITS x 1.5
 = 630 STALLS REQ'D.

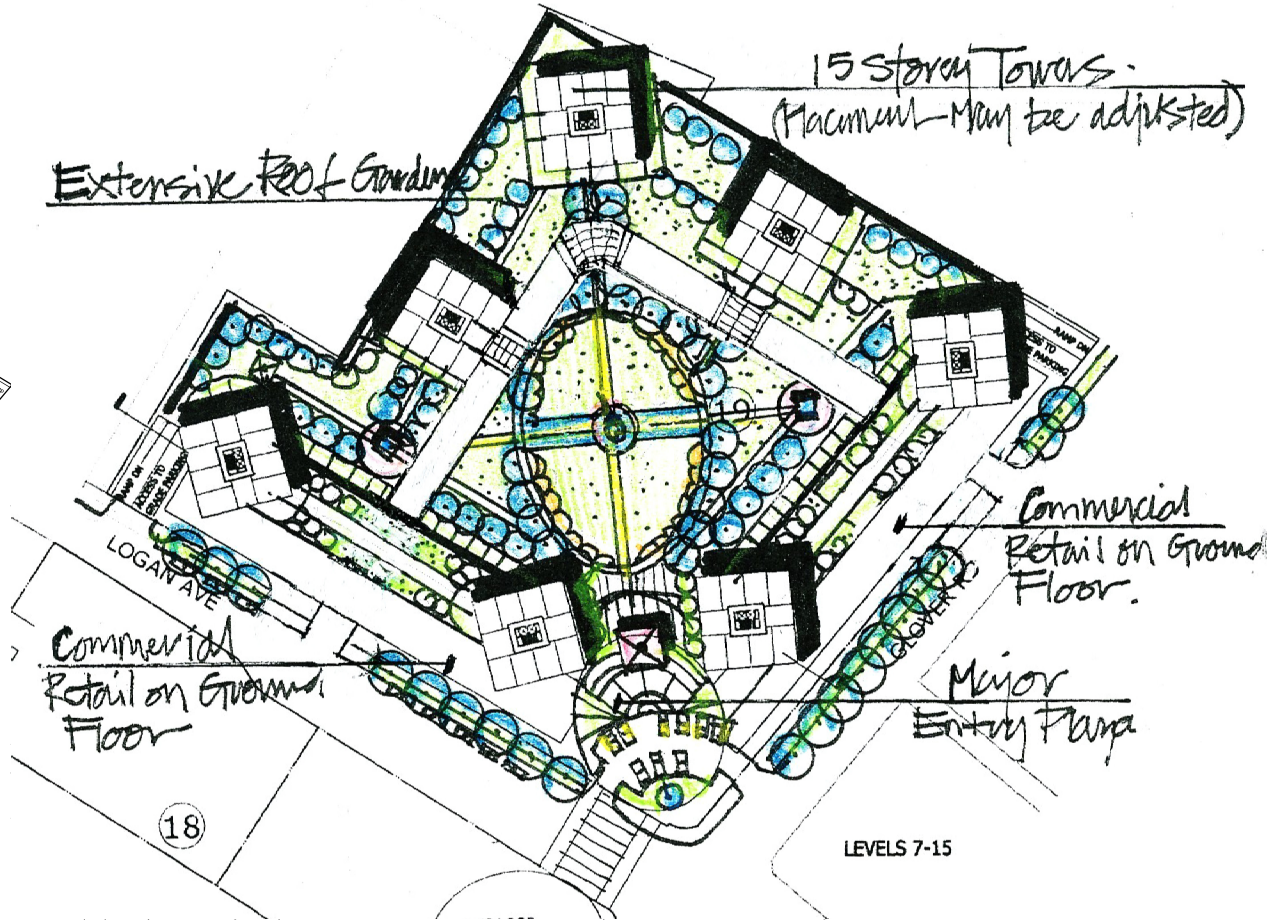
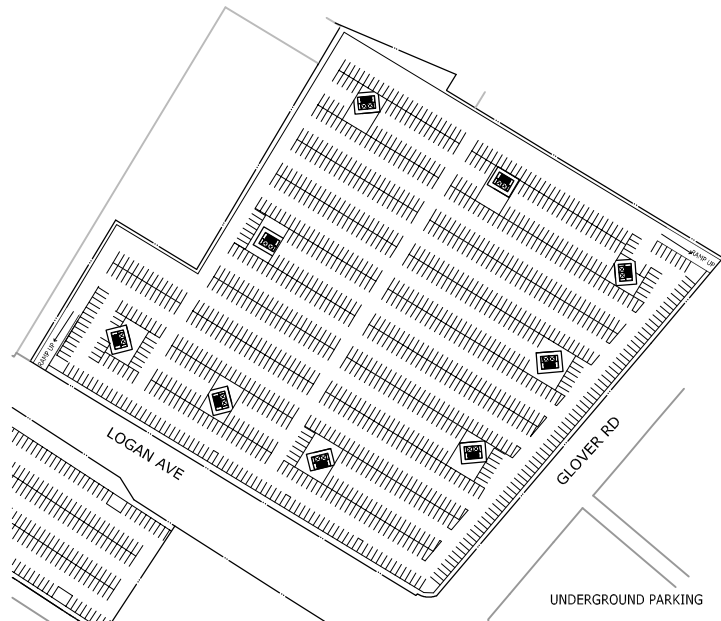
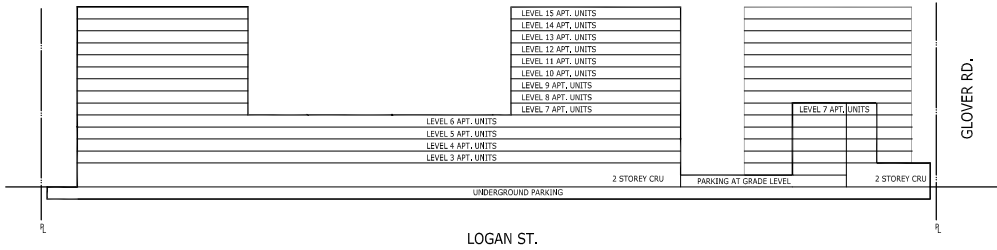
STREET TOWERS:

LEVEL 15:1800 SM x 2 =	3,600	40 UNITS
LEVEL 14:1800 SM x 2 =	3,600	40 UNITS
LEVEL 13:1800 SM x 2 =	3,600	40 UNITS
LEVEL 12:1800 SM x 2 =	3,600	40 UNITS
LEVEL 11:1800 SM x 2 =	3,600	40 UNITS
LEVEL 10:1800 SM x 2 =	3,600	40 UNITS
LEVEL 9: 1800 SM x 2 =	3,600	40 UNITS
LEVEL 8: 1800 SM x 2 =	3,600	40 UNITS
LEVEL 7: 1800 +3658 =	5,458	58 UNITS
LEVEL 6: 3658 SM x 2 =	7,316	76 UNITS
LEVEL 5: 3658 SM x 2 =	7,316	76 UNITS
LEVEL 4: 3658 SM x 2 =	7,316	76 UNITS
LEVEL 3: 3658 SM x 2 =	7,316	76 UNITS
LEVEL 2: 2538 SM x 2 =	5,076	38 UNITS
14 LEVELS	= 68,598 SM	720 UNITS x 1.5 =1,080 STALLS REQ'D.
TOTAL RESIDENTIAL UNITS		= 1140 UNITS
CRU:		
LEVEL 1: 3414.2 SM + 3317.6 SM	=6,731.8 SM x 3/100 SM	=202 STALLS REQ'D.

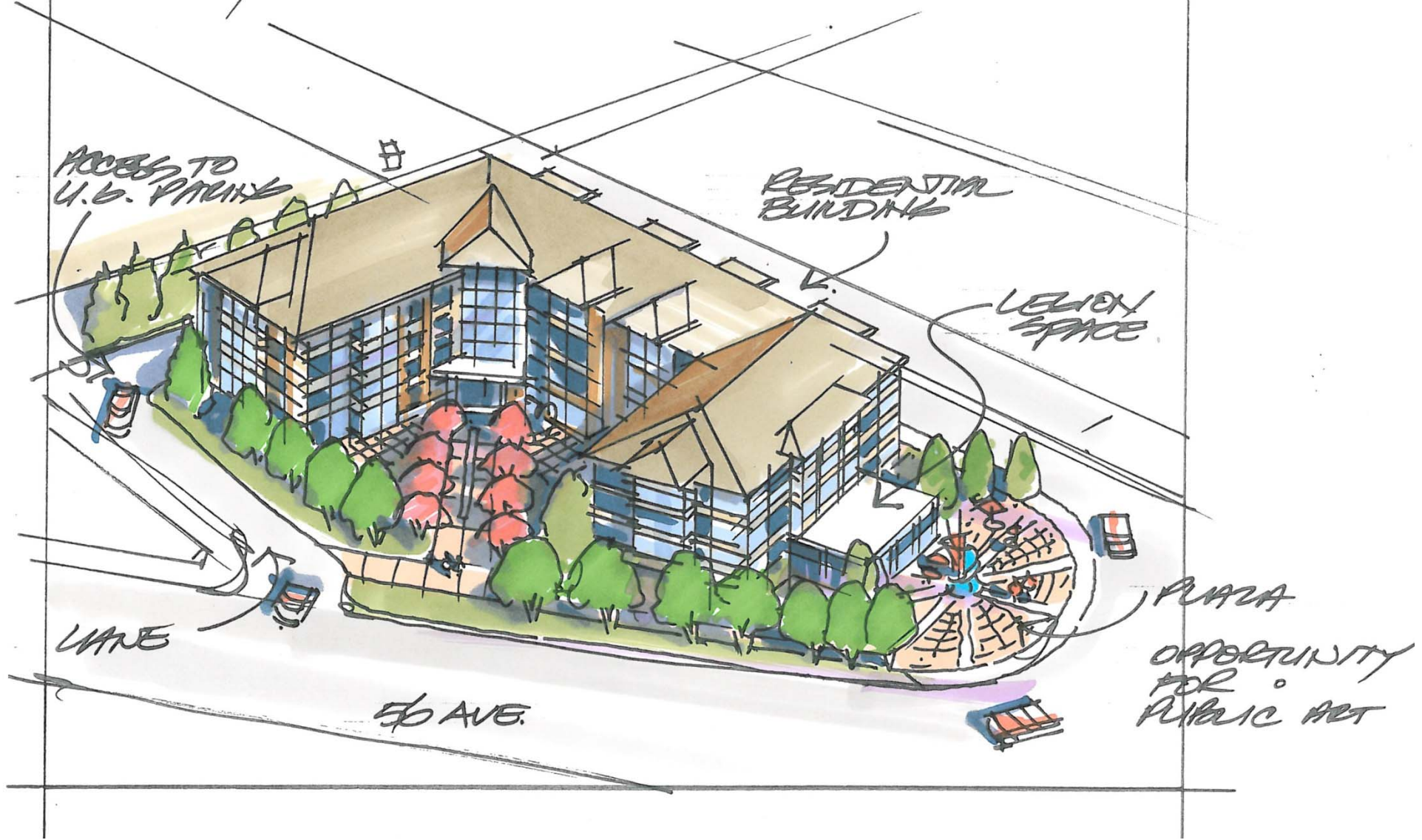
PARKING:
 LEVEL 1: PARKING +/- 782 STALLS
 LEVEL P1: UNDERGROUND PARKING +/-1340 STALLS
 +/-1912 STALLS REQ'D./PROVIDED

LOT #19 . CONCEPT STUDY





SITE # 24. CONCEPT STUDY



ACCESS TO
U.G. PARKING

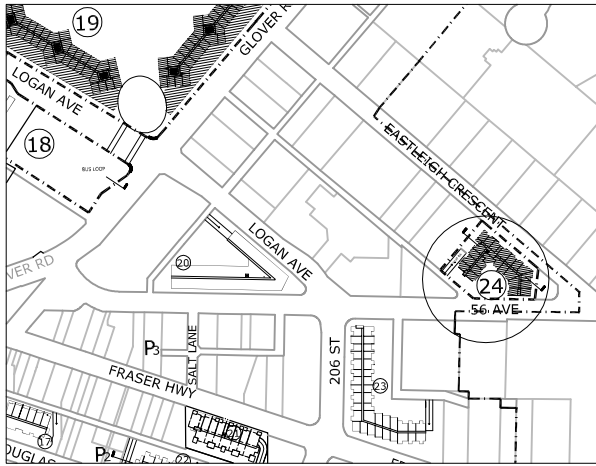
RESIDENTIAL
BUILDING

LELION
SPACE

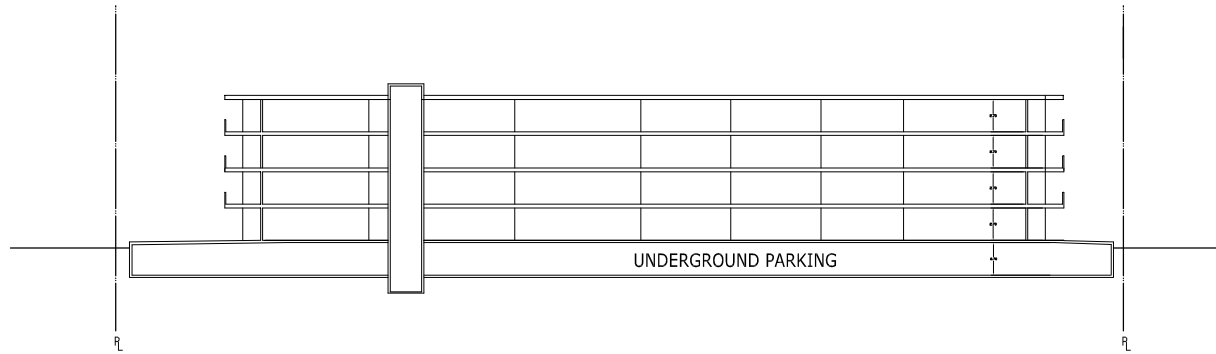
LANE

50 AVE.

PLAZA
OPPORTUNITY
FOR
PUBLIC ART



KEY PLAN



SECTION

SYNOPSIS:

24

SITE AREA: 4,765.57 SM

4 STOREY RESIDENTIAL

FLOOR AREA: 8,412.8 SM

FSR: 1.8

RESIDENTIAL UNITS: 88

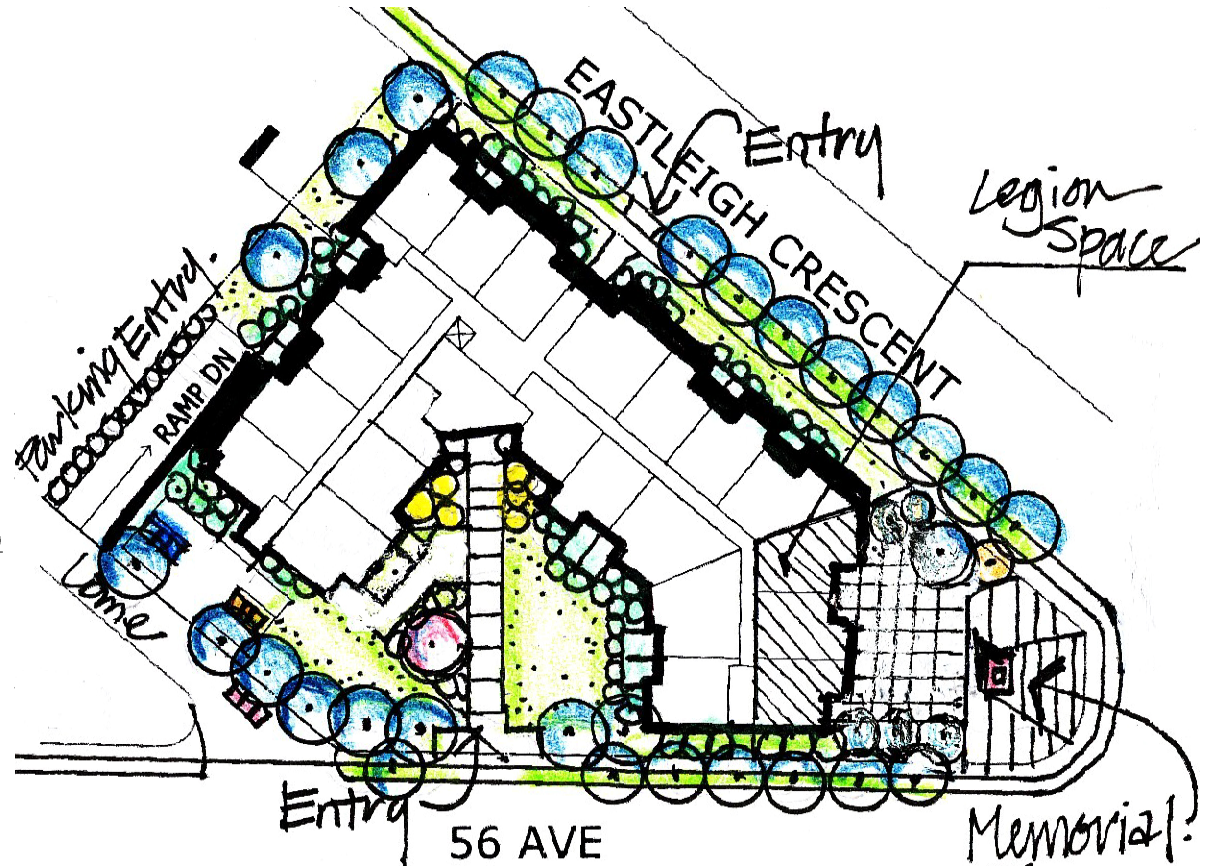
LEVEL 4:	2103.2 SM	23 UNITS
LEVEL 3:	2103.2 SM	23 UNITS
LEVEL 2:	2103.2 SM	23 UNITS
LEVEL 1:	2103.2 SM	19 UNITS (224 SM LEGION SPACE)
4 LEVELS=	8,412.8 SM	88 UNITS x 1.5 =132 STALLS REQ'D.

PARKING:

LEVEL 1: PARKING @ GRADE 6 STALLS

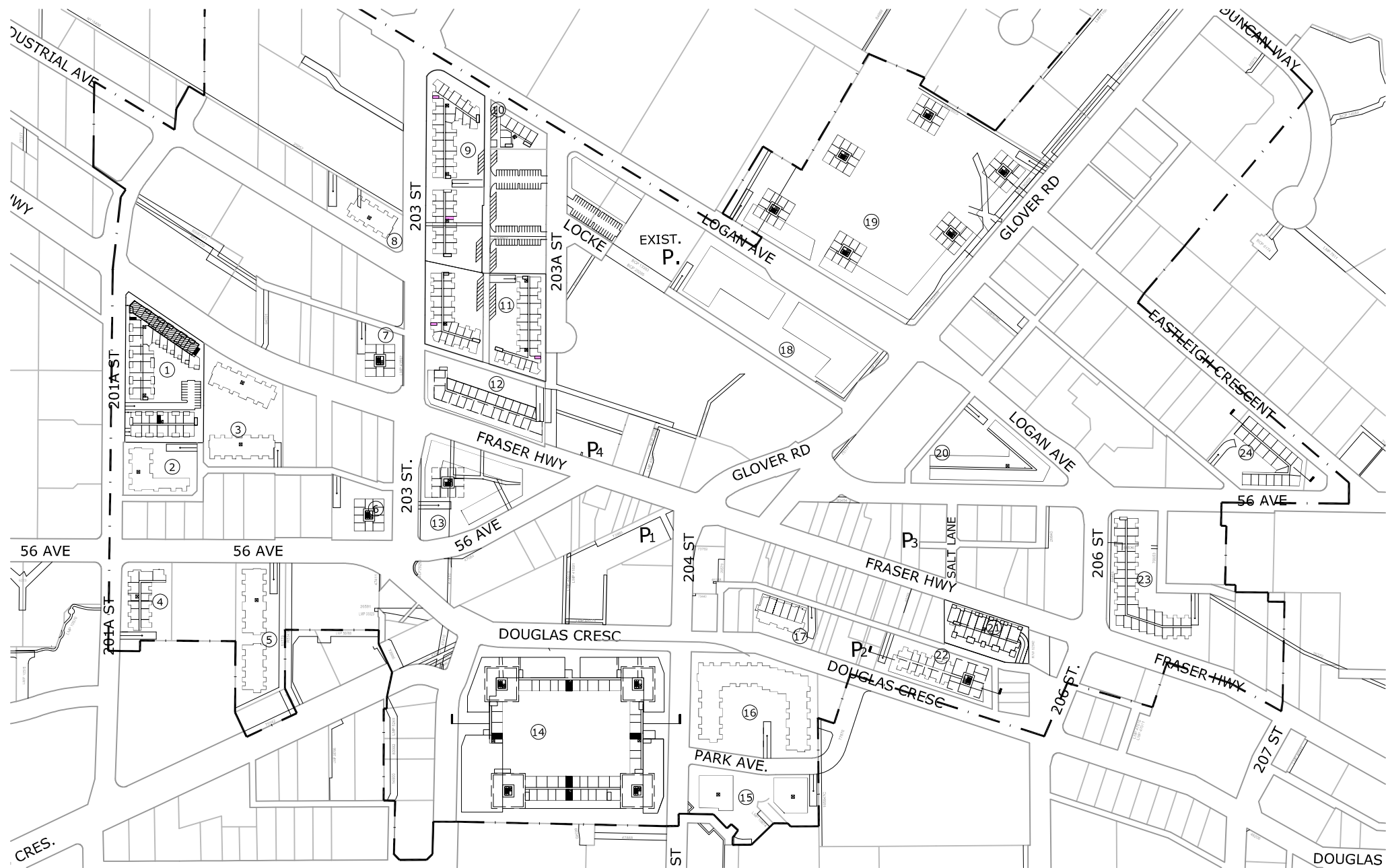
LEVEL P1: UNDERGROUND PARKING +/-131 STALLS

137 STALLS REQ'D./PROVIDED



SECTION 3:

PRELIMINARY URBAN DESIGN FOR 24 SITES



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

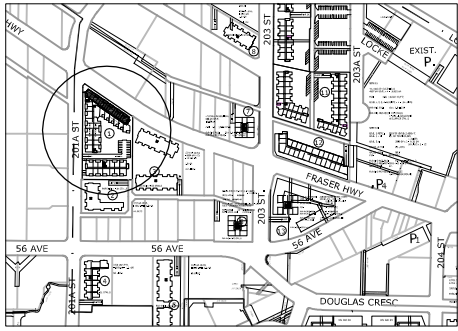
LANGLEY
FEASIBILITY STUDY

NTS

OVERALL SITE
CITY OF LANGLEY

0805
FEB.25.08

A1



KEY PLAN

SITE AREA: 9372.6 sm

F.S.R: 1.6 (14 608/9 372.65)

BLDG A

LEVEL 4 APT. UNITS:	2870sm
LEVEL 3 APT. UNITS:	2870sm
LEVEL 2 APT. UNITS:	1435sm
LEVEL 1 APT. UNITS:	1435sm
LEVEL 1 LIVE/WORK	918sm
	9 528sm

BLDG B

LEVEL 4 APT. UNITS:	1270sm
LEVEL 3 APT. UNITS:	1270sm
LEVEL 2 APT. UNITS:	1270sm
LEVEL 1 APT. UNITS:	1270sm
	5080sm

GROSS BLDG AREA: 14 608sm

UNIT TYPE:

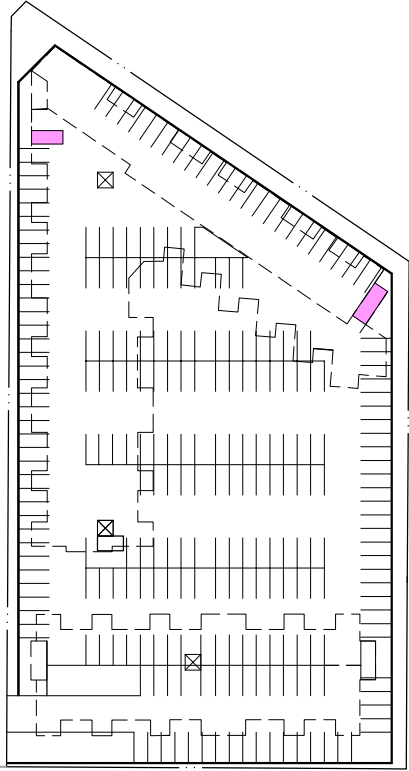
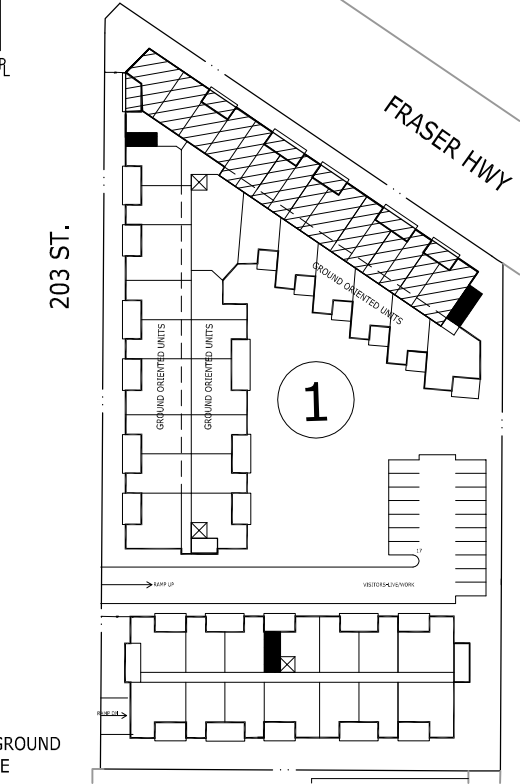
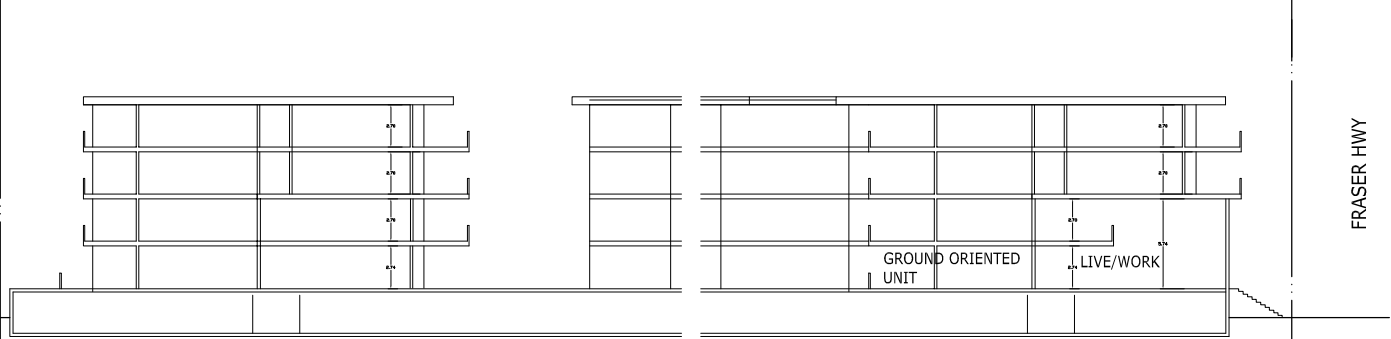
BLDG A

1 BDRM	63 UNITS
2 BDRM	28 UNITS
LIVE/WORK	16 UNITS
	107 UNITS

BLDG B

1 BDRM	33 UNITS
2 BDRM	23 UNITS
	56 UNITS
AMENITY	4 UNITS (172x3sm=516sm)

PARKING:	REQ'D.	PROVIDED
RES. 1.3 x 147 STALLS / UNIT	191	191
VISITOR .2 x 147 UNITS	29	29
2 x 16 LIVE/WORK	32	32
TOTAL:	239 UNDERGROUND	239 UNDERGROUND
	17 SURFACE	17 SURFACE
	252	252



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

NTS

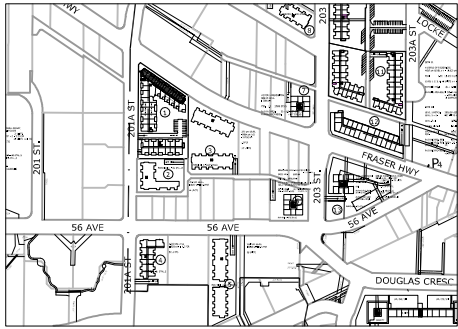
SITE 1

CITY OF LANGLEY

0805

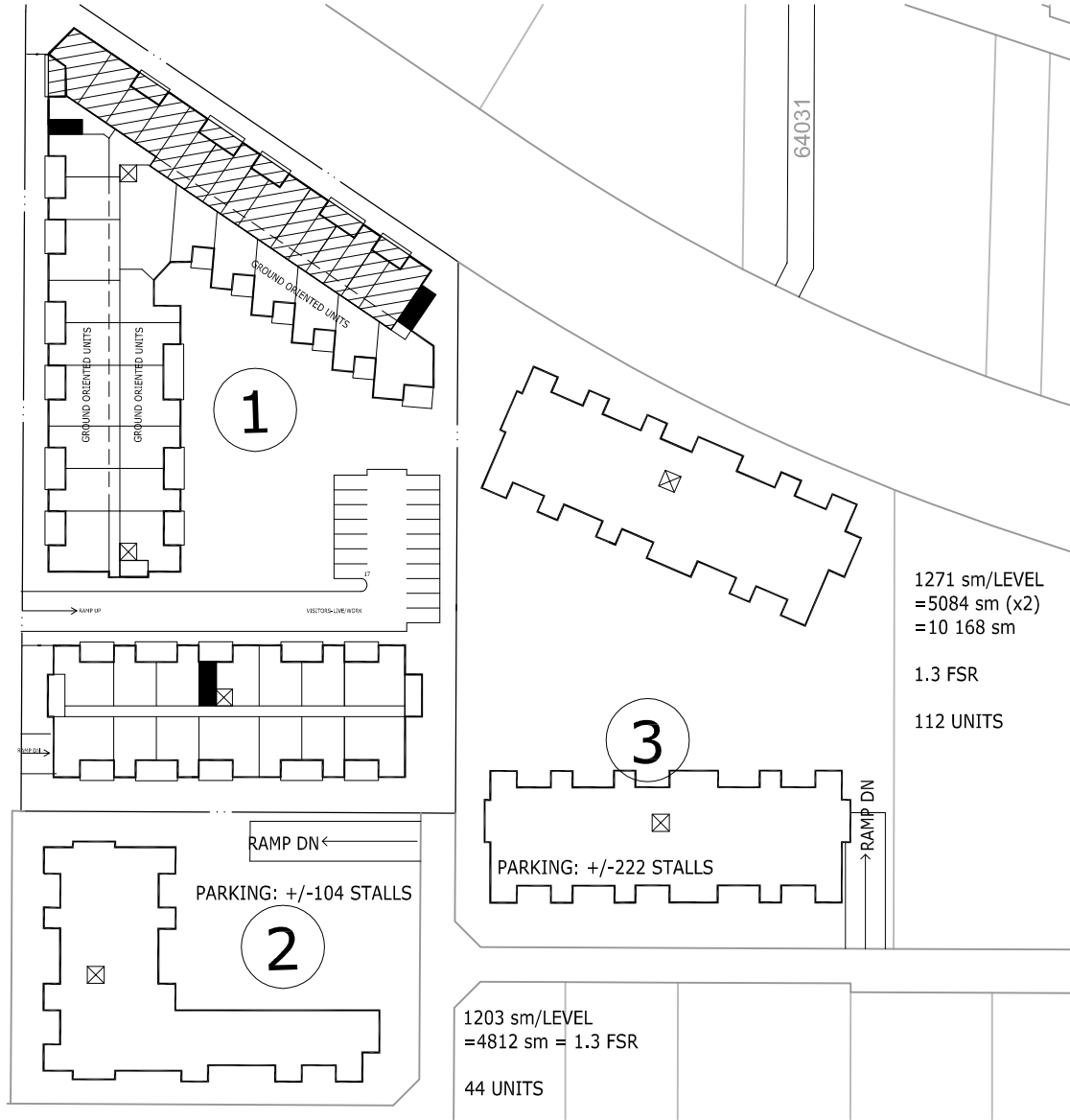
FEB.25.08

A2



KEY PLAN

201A ST



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

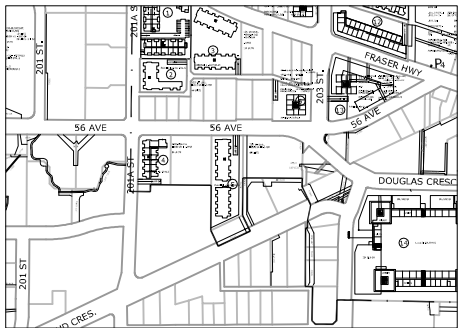
NTS

SITES 2,3

CITY OF LANGLEY FEB.25.08

0805

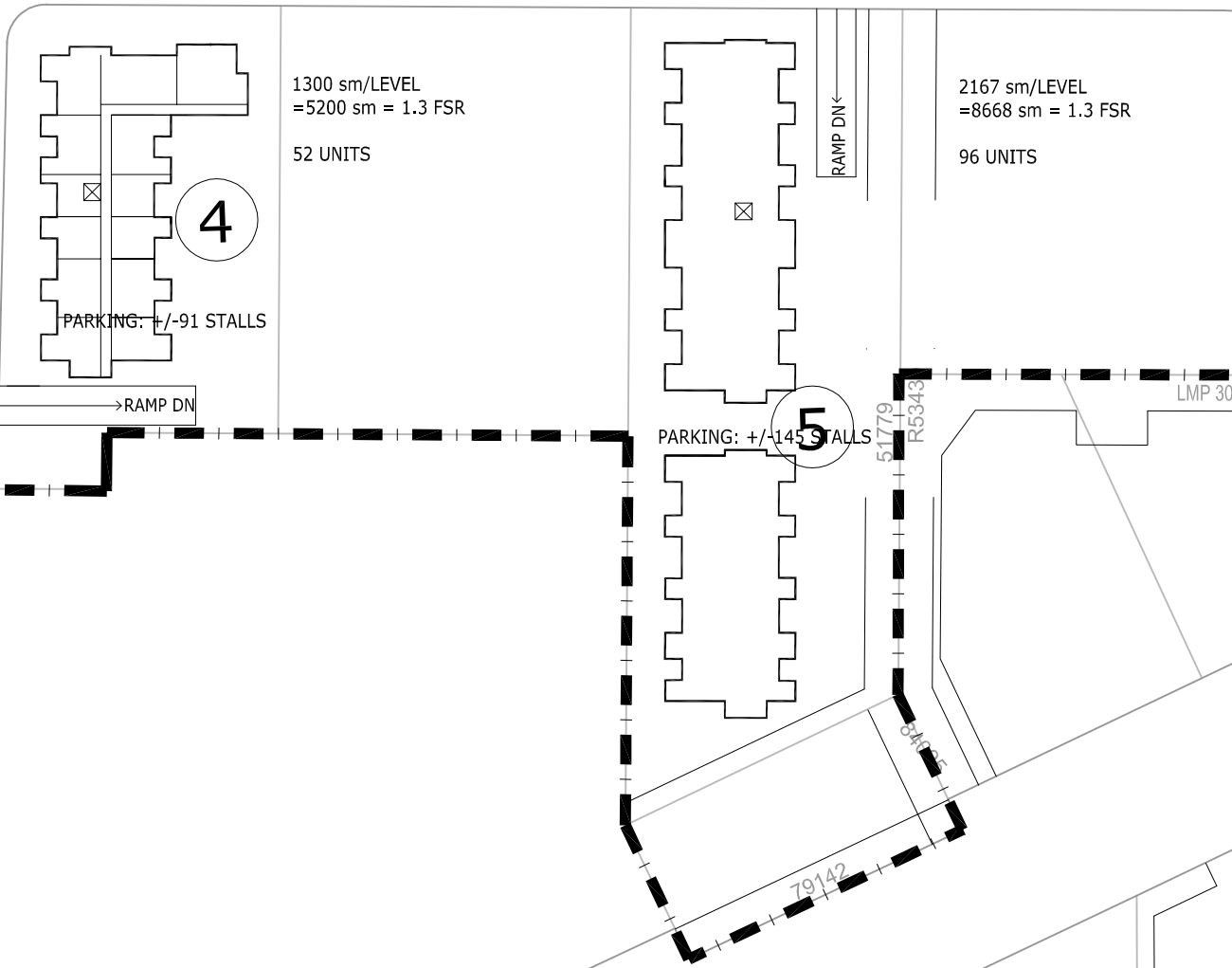
A3



KEY PLAN

201A-ST

56 AVE



1300 sm/LEVEL
=5200 sm = 1.3 FSR
52 UNITS

2167 sm/LEVEL
=8668 sm = 1.3 FSR
96 UNITS

4

PARKING: +/-91 STALLS

5

PARKING: +/-145 STALLS

79142

51779

R5343

81115

LMP 30.

DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

NTS

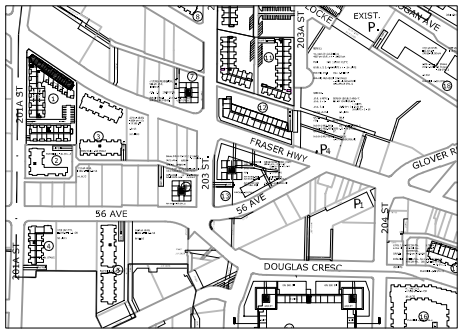
SITES 4,5

CITY OF LANGLEY

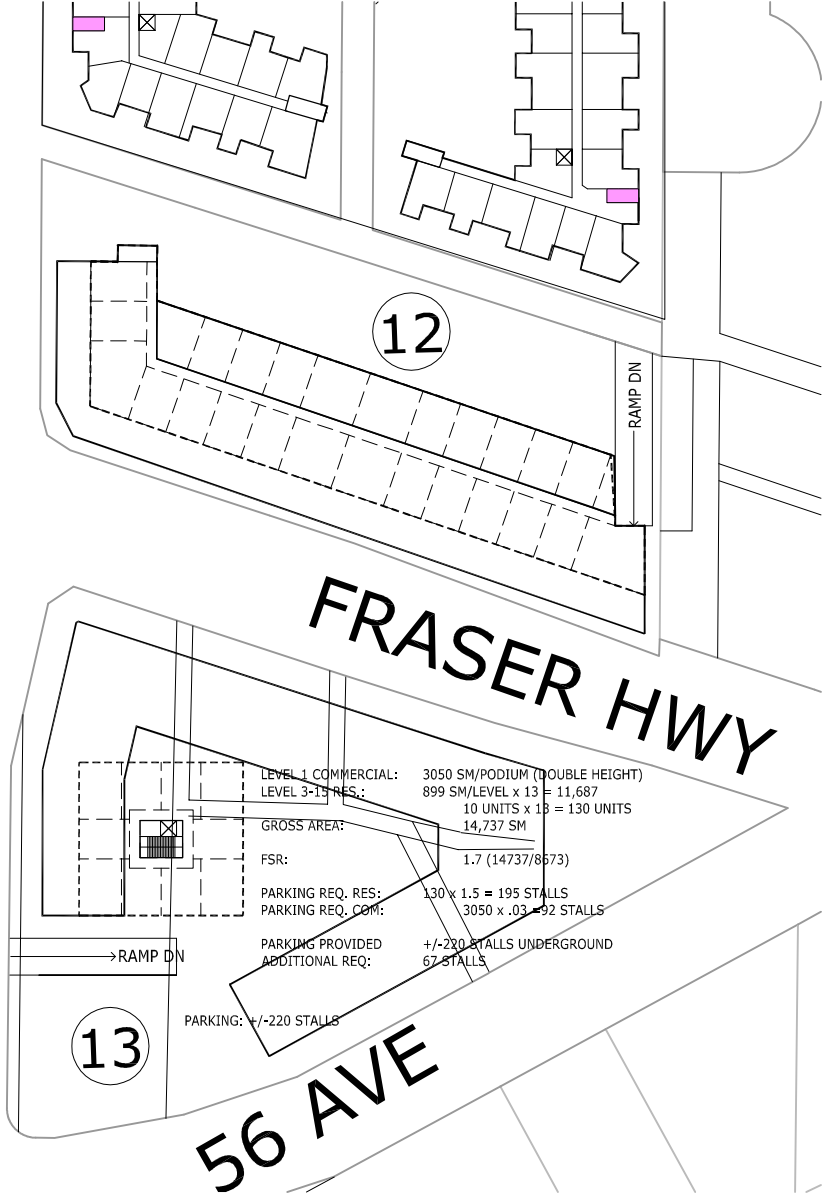
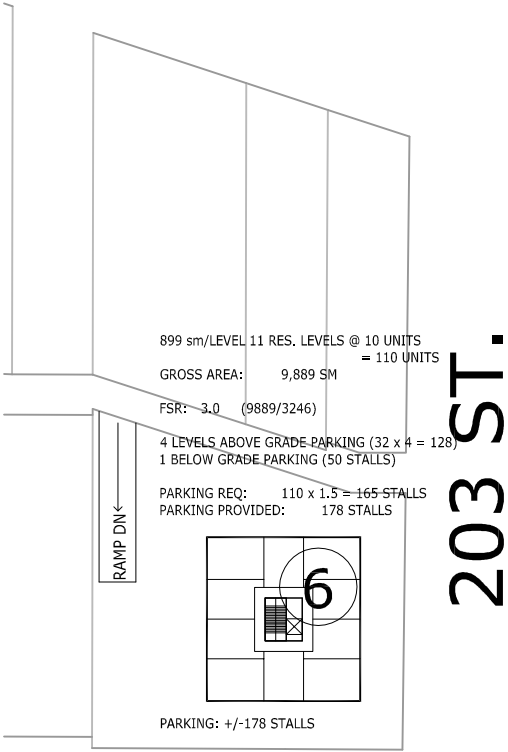
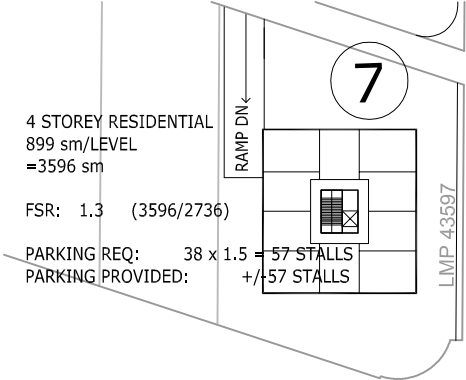
0805

FEB.25.08

A4



KEY PLAN



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

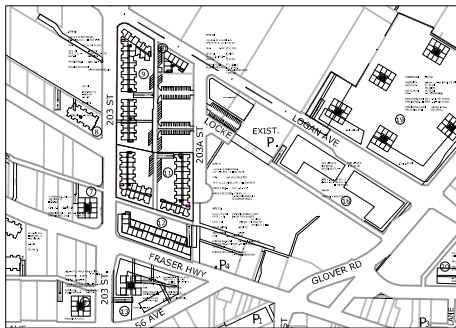
NTS

SITES 6,7,13

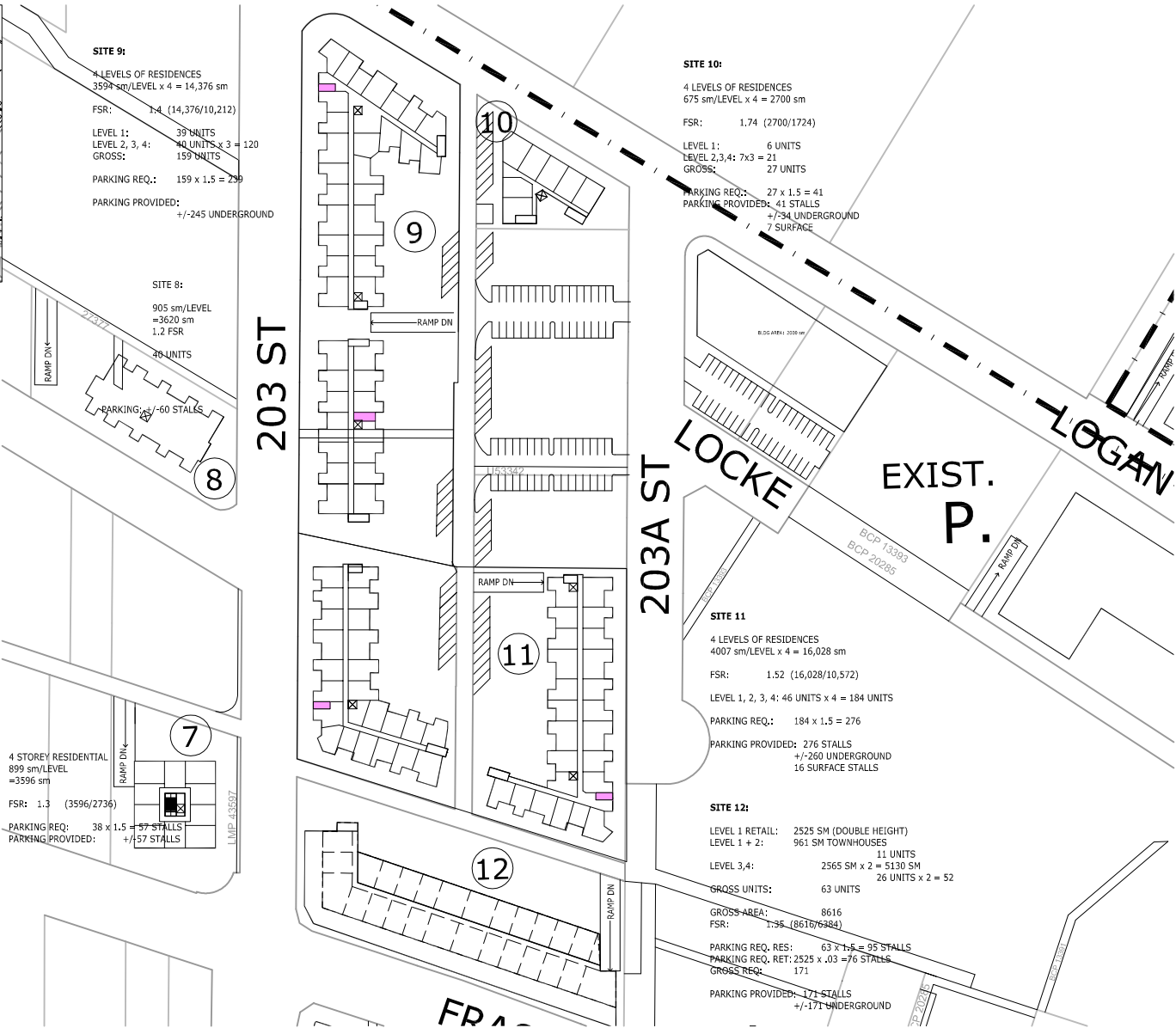
CITY OF LANGLEY FEB.25.08

0805

A5



KEY PLAN



SITE 9:
 4 LEVELS OF RESIDENCES
 3594 sm/LEVEL x 4 = 14,376 sm
 FSR: 1.4 (14,376/10,212)
 LEVEL 1: 39 UNITS
 LEVEL 2, 3, 4: 40 UNITS x 3 = 120
 GROSS: 159 UNITS
 PARKING REQ.: 159 x 1.5 = 239
 PARKING PROVIDED: +/-245 UNDERGROUND

SITE 8:
 905 sm/LEVEL
 =3620 sm
 1.2 FSR
 48 UNITS
 PARKING: +/-60 STALLS

SITE 7:
 4 STOREY RESIDENTIAL
 899 sm/LEVEL
 =3596 sm
 FSR: 1.3 (3596/2736)
 PARKING REQ.: 38 x 1.5 = 57 STALLS
 PARKING PROVIDED: +/-57 STALLS

SITE 10:
 4 LEVELS OF RESIDENCES
 675 sm/LEVEL x 4 = 2700 sm
 FSR: 1.74 (2700/1724)
 LEVEL 1: 6 UNITS
 LEVEL 2,3,4: 7x3 = 21
 GROSS: 27 UNITS
 PARKING REQ.: 27 x 1.5 = 41
 PARKING PROVIDED: 41 STALLS
 +/-34 UNDERGROUND
 7 SURFACE

SITE 11:
 4 LEVELS OF RESIDENCES
 4007 sm/LEVEL x 4 = 16,028 sm
 FSR: 1.52 (16,028/10,572)
 LEVEL 1, 2, 3, 4: 46 UNITS x 4 = 184 UNITS
 PARKING REQ.: 184 x 1.5 = 276
 PARKING PROVIDED: 276 STALLS
 +/-260 UNDERGROUND
 16 SURFACE STALLS

SITE 12:
 LEVEL 1 RETAIL: 2525 SM (DOUBLE HEIGHT)
 LEVEL 1 + 2: 961 SM TOWNHOUSES
 LEVEL 3,4: 2565 SM x 2 = 5130 SM
 26 UNITS x 2 = 52
 GROSS UNITS: 63 UNITS
 GROSS AREA: 8616
 FSR: 1.35 (8616/6384)
 PARKING REQ. RES: 63 x 1.5 = 95 STALLS
 PARKING REQ. RET: 2525 x .03 = 76 STALLS
 GROSS REQ: 171
 PARKING PROVIDED: 171 STALLS
 +/-171 UNDERGROUND

DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

NTS

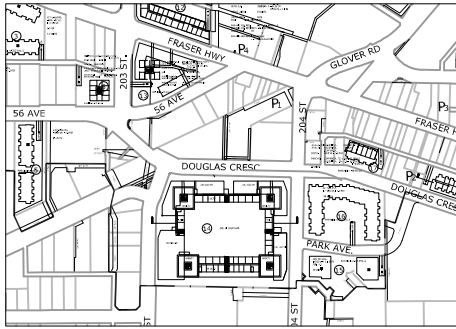
SITES 8,9,10,11,12

CITY OF LANGLEY

0805

FEB.25.08

A6



KEY PLAN

SYNOPSIS:

SITE AREA: 34,443.15 SM
 FSR: 2.33 (80,152/34,443.15)

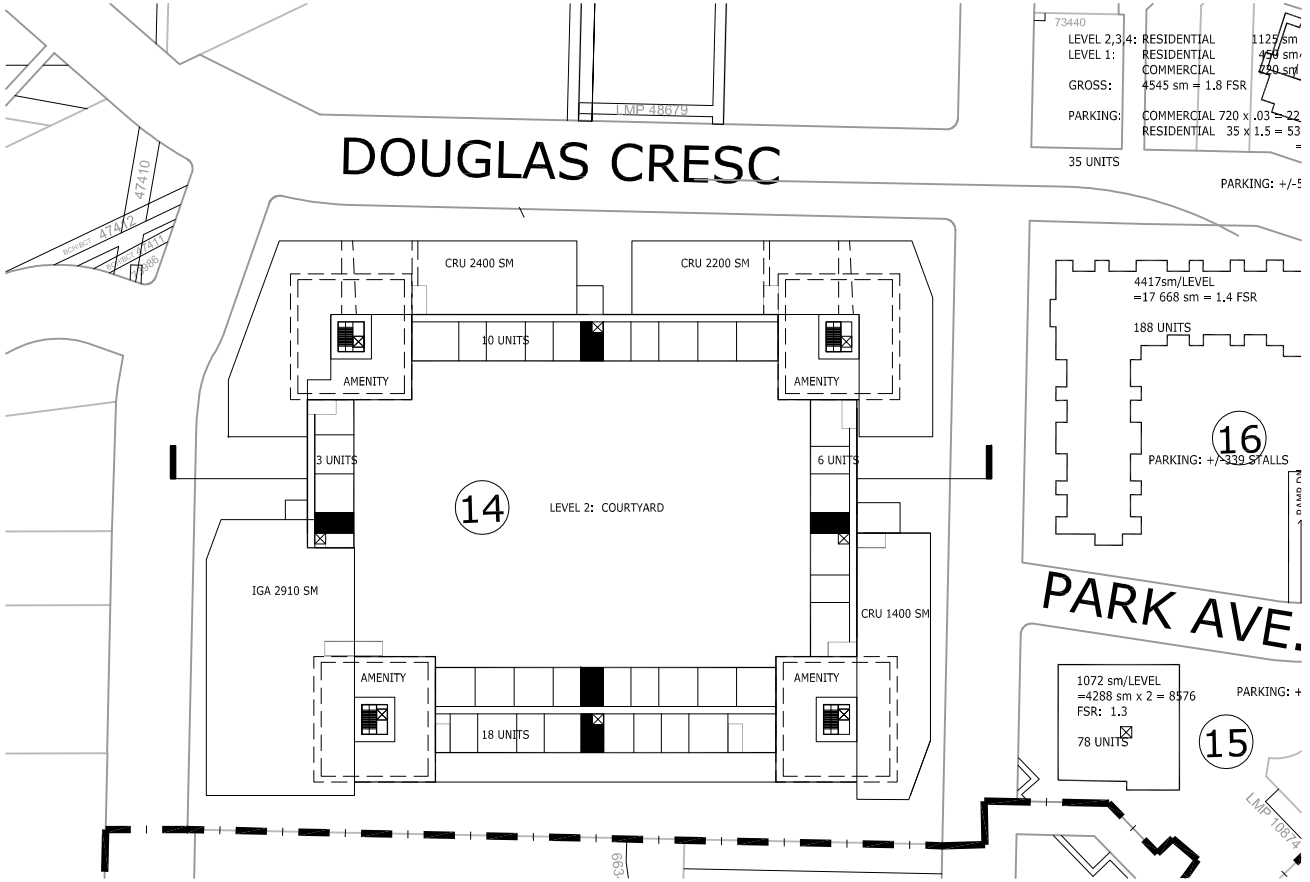
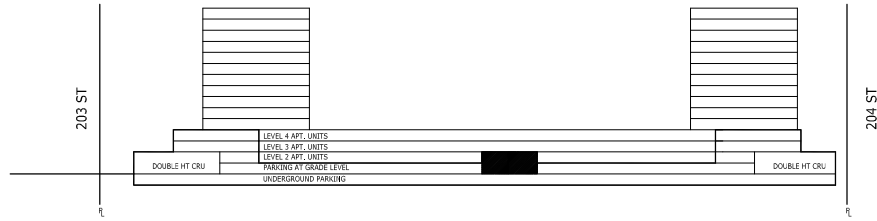
GROSS BLDG AREA: 80,152 SM

CRU: 6000 SM
 IGA: 2910 SM
 NET: 8910 SM

APT UNITS:
 LEVEL 2: 4786 SM + 2516 SM AMENITY = 7302 SM
 LEVEL 3: 12,192 SM
 LEVEL 4: 12,192 SM
 TOWERS: (899 x 11) x 4 = 39,556 SM
 NET: 71,242 SM

#APT UNITS: 655 UNITS
 PARKING REQ.: 655 x 1.3 = 852 STALLS @ LEVEL P1
 655 x 0.2 = 131 VIS. STALLS @ LEVEL 1
 PARKING REQ.: RETAIL: 8910 x .03 = 267 STALLS @ LEVEL1

GROSS PARKING REQ.: = 1257 STALLS
 PROVIDED: +/-1419 STALLS
 LEVEL 1: +/-491 STALLS (RETAIL AND VISITORS) 93 SURPLUS
 LEVEL P1: +/-928 STALLS (RESIDENTIAL) 76 SURPLUS



73440
 LEVEL 2,3,4: RESIDENTIAL 1129 sm
 LEVEL 1: RESIDENTIAL 458 sm
 COMMERCIAL 259 sm
 GROSS: 4545 sm = 1.8 FSR
 PARKING: COMMERCIAL 720 x .03 = 22
 RESIDENTIAL 35 x 1.5 = 53
 35 UNITS
 PARKING: +/-5

4417sm/LEVEL
 =17 668 sm = 1.4 FSR
 188 UNITS
 PARKING: +/-339 STALLS

1072 sm/LEVEL
 =4288 sm x 2 = 8576
 FSR: 1.3
 78 UNITS
 PARKING: +

DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

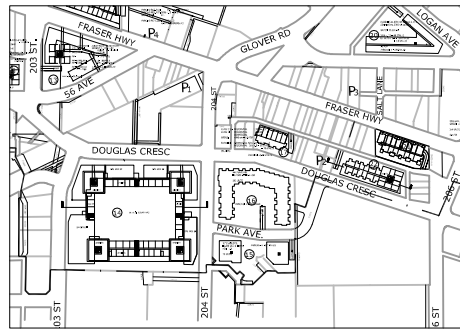
NTS

SITE 14

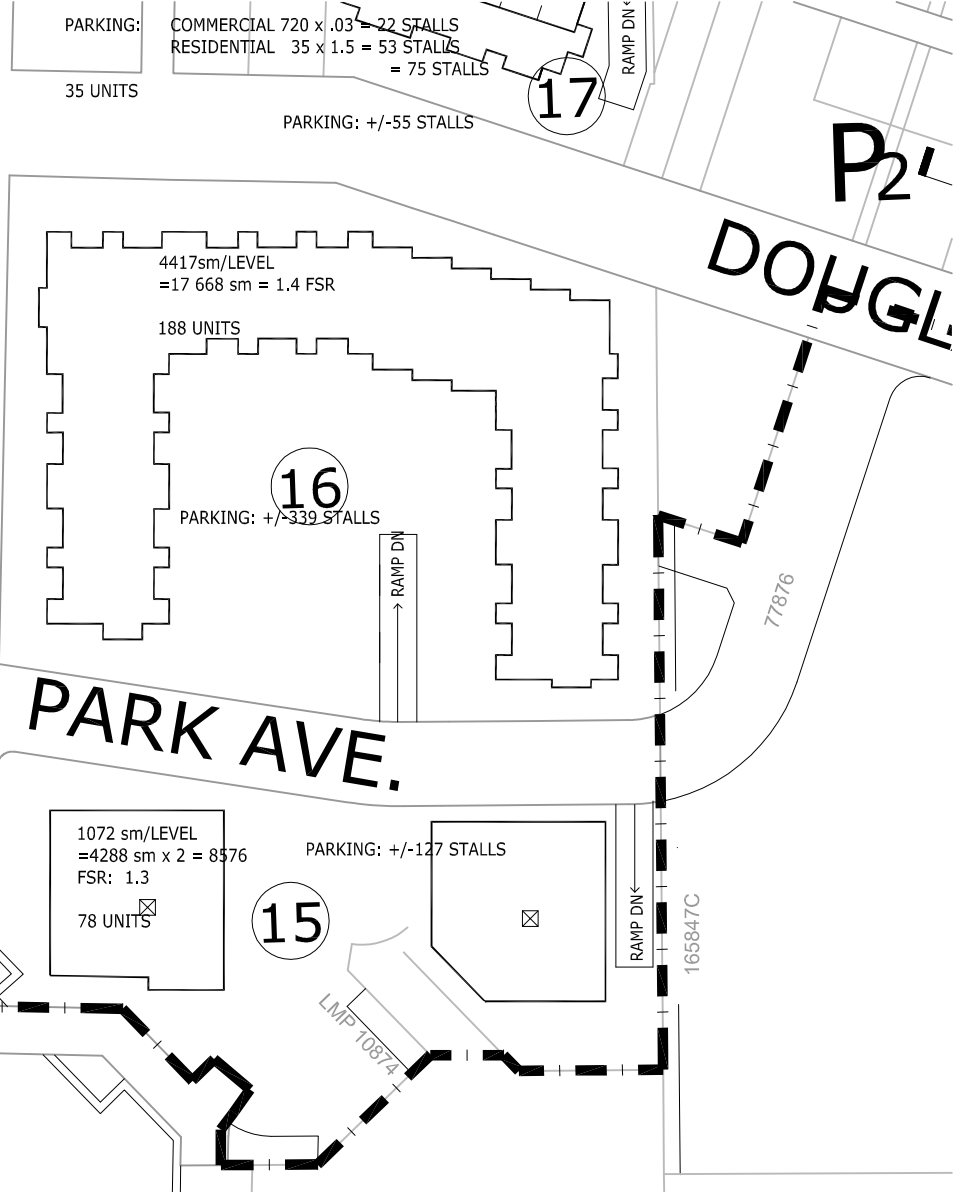
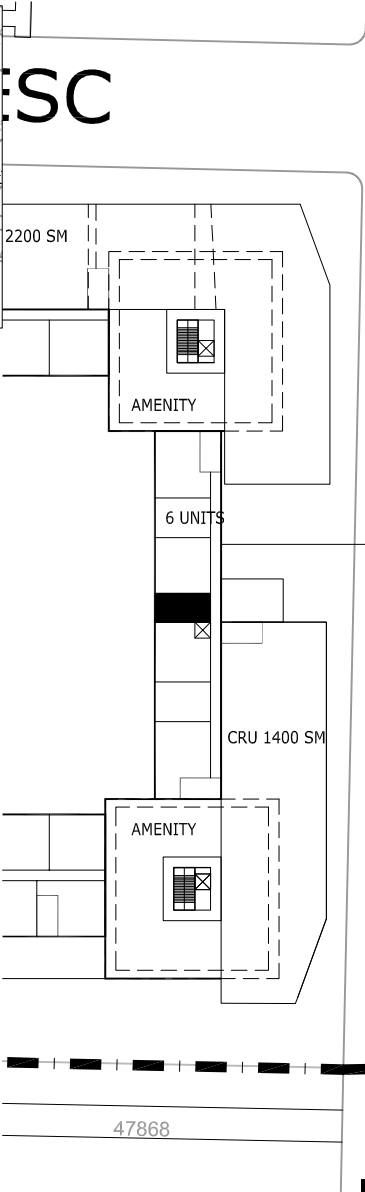
CITY OF LANGLEY FEB.25.08

0805

A7



KEY PLAN



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

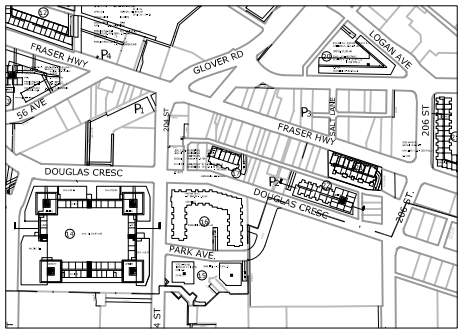
NTS

SITES 15,16

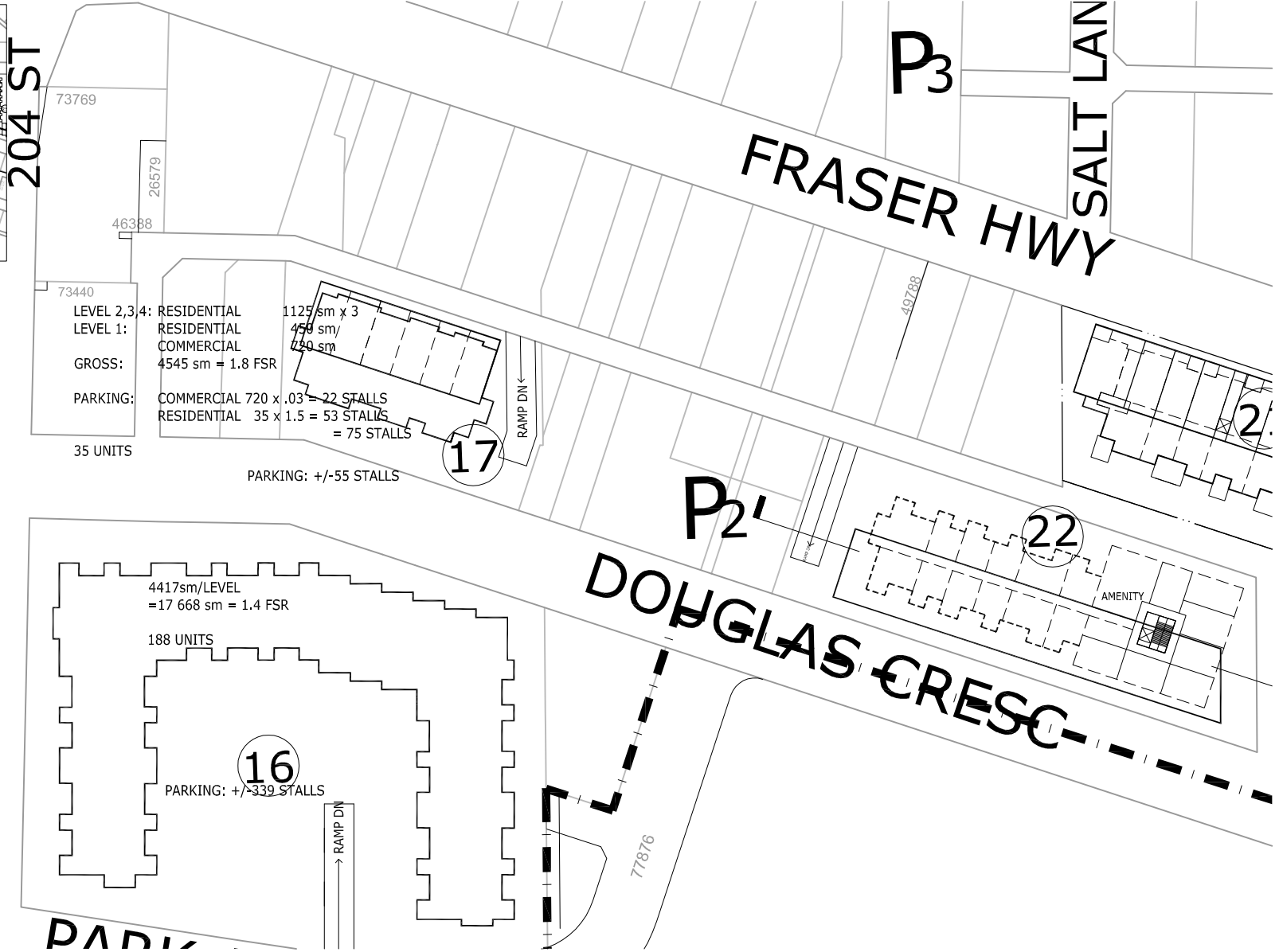
CITY OF LANGLEY FEB.25.08

0805

A8



KEY PLAN



73440
 LEVEL 2,3,4: RESIDENTIAL 1125 sm x 3
 LEVEL 1: RESIDENTIAL 458 sm/
 COMMERCIAL 720 sm
 GROSS: 4545 sm = 1.8 FSR
 PARKING: COMMERCIAL 720 x .03 = 22 STALLS
 RESIDENTIAL 35 x 1.5 = 53 STALLS
 = 75 STALLS
 35 UNITS

PARKING: +/-55 STALLS

4417sm/LEVEL
 =17 668 sm = 1.4 FSR
 188 UNITS
 PARKING: +/-339 STALLS
 RAMP DN

AMENITY

DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

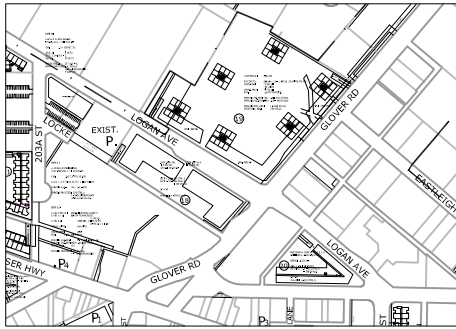
NTS

SITES 17,22

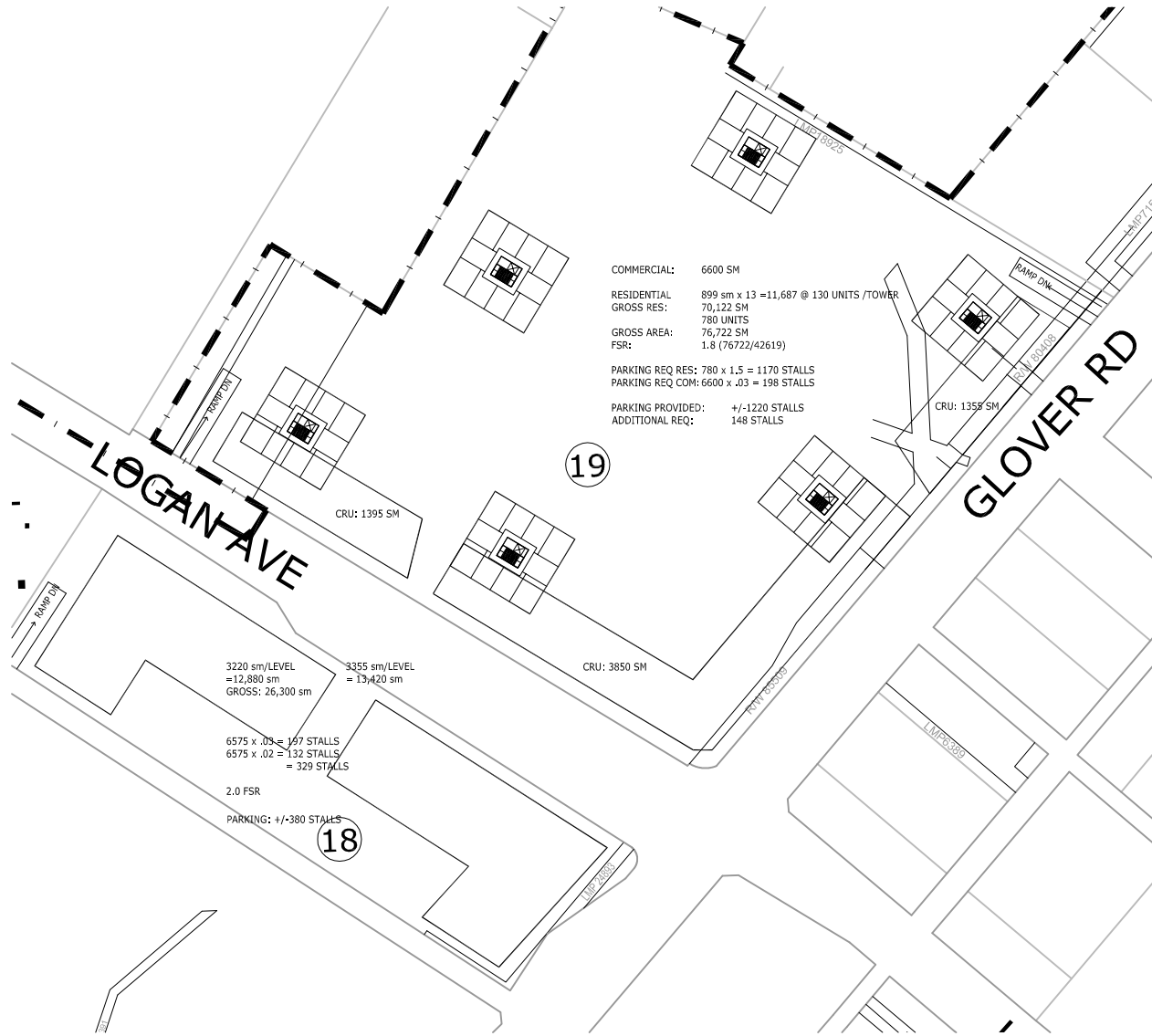
CITY OF LANGLEY FEB.25.08

0805

A9



KEY PLAN



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

NTS

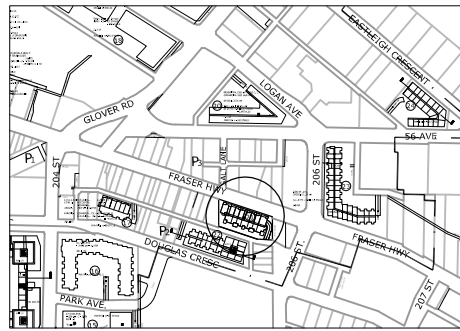
SITES 18,19

CITY OF LANGLEY

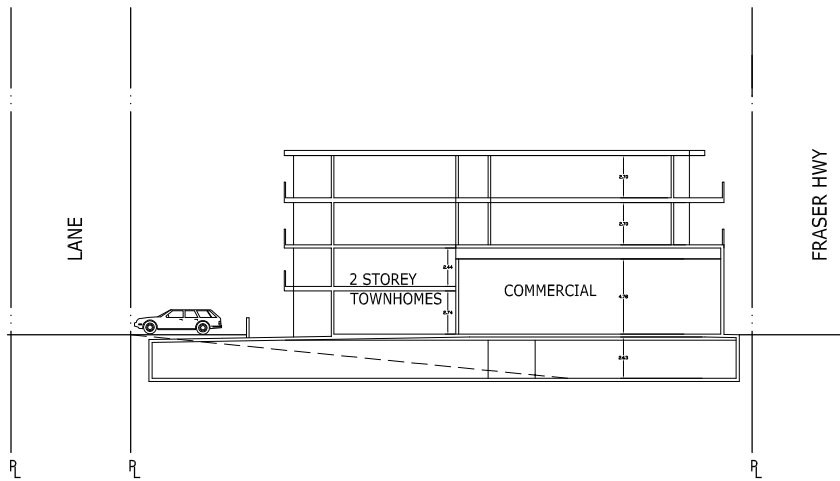
0805

FEB.25.08

A10



KEY PLAN



SITE AREA: 3354.5 sm
 F.S.R: 1.6 (5382/3354.5)

RESIDENTIAL:
 LEVEL 4 APT. UNITS: 1500sm
 LEVEL 3 APT. UNITS: 1500sm
 LEVEL 1 - 2 STOREY TOWNHOMES: 1174sm

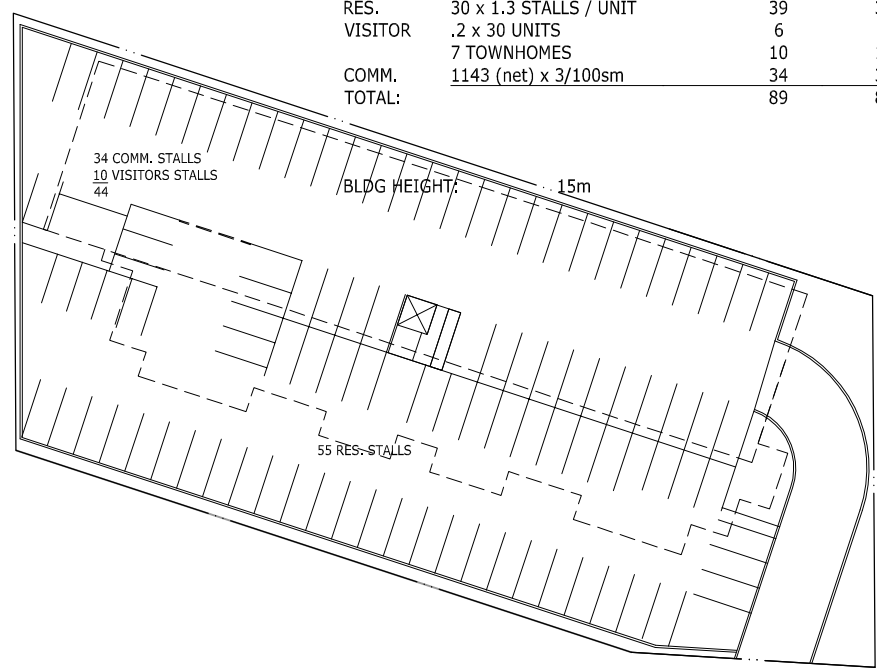
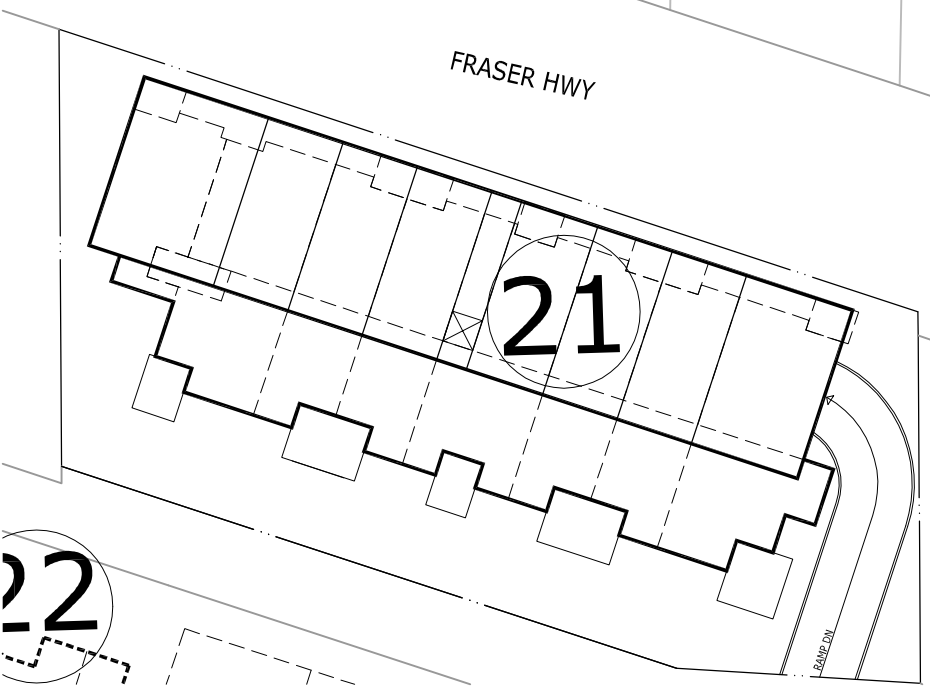
COMMERCIAL - LEVEL 1: 1208sm

GROSS BLDG AREA: 5382sm

UNIT TYPE:
 1 BDRM 16 UNITS
 2 BDRM 14 UNITS
 30 UNITS

TOWNHOMES 7 UNITS
 TOTAL: 37

PARKING:		REQ'D.	PROVIDED
RES.	30 x 1.3 STALLS / UNIT	39	39
VISITOR	.2 x 30 UNITS	6	6
	7 TOWNHOMES	10	10
COMM.	1143 (net) x 3/100sm	34	34
TOTAL:		89	89 UNDERGROUND



22

DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

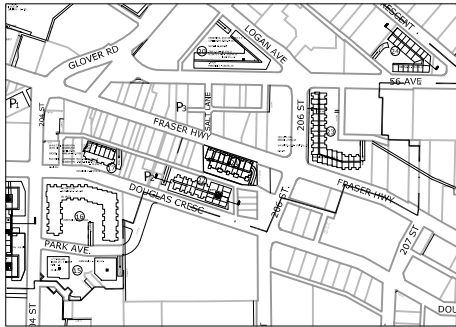
NTS

SITE 21

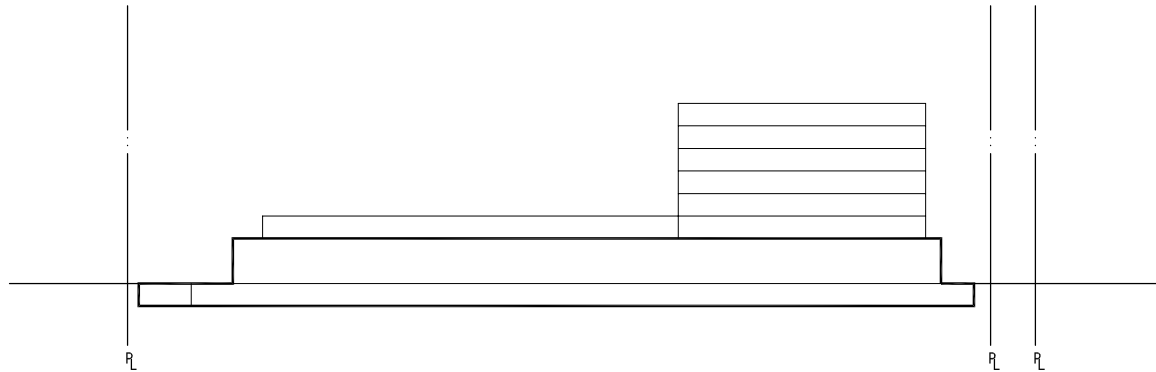
CITY OF LANGLEY FEB.25.08

0805

A11



KEY PLAN



SYNOPSIS:

SITE AREA: 4559 SM

FSR: 2.1

RETAIL: 1600 SM

APT.: 7970 SM

GROSS: 9570 SM

LEVEL 1 6 UNITS

LEVEL 2 6 UNITS

LEVEL 3 12 UNITS

TOWER: LEVEL 3 7 UNITS

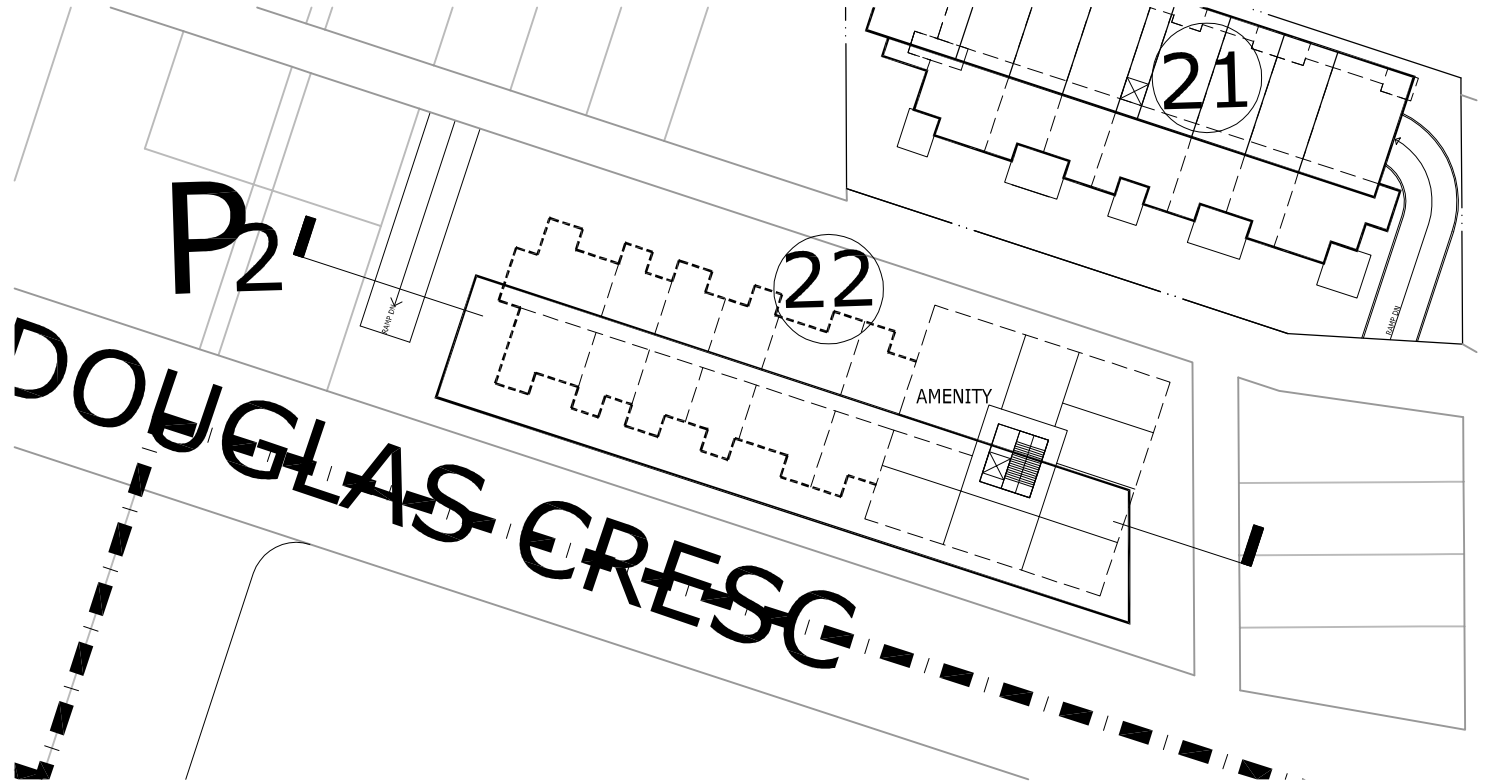
LEVEL 4-8: 10 UNITS x 5 = 50

GROSS UNITS: 81 UNITS

PARKING REQ.: 81 x 1.5 = 122 STALLS

PARKING PROVIDED: +/- 122 STALLS

RETAIL PARKING REQ.: 1600 x .03 = 48 STALLS, CASH IN-LIEU



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

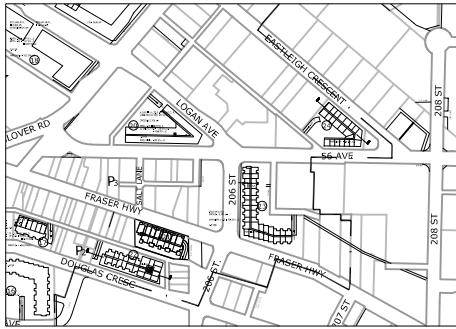
NTS

SITE 22

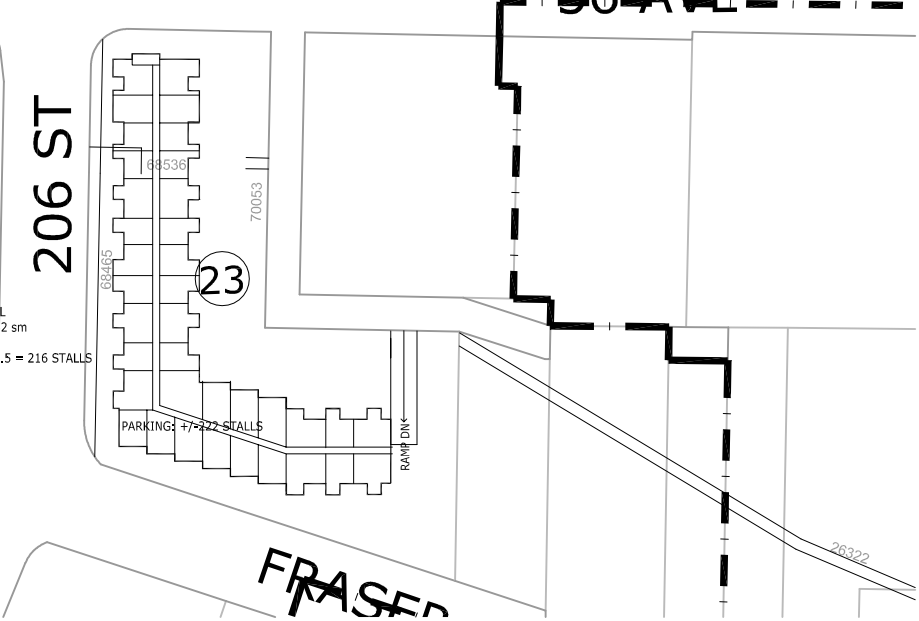
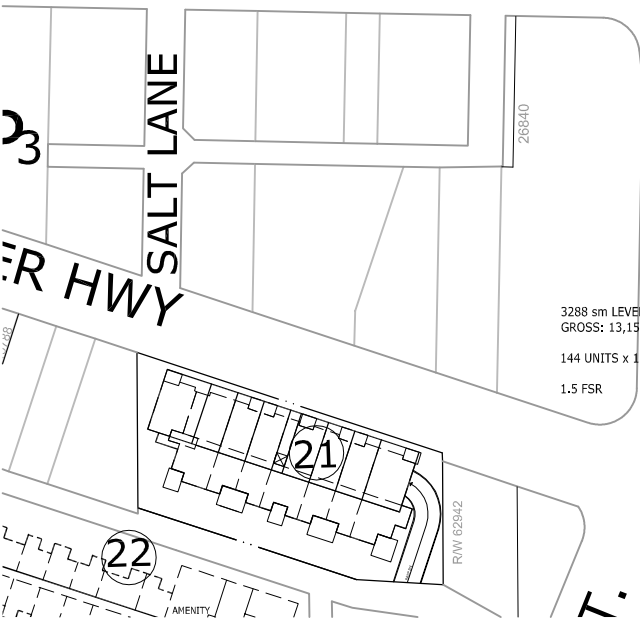
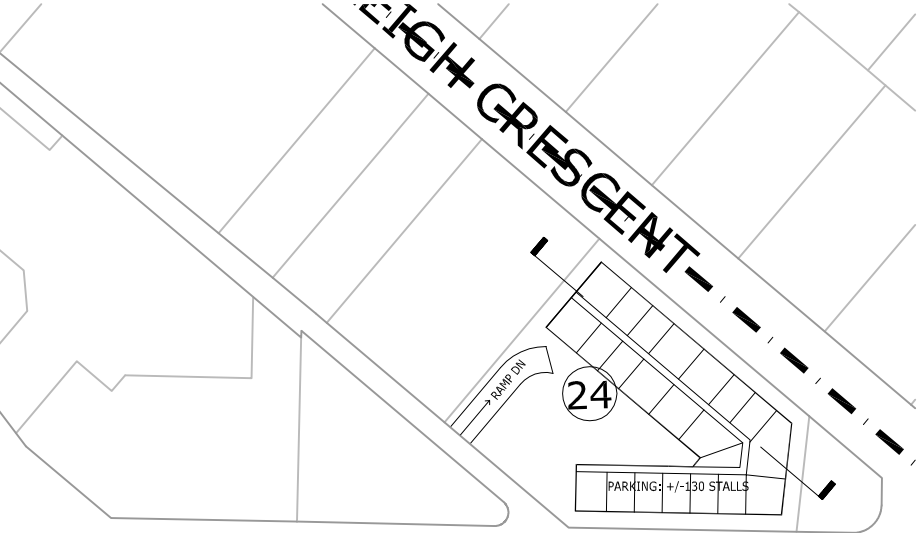
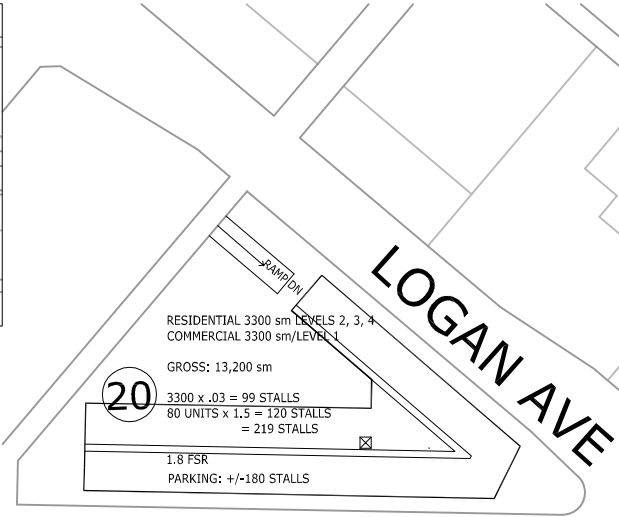
CITY OF LANGLEY FEB.25.08

0805

A12



KEY PLAN



DOWNTOWN LANGLEY

PHASE 1: 24 SITES

LANGLEY

FEASIBILITY STUDY

NTS

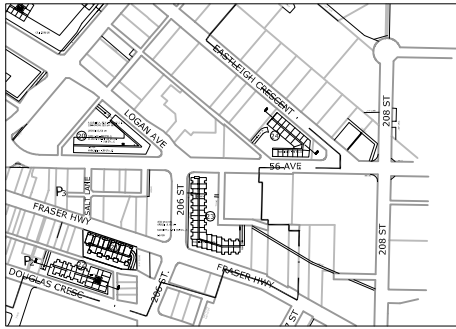
SITES 20, 23

CITY OF LANGLEY

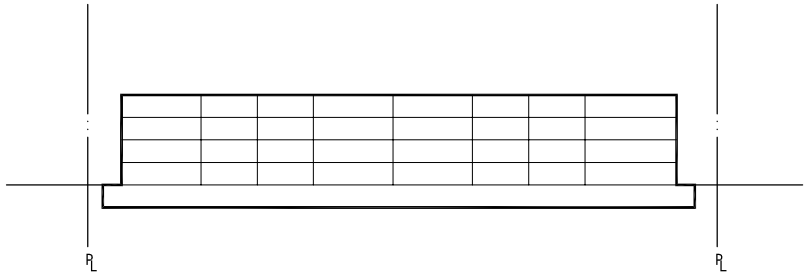
0805

FEB.25.08

A13



KEY PLAN



SYNOPSIS:

SITE AREA: 4765.57 SM

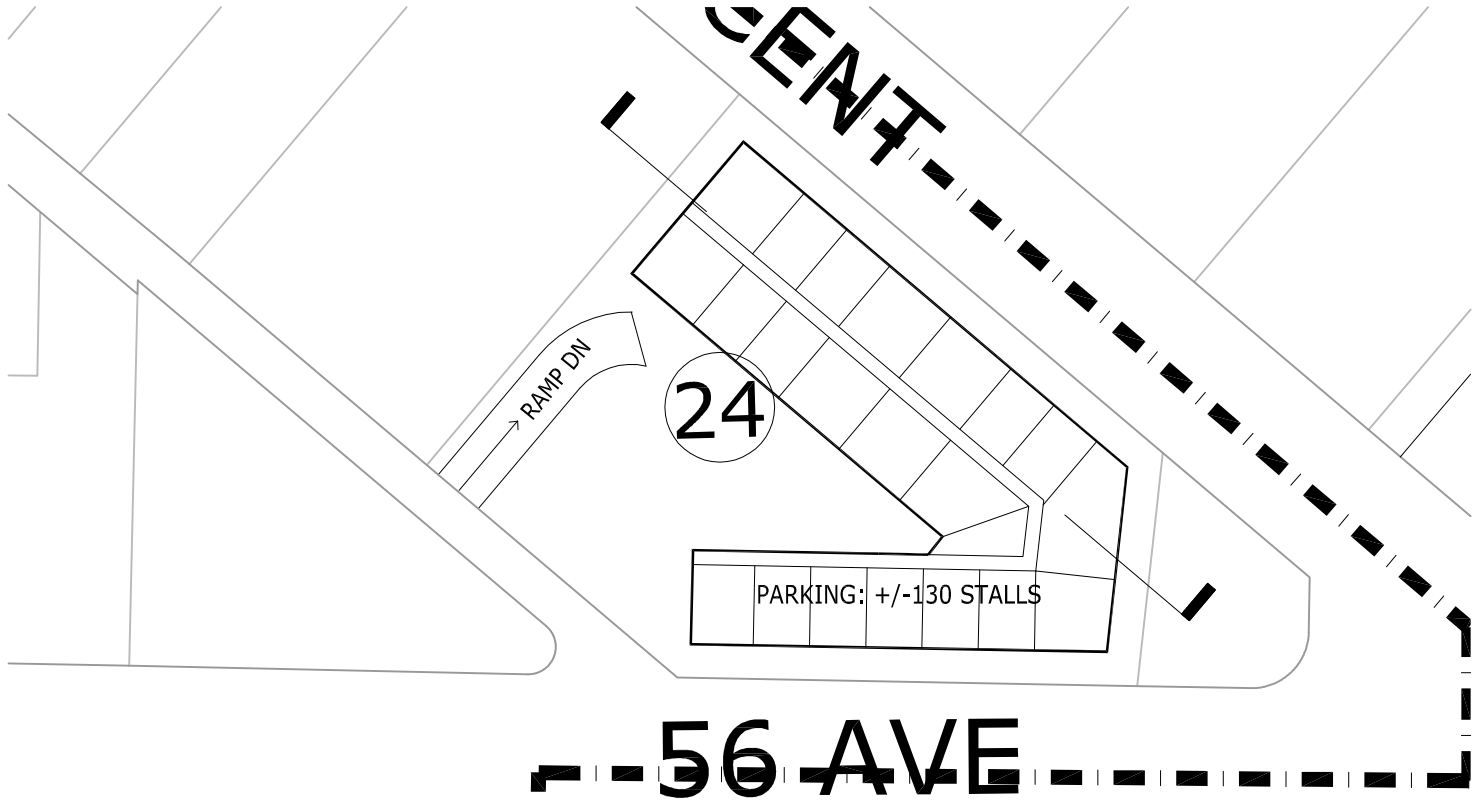
F.S.R: 1.9 (9088/4765.57)

RESIDENTIAL UNITS: 84

4 LEVELS
 2272 sm / LEVEL
 GROSS: 9088 sm

PARKING REQ.:
 84 UNITS x 1.5 = 126 STALLS

PARKING PROVIDED: +/- 130 STALLS



DOWNTOWN LANGLEY
 PHASE 1: 24 SITES

LANGLEY
 FEASIBILITY STUDY

NTS SITE 24

CITY OF LANGLEY FEB.25.08