



ADVISORY DESIGN PANEL

WEDNESDAY, OCTOBER 16, 2024 AT 7:00 PM

CKF Room
Langley City Hall
(In-Person Meeting)

AGENDA

1) **AGENDA**

Adoption of the October 16, 2024 agenda.

2) **MINUTES**

Adoption of minutes from the September 11, 2024 meeting.

3) **DEVELOPMENT PERMIT APPLICATION DP 06-24**
ZONING BYLAW AMENDMENT APPLICATION RZ 05-24

6-storey, 283-unit apartment building at 5360 204 Street.

4) **DEVELOPMENT PERMIT APPLICATION DP 05-24**
ZONING BYLAW AMENDMENT APPLICATION RZ 04-24

6-storey, 80-unit apartment building at 20130-20150 53 Avenue & 20139-20152 52 Avenue.

5) **2025 ADVISORY DESIGN PANEL MEMBERSHIP**

Notice that members will be contacted for interest in 2025 ADP membership.

6) **NEXT MEETING**

November 6, 2024 (TBC).

7) **ADJOURNMENT**



**MINUTES OF THE
ADVISORY DESIGN PANEL**

**HELD IN CKF ROOM,
LANGLEY CITY HALL**

**WEDNESDAY, SEPTEMBER 11, 2024
AT 7:02 PM**

Present: Councillor Paul Albrecht (Chair)
Councillor Mike Solyom (Co-Chair)
Mayor Nathan Pachal
Tony Osborn
Matt Hassett
Leslie Koole
Dammy Ogunseitan
Ritti Suvilai

Absent: Blair Arbuthnot
Ella van Enter
Jaswinder Gabri

Staff: C. Johannsen, Director of Development Services
K. Kenney, Corporate Officer
A. Metalnikov, Planner

Chair Albrecht began by acknowledging that the land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

1) AGENDA

Adoption of the September 11, 2024 agenda.

It was **MOVED** and **SECONDED**

THAT the agenda for the September 11, 2024 Advisory Design Panel be approved.

CARRIED

2) **MINUTES**

Adoption of minutes from the July 18, 2024 meeting.

It was MOVED and SECONDED

THAT the minutes of the June 27, 2024 Advisory Design Panel meeting be approved as circulated.

CARRIED

3) **LANGLEY CITY CENTRE SKYTRAIN STATION**

SkyTrain station at 5710-5740 203 Street & 5673 203A Street.

Mr. Metalnikov spoke to the staff report dated September 5, 2024 providing information on the proposed development.

Mr. Johannsen provided further history and context regarding the project, responded to questions from Panel members regarding various elements of the station design, and noted next steps.

It was noted that Panel members should limit their feedback to the form and character of the station design, and that the Province and design-build contractor South Fraser Station Partners (SFSP) are not bound by ADP Recommendations, given that the SkyTrain is a Provincial project that does not require municipal approvals. Further to this it was also noted that the Province and SFSP will, however, carefully consider comments from the ADP and City of Langley as outlined in the previously agreed Design Advisory Process (DAP).

The following individuals entered the meeting via teleconference:

- Aneela Atta, Transportation Investment Corporation (TIC)
- Jeanne Lee, Transportation Investment Corporation (TIC)
- Charlotte Zhao, Transportation Investment Corporation (TIC)
- Judy Liu, Francl Architecture (for SFSP)
- Jose Gonzalez, Francl Architecture (for SFSP)

Judy Liu, the project architect, provided a PowerPoint presentation, with information on the following:

- Station site and context;
- Urban context and development;
- Site plan;
- Accessibility features;
- North transit exchange rendering;
- Station design;
- Station materials and finishes; and
- Elevation renderings.

Jose Gonzalez, landscape architect, provided information on the landscape design with details on the following:

- Illustrative landscape plan;
- Site materials and finishes; and
- Planting palette.

Panel members provided feedback on the form and character of the station design and discussion took place with respect to the following:

- Entry connection and flow through to commercial retail unit;
- Stairwell security concerns;
- Lack of pedestrian crosswalk at the northwest site bus access;
- Consider providing more covered space for people waiting for buses in transit area to the north;
- Potential for adding broad leafed trees to along walkways to station entrances in order to counter heat island effect;
- Importance of having adequate lighting on throughout station even when trains not running;
- Consider opportunities for public art installations at terminus; and
- Consider using permeable pavers on walkways.

The project team responded to questions from Panel members regarding the following:

- Design of gender neutral washrooms;
- Bike room storage location, capacity, amenities, and automatic entry;
- Correcting rendering of stair design to show it is fully enclosed;
- Lighting design inside and outside of station;
- What area adjacent to the terminus of the line would look like;
- Landscaping for area reserved for future bus charging electric vehicle infrastructure;
- Location of transit exchange;
- Whether the interior of station is air-conditioned;
- Use of anti-graffiti panel system on exterior wall of power station to create more visual interest;
- Use of transit-tested interlocking pavers for walkways;
- Design takes into account anticipated ridership; and
- Potential for station design to accommodate bus rapid transit and transit police office.

The project team left the meeting.

Staff responded to further questions from Panel members regarding the following:

- Parking options;
- Bus Rapid Transit location; and
- Expansion of the SkyTrain line from terminus.

It was MOVED and SECONDED
THAT:

1. The ADP receive the staff report dated September 5, 2024 for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Strengthen the engagement between the CRU, the station interior, and the southeast plaza (i.e. with additional glazing).
 - b. Reconsider the location and design of the exit stair (e.g. moving it to the east side of the station) to avoid CPTED issues and improve access.
 - c. Provide additional attention to the tail tracks to ensure they're an integrated and attractive part of the overall station design, including with art.
 - d. Incorporate automatic doors into the bike parkade.
 - e. Confirm a pedestrian crosswalk will be provided over the northwest bus exchange entrance.
 - f. Add more shade trees to the landscape plans, especially in line with the station entrance paving treatments.
 - g. Enhance the appearance of the PPS (e.g. panelling shading and texture, art).
 - h. Ensure durability and vandalism-resistance of project materials (e.g. unit pavers, walls).
 - i. Ensure adequate lighting is provided throughout the entire station site and is kept on 24/7.
 - j. Review plaza and landscaping design for rain water management and drainage (i.e. preventing pooling, ice build-up, etc.).

CARRIED

The meeting recessed at 8:36 pm and reconvened at 8:40 pm.

4) **DEVELOPMENT PERMIT APPLICATION DP 09-23**

Triplex at 5135 208A Street.

Anton Metalnikov, Planner introduced the project and provided context to the application. He further spoke to the staff report dated August 26, 2024 and provided a brief overview of the Development Permit application.

Staff responded to questions from Panel members regarding the following:

- Rationale as to why the ADP needs to review these types of applications; and
- Whether the building was the applicant's personal project or a commercial property.

The Applicant team entered the meeting:

- Dino Barbucci, Owner, Barbucci Construction
- Constance Hedd, Designer, Outdoor Décor and Design
- Ashley Zhou, Barbucci Construction
- Mark Barlow, Owner, Method Design Group
- Kevin Zhang, Barbucci Construction

Mr. Barbucci provided a PowerPoint presentation on the proposed development, providing information on the following:

- Building design and features;
- landscaping;
- soundproofing;
- parking garages;
- green oriented building features;
- EV charging;
- Site location;
- Floor plan (basement floor);
- Floor plan (main floor);
- Floor plan (upper floor);
- Our vision:
 - Affordable housing
 - Living experience
- Privacy;
- Material specifications; and
- Location.

Mr. Barlow advised the lower unit could be made adaptable and is a flexible space.

Ms. Hedd provided details on the landscaping design as follows:

- Outdoor parking spaces screened with low shrubs and hedging;
- Use of similar plant materials as surrounding neighbourhood; and
- Low maintenance gardens.

Panel members provided feedback on the form and character of the development and discussion took place regarding the following:

- Consider incorporating more wood into the design;
- Differentiate pedestrian and vehicle areas on driveway;
- Consider different design for interior stairs that eliminates open area under stairs;
- Consider adding landscaping near exterior stairs to break up expanse of driveway;
- Correct ground floor plan showing double doors;
- Make main floor exterior more distinctive to reduce raised house feel; and
- Ensure outdoor lighting is not a nuisance to neighbouring properties.

Staff responded to a question from a Panel member regarding how this building design will integrate with other types of homes developed around it.

The applicant team responded to questions from panel members regarding the following:

- Rationale for location of walking path;
- What the actual colour palette will look like; and
- Type of fencing that will be provided along 208th Street.

The applicant team left the meeting.

ADP members provided further feedback on the development as follows:

- Consider more creative pattern with pavers.

Staff responded to questions from Panel members regarding the following:

- The intention of the developer to rent the units;
- The ability, due to recent housing legislation, to have plex-home developments in cul-de-sac blocks; and
- Addressing challenges that arise when developments such as this one front two streets.

It was MOVED and SECONDED
THAT:

1. The ADP receive the staff report dated August 26, 2024 for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Reconfigure the path and backyard treatment to maintain privacy;
 - b. Introduce more variety and an improved pedestrian experience in the driveway (e.g. greenery, surface treatment);
 - c. Update the stairs in the plans for accuracy and CPTED (e.g. hiding spots)
 - d. Strengthen the ground floor frontage (e.g. adding glazing);

- e. Ensure soffit lights do not create a nuisance for neighbours;
- f. Consider incorporating more wood into the elevations for warmth, especially on west;
- g. Ensure the design does not turn its back on 208 Street.

CARRIED

5) **NEXT MEETING**

October 2, 2024

6) **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 9:23 pm.

CARRIED



ADVISORY DESIGN PANEL CHAIR



CORPORATE OFFICER

CITY OF
LANGLEY



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 06-24
Rezoning Application RZ 05-24
(5360 204 Street)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #: 3294

Doc #:

Date: October 4, 2024

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by 1337204 B.C. LTD. for a 6-storey, 283-unit apartment development at 5360 204 Street.

POLICY:

The subject property is currently zoned RM2 Multiple Residential Medium Density in Zoning Bylaw No. 2100 and designated "Mid Rise Residential" in the Official Community Plan Land Use map. The property is also located within the Nicomekl River District Neighbourhood Plan "Living Room" area. All lands designated for multi-unit residential use are subject to a Development Permit to address building form and character.

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

COMMENTS/ANALYSIS:

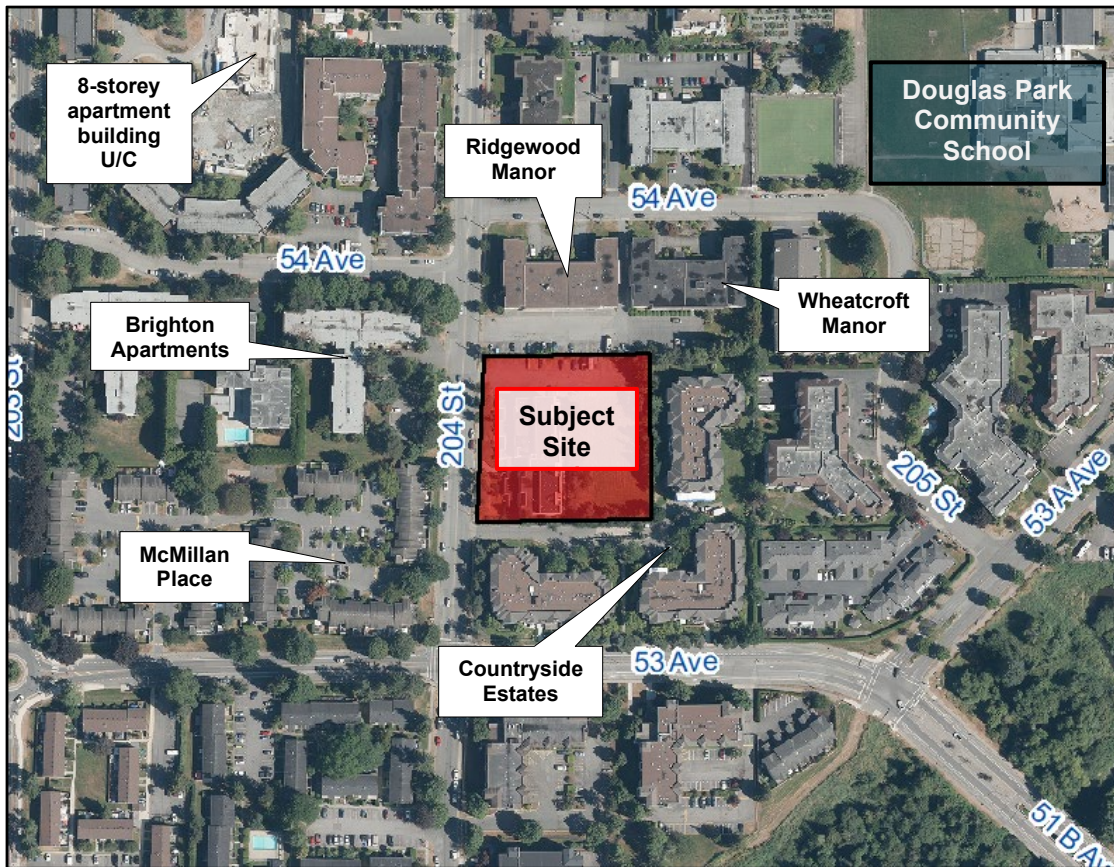
Background Information:

Applicant:	1337204 B.C. LTD.
Owner:	1337204 B.C. LTD.
Civic Address:	5360 204 Street
Legal Description:	Lot 178, District Lot 36, Group 2, New Westminster District, Plan 53282
Site Area:	7,151.85 m ² (1.77 acres)
Number of Units:	283 apartments
Gross Floor Area:	18,545.69 m ² (199,625 ft ²)
Floor Area Ratio:	2.593
Lot Coverage:	46.9%
Total Parking Required:	14 h/c spaces (Provincial Transit-Oriented Area)
Parking Provided:	
Resident	302 spaces
<u>Visitor</u>	<u>46 spaces</u>
Total	348 spaces (including 22 h/c spaces)
OCP Designation:	Mid Rise Residential
Existing Zoning:	RM2 Multiple Residential Medium Density
Proposed Zoning:	CD103 Comprehensive Development
Variances Requested:	5.5 m long h/c parking stalls (5.8 m min.)
Development Cost Charges:	\$4,860,543.00 (City - \$2,282,211.00, GVS&DD - \$1,020,291.00, GVWD - \$1,018,379.00, SD35 - \$143,400.00, TransLink - \$396,262.00)
Community Amenity Contributions (CACs):	\$566,000.00

Discussion:

1. Context

The proposed development site consists of a single property currently hosting a 3-storey, 44-unit rental apartment building and is located in a residential area composed primarily of low-rise apartment buildings and townhome complexes. The owner of the property had initially submitted a development application in 2022 for a 12-storey, 370-unit apartment building on the same site, which received 3rd Reading from Council in 2023, but has since updated the proposal to a 6-storey, 283-unit apartment building to be able to shift from steel to wood-frame construction for economic reasons. The revised design required updated Development Permit and rezoning applications to be submitted, while the original land use contract discharge application (submitted in conjunction with the original rezoning and Development Permit applications) remained in effect. This land use contract discharge application is now unnecessary due to the elimination of all land use contracts province-wide in accordance with Provincial law.



Site context

The site's sole frontage is formed on the west by 204 Street, a collector road across from which sit the 4-storey Brighton Apartments building and the McMillan Place townhome complex. The Countryside Estates apartment complex, composed of three separate 4-storey buildings, shares a treed property line on the subject property's east and is buffered from it by a private drive lane on the south. On the north, the site is bounded by two 3-storey apartment buildings: Ridgewood Manor and Wheatcroft Manor.

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

- Portage Park (5-minute walk);
- Douglas Park Community School (5-minute walk); and
- Timms Community Centre (5-to-10-minute walk).

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

- Local transit lines (directly adjacent);
- The Langley Centre transit exchange and the fifteen bus routes it serves, including the frequent 503 Fraser Highway Express (10-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (10-minute walk).

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

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

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

The existing Pyramid Apartments building on site consists of 44 purpose-built rental units. Under Policy 1.16.1. of the City's OCP, the proposed new development must replace any existing rental units at a minimum one-to-one ratio, with these replacement units secured by a Housing Agreement. The applicant has proposed to meet this requirement by including 53 rental units in the new development, with the Housing Agreement to secure the replacement units to be executed prior to the application proceeding to consideration of Final

Reading by Council. The other 230 units will be sold as condominiums. This approach supports OCP Policy 1.16.2., which encourages mixed-tenure (rental and strata) developments.

3. Tenant Relocation Plan

As the current building on site contains purpose-built rental units, the applicant is undertaking a Tenant Relocation Plan, as required by Policy 1.18 (*Tenant Relocation Plans*) of the City's OCP. As the site has continued to be subject to a development application, the applicant has continued to implement their Tenant Relocation Plan, including throughout the process of updating the proposal. The explanatory memo with additional details on the applicant's efforts and communication with existing tenants that was previously provided to Council with the original concept remains relevant, and an updated explanatory memo will be provided when this updated application is considered by Council. The Provincial *Residential Tenancy Act* legislation also applies.

4. Design

The applicant is proposing a near-perimeter block building that responds to this large square site near existing transit, the planned Langley City Centre SkyTrain station, and Downtown and maximizes density supporting these destinations within a wood-frame form. The building sits atop a two-level underground parkade which is partially extruded above ground due to geotechnical conditions and the property's floodplain location. The extruded parkade wall is tiered with a step along the street frontage, clad with brick, and screened by landscaping to reduce the wall's height against the sidewalk and soften its interface with the public realm. On the remaining three sides, the extruded parkade and podium level is painted to match the building's colour scheme and set back at various points on the south and east sides to enable the preservation of existing trees on the neighbouring properties.

The building wraps a courtyard with an opening near the site's northwest to accommodate vehicle and pedestrian access to each building wing and a central parking area, provide adequate fire rescue vehicle travel paths, and create convenient loading and PMT service access. The dimensions of the interior courtyard, of approximately 30 metres north-south and 35 metres east-west, maintain light and air access into it and support the 10-12 metre minimum separation distance between low-rise apartment buildings identified in the OCP's Development Permit Area guidelines. These minimum separation distances are also achieved with neighbouring buildings through the building's siting nearer to the street and setbacks of 6 metres or more from its shared property lines.

The applicant has chosen to accommodate the rental-unit replacement requirement by separating the development into a strata wing, with its entrance facing 204 Street, and a rental wing, with its entrance on the interior courtyard and access to the street provided through an accessible and landscaped walkway. The architecture treats the development as a single cohesive building, with a brick base transitioning to light grey fibre cement panelling above. Thick white extruded frames rise and fall over the façade to help break the building's massing up into narrower blocks, with this effect repeated through sections of vertical wood-tone striping. As with the brick base, the original design is referenced through the use of small light blue panels as an accent.

The proposed landscaping uses various shrubs and grasses in a linear form to soften podium walls at and above grade, demarcate unit patios and exit paths, and highlight courtyard features. Larger planting areas, on the street frontage, the northeast corner, and within the courtyard, host dogwood, maple, and magnolia trees. The courtyard, which acts as an outdoor amenity area shared between both the strata and rental wings, connects to indoor amenities on all three sides and is programmed with cooking, dining, and children's play space.

The unit type distribution of the building includes 212 one-bedroom units, 65 two-bedroom units, and 6 three-bedroom units. 58 (20%) of the units are adaptable. Average unit sizes and the proportion of different unit types are comparable in both the strata and rental wings. Resident storage facilities are provided in common storage rooms on all residential floors.

992 m² (10,678 ft²) of total amenity space is provided in the development. This includes 277 m² (2,983 ft²) of indoor amenity space in the strata wing and 91 m² (983 ft²) of indoor amenity space in the rental wing, which results in the rental wing having more indoor amenity space on a per-unit basis. Both wings share the 624 m² (6,719 ft²) outdoor amenity courtyard. Three separate elevator cores serve the overall building, including two cores with three elevators in the strata wing and a single core and elevator in the rental wing.

5. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Using non-water dependent materials in the landscape design served by an irrigation system with central control and rain sensors;
- Using water-conserving toilets; and

- Providing 34 resident parking stalls with Level II electric vehicle (EV) chargers, with the remaining resident spaces pre-wired and visitor spaces pre-ducted for future installation.

6. 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.

7. Variances

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

Despite the use of a CD Zone, the proposal requires a variance to reduce the length of accessible parking spaces from 5.8 metres to 5.5 metres. The 5.5 metre length is consistent with the City's standard parking stall dimension requirements and, 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 upcoming new Zoning Bylaw. As such, staff support this variance.

8. Summary

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

Engineering Requirements:

Since the original 12-storey concept, the applicant has been working through the City and its Engineering, Parks, & Environment Department's process to meet the civil engineering requirements for the application. The civil design and associated materials are near-finalized and remain applicable to the updated 6-storey design. However, the initial engineering requirements have been provided below as additional information and context.

Additional design changes may be required upon further investigation, site inspections and receipt of other supporting reports and documents.

All work to be done to the City of Langley's Design Criteria Manual (DCM), and the City's Subdivision and Development Servicing Bylaw (SDSB).

Per the City's DCM requirement, the developer and their consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Commitment by Owner and Consulting Engineer) prior to starting their design works.

Per the City's Watercourse Protection Bylaw No. 3152, the developer's consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Confirmation of Commitment by Qualified Environmental Professional - QEP) prior to starting their site monitoring works.

These requirements have been issued to reflect the application for development for a proposed **370 Unit Apartment Development located at 5360 204 St.** *These requirements may be subject to change upon receipt of a development application.*

The City's Zoning Bylaw, 1996, #2100 has requirements concerning landscaping for buffer zonings, parking and loading areas, and garbage and recycling containers, all of which applies to this design.

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

- I. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
- II. As this project is located within the new designated floodplain for the Nicomekl River, the Flood Construction Level shall be calculated as per the City of Langley Floodplain Elevation Bylaw No. 2768
- III. A storm water management plan for the site is required. Rainwater management measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the City's DCM. All calculations shall be based the City' DCM with 20% added to the *tabulated readings* to account for climate change. A safety factor of 20% shall be added to the calculated storage volume. *Pre-development release rates shall not include climate change effect.*
- IV. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.

- V. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity.
- VI. The capacity of the existing water and sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's hydraulic modeling consultant at the Developer's expense.
 - a. Any upgrade requirement for either sanitary or water mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
 - b. At the Developer's expense, the City's hydraulic modeling consultant shall conduct a fire hydrant flow test to be used in the City's water modeling to determine if the existing water network is adequate for fire flows (based on architectural data supplied by the Developer's Architect). Upgrading of the existing watermain(s) may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995."
- VII. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be approved by the City of Langley Fire Rescue Service.
- VIII. A 1.2m wide easement is required along the 204 Street frontage.
- IX. New sidewalk, bike path, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip, and appropriate curb bulges as per the City's DCM x-section SS-R06 standard and section 11.0 - Specifications and Standards for Landscaping.
- X. A traffic impact assessment will be required as per the City's DCM. The proposed terms of reference for the traffic study shall be submitted for review and approval.
- XI. The condition of the existing pavement along the proposed project's frontages shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated at the Developer's expense.
- XII. The site layout shall be designed by a civil engineer to ensure that the parking and access layout meets minimum design standards, including setbacks from property lines. Appropriate turning templates should be used to prove parking stalls and drive-aisles are accessible by the design vehicle.
- XIII. Existing and proposed street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and

- lighting levels meet the City's DCM standards (SS-E03 in the updated DCM – DEC 2022).
- XIV. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's 204th St. frontage by replacing with underground infrastructure.
- XV. A dedicated on-site loading zone shall be provided by the developer.

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

- I. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
- II. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
- III. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
- IV. The City will require a \$40,000 bond for the installation of a water meter to current City standards as per the DCM.
- V. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

NOTE: Deposits for utility services or connections are estimates only. The actual cost incurred for the work will be charged. The City will provide the developer with an estimate of connections costs, and the Developer will declare in writing that the estimate is acceptable.

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

- I. Unless otherwise specified by the City Engineer, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 (updates coming – Dec. 2022)
- II. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
- III. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.
- IV. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's

- Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.
- V. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.
 - VI. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
 - VII. A *Stormceptor* or equivalent oil separator is required to treat site surface drainage.
 - VIII. A complete set of record drawings (as-built) of off-site works, service record cards and a completed tangible capital asset form (TCA) all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in *.pdf* and *.dwg* formats shall also be submitted. All the drawing submissions shall:
 - a. Use City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's DCM that will be provided to the Developer's Consulting Engineer.
 - IX. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.
 - X. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
 - I. 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 for apparatus and firefighters. A construction fire safety plan shall be completed, complete with crane inspection records. Ensure any crane on site is registered with the BC Construction Safety Alliance. A progressive standpipe installation will be required as construction rises. Standpipes will be required at the parkade entrance, and in elevator lobby at all parking levels. All garbage/recycling containers must be stored in a fire rated, sprinklered room, and must be of adequate size to prevent spillover into adjacent area. Stairwells must be constructed to accommodate shelter in place applications. Marked Exits must not be on a fob. Consideration will be given to the installation of power banks in the storage room lockers for e-bikes charging. A Fire Safety plan and FD lock box (knox box) will be required before occupancy. The 4" FDC will be

located on a pedestal detached from the front of the building, exact location to be discussed with the Fire Department at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the October 16, 2024 meeting.

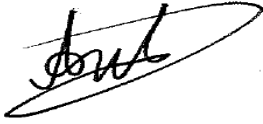
According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP recommendations will be presented to Council through the ADP meeting minutes and, if applicable, through an additional 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 \$2,282,211.00 to City Development Cost Charge accounts and \$566,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



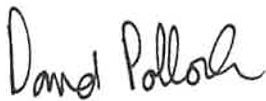
Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



David Pollock, P.Eng.
Director of Engineering, Parks,
& Environment

Attachments

Concurrence:

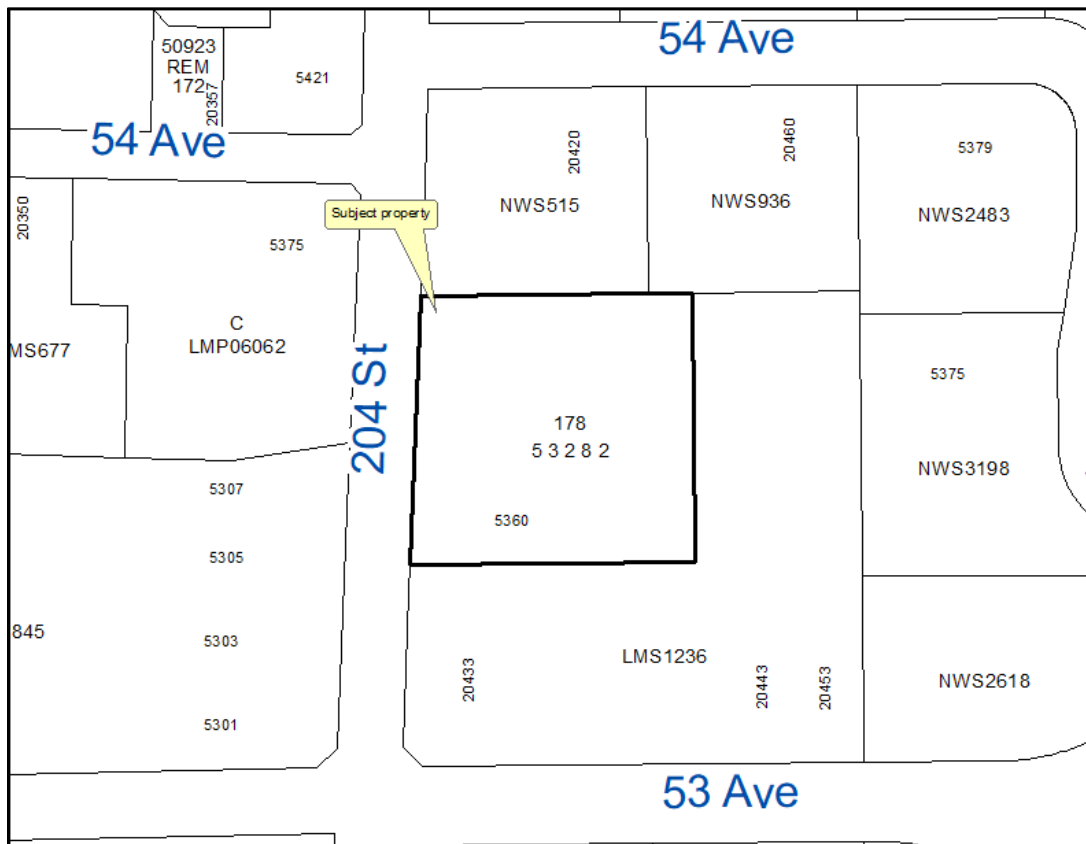


Scott Kennedy, Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 06-24 REZONING APPLICATION RZ 05-24

Civic Addresses: 5360 204 Street
Legal Description: Lot 178, District Lot 36, Group 2, New Westminster District, Plan 53282
Applicant: 1337204 B.C. LTD.
Owner: 1337204 B.C. LTD.



WHITETAIL 204 STREET APARTMENTS, 5360 - 204 STREET, LANGLEY, BC

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 410 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA



24-10-09 REISSUED
FOR DP

NO.	ISSUE/REVISION	DATE
6	ISSUED FOR DEVELOPMENT PERMIT	24-09-13
9	REISSUED FOR DP	24-10-09



WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #

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SD1.12	PROJECT DATA	SD3.02	BUILDING ELEVATIONS
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SD2.12	3RD-6TH LEVEL PLAN	SD7.01	SITE LAYOUT PLAN
SD2.18	ROOF LEVEL PLAN	SD7.02	SITE CODE PLAN



WHITETAIL HOMES LTD.

ABBOTSFORD BC | 104 - 3550 MT. LEHMAN RD.
V4X 2M9 | 604.864.0714



KEYSTONE ARCHITECTURE & PLANNING LTD.

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577 | F 1.855.398.4578

CALGARY AB | 410 - 333 11TH AVENUE SW
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E-MAIL: MAIL@KEYSTONEARCH.CA
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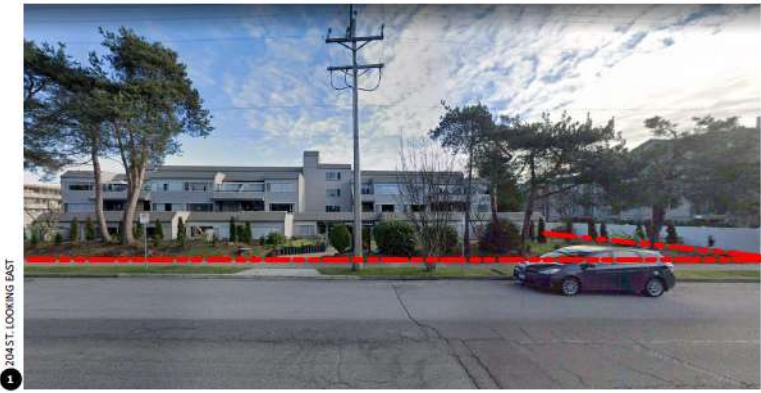


COVER PAGE

SCALE

SD0.01

CONTEXT PLANS



1 204 ST, LOOKING EAST



2 204 ST, LOOKING NORTHEAST



3 INTERSECTION 53 AVE + 204 ST



4 204 ST, LOOKING SOUTHEAST



5 INTERSECTION 54 AVE + 204 ST



6 NEARBY GROCERY STORE



7 BAY 4 TRANSIT STATION

LOCATION

THE PROPOSED DEVELOPMENT IS LOCATED IN SOUTH LANGLEY ON 204 STREET, BETWEEN 54A AVE AND 53 AVE. 7 BLOCKS NORTH OF THE SITE LIES LANGLEY CENTRE BAY 4 TRANSIT STATION. 2 BLOCKS NORTH IS AN EXISTING SHOPPING CENTRE WITH A NO FRILLS, AND RESIDENTIAL AREA BETWEEN IT AND THE PROPOSED DEVELOPMENT.



8 AERIAL VIEW LOOKING NW



24-10-09 REISSUED FOR DP

NO.	ISSUE/REVISION	DATE
6	ISSUED FOR DEVELOPMENT PERMIT	24-09-13
9	REISSUED FOR DP	24-10-09

WHITETAIL 204 STREET APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



CONTEXT PLANS



SCALE

SD1.01

PROJECT DATA



ABBOTSFORD BC | 300 - 131ST SOUTH FRASER WAY
 V5S 2B1 | (604) 881-8577
 CALGARY AB | 4 - 333 11TH AVENUE SW
 T2R 1L9 | (403) 243-4766
 MAIL@KEYSTONEDENVER.CO



1.0.0 ZONING DATA

PROJECT:	WHITETAIL 204 STREET APARTMENTS (RESIDENTIAL)	
CIVIC ADDRESS:	5360 - 204 STREET, LANGLEY, BC	
LEGAL DESCRIPTION:	LOT 178 DISTRICT 107 36 GROUP 2, NEW WESTMINSTER DISTRICT PLAN 53282	
NEIGHBOURHOOD:		
SITE AREA (GROSS):	76,982.87 SF. (7,151.85 S.M.)	
SITE AREA (NET):	75,904.64 SF. (7,061.776 S.M.)	
COORDINATING REGISTERED PROFESSIONAL:	STEVE BARDECK, ARCHITECT/BAIBC, AAA, M.I.A.C., KEYSTONE ARCHITECTURE	
CERTIFIED PROFESSIONAL:	N/A	
ZONE:	CURRENT REQUIRE (PERMITTED)	PROPOSED
	CD (COMPREHENSIVE DEVELOPMENT ZONE)	CD (COMPREHENSIVE DEVELOPMENT ZONE)
OCF DESIGNATION:		
SETBACKS:	FRONT: 3.00 m REAR: 6.00 m SIDE (NORTH): 6.00 m SIDE (SOUTH): 6.00 m	FRONT: 4.30 m REAR: 6.00 m SIDE (NORTH): 6.00 m SIDE (SOUTH): 6.00 m
DENSITY/GROSS FLOOR AREA (FSR):		
BUILDING HEIGHT:	4.41 m	7.14 m
IDOT COVERAGE:	35,600.00 SF. / 76,982.87 SF. = 46.2%	35,600.00 SF. / 76,904.64 SF. = 46.2%
COMMON INDOOR AMENITY AREA:	3,046.30 S.F. (281.00 S.M.)	3,594.00 S.F. (331.00 S.M.)
COMMON OUTDOOR AMENITY AREA:	6,092.36 S.F. (566.00 S.M.)	6,739.00 S.F. (624.22 S.M.)
PRIVATE OUTDOOR AMENITY AREA:		
ADAPTABLE UNITS:		8
ACCESSIBLE UNITS:	N/A	0
STORAGE LOCKERS:		4
STEP CODE:	STEP CODE 3	STEP CODE 3
MINIMUM BUILDING ELEVATION:	GEO: 5.33 m	GEO 5.48 m
WASTE & RECYCLING STORAGE:	MIXED CONTAINERS = 5,205.50 PER WEEK / 240L CART = 22 CARTS MIXED PAPERS & CARDBOARD = 12,140.73 PER WEEK / 4 CUBIC YARD BIN (1.05M) = 4 BINS GARBAGE = 34,999.6 PER WEEK / 4 CUBIC YARD BIN (1.05M) = 5 BINS GLASS = 594.3 PER WEEK / 240L CART = 3 CARTS ORGANICS = 3,961 PER WEEK / 240L CART = 17 CARTS	MIXED CONTAINERS = 6,235.50 PER WEEK / 240L CART = 22 CARTS MIXED PAPERS & CARDBOARD = 12,140.73 PER WEEK / 4 CUBIC YARD BIN (1.05M) = 4 BINS GARBAGE = 34,999.6 PER WEEK / 4 CUBIC YARD BIN (1.05M) = 5 BINS GLASS = 594.3 PER WEEK / 240L CART = 3 CARTS ORGANICS = 3,962 PER WEEK / 240L CART = 17 CARTS
UNIT COUNT:	283	285
GROSS BUILDABLE AREA:	N/A	3,981,791 S.F. (31,567.42 S.M.)
NET SALEABLE AREA:	153,876 S.F. (14,352.97 S.M.)	158,876 S.F. (14,862.97 S.M.)
EFFICIENCY:	153,876 S.F. / 100,625 S.F. = 0.80 = 80%	80%
ZONING AVERAGE GRADE:	7.40 m (630.09465 599.614.11 4909.65/32.50) AVG EXISTING GRADE NORTH ELEVATION: (7.55+7.79)/2 = 7.67 m * 82.15 m = 630.09 m AVG EXISTING GRADE EAST ELEVATION: (7.347.55)/2 = 7.45 m * 81.56 m = 605.99 m AVG EXISTING GRADE SOUTH ELEVATION: (6.94+7.33)/2 = 7.13 m * 86.33 m = 614.11 m AVG EXISTING GRADE WEST ELEVATION: (6.34+7.79)/2 = 7.37 m * 82.72 m = 609.65 m TOTAL PERIMETER: 82.15 m + 81.56 m + 86.33 m + 82.72 m = 332.56 m	7.40 m 630.09 m 605.99 m 614.11 m 609.65 m 332.56 m
VARIANCES APPLIED FOR:		
NOTES:	1. REFER TO FSR PLANS SHEET FOR GROSS FLOOR AREA (FSR) PLANS, SCHEDULE, METHOD OF MEASUREMENT & EXCLUSIONS. 2. REFER TO GROSS BUILDABLE AREA SUMMARY SCHEDULE FOR A BREAKDOWN OF AREAS, METHOD OF MEASUREMENT & EXCLUSIONS.	

1.2.0 CODE DATA

APPLICABLE BUILDING CODES:	2024 BCBC/2024 BC FIRE CODE/ASHRAE 90.1-2019	
BUILDING CODE COMPLIANCE/ALTERNATE SOLUTIONS REPORT:	N/A	
1. PART 3 BUILDING		DIV. A - PART 3 COMPLIANCE 1.3.3.2.
2. MAJOR OCCUPANCY(IES):		1.1.2, & APPENDIX A - 3.1.2.1 (1)
2.1. STORAGE GARAGE F3 LOW HAZARD INDUSTRIAL		
2.2. RESIDENTIAL, GROUP C		
3. BUILDING AREAS:		1.4.1.1. DEFINED TERMS - BUILDING AREA
BUILDING A:	13,909.75 SF (1,273.6 m ²)	
BUILDING B:	14,756.38 SF (1,370.9 m ²)	
BUILDING C:	7,848.77 SF (723.7 m ²)	
4. BUILDING CLASSIFICATION(S):		3.2.2.19 - 3.2.2.20
4.1. BASEMENT STORAGE GARAGE:		3.2.2.82
GROUP F, DIVISION 1, ANY HEIGHT, ANY AREA, FULLY SPRINKLERED		3.2.2.82
NON-COMBUSTIBLE CONSTRUCTION		3.2.2.82 (2)
FLOOR ASSEMBLIES FIRE SEPARATIONS WITH A FIRE RESISTANCE RATING NOT LESS THAN 2 HR		3.2.2.82 (2)(B)
MEZZANINES: N/A		
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN 2 HR FIRE RESISTANCE RATING		3.2.2.82 (2)(D)
4.2. STORAGE GARAGE CONSIDERED ASSEMBLY BUILDING:		3.1.1.1
FULLY SPRINKLERED		3.1.1.1 (2)(B)
NON-COMBUSTIBLE CONSTRUCTION		3.1.1.1 (2)
2 HR FIRE SEPARATION, EXTERIOR WALL OPENINGS EXEMPT		3.1.1.1 (2), 3.1.1.2 (2)(3)(4)
2 HR FIRE RESISTANCE RATING		3.1.1.1 (2)
F.T. RATED FIRESTOP		3.1.9.1(2)
4.3. RESIDENTIAL:		3.2.2.51
BELOWTWO FLOOR MAJOR OCCUPANCY GROUP A2 AND GROUP F PERMITTED		3.2.2.51 (5)
BELOWFOURTH FLOOR MAJOR OCCUPANCY F3 STORAGE GARAGE PERMITTED		3.2.2.51 (5)
GROUP C, UP TO 6 STOREYS, SPRINKLERED		3.2.2.51 (1), 3.2.2.51 (1)(B)
MAX. ALLOWABLE BUILDING AREA < 4500 m ²		3.2.2.51 (1)(D)
2 HR FIREWALL (MASONRY CONSTRUCTION)		3.1.9.2
COMBUSTIBLE CONSTRUCTION		3.2.2.51 (2) EXCEPT (2)(C)
FLOOR ASSEMBLIES: 1 HR. FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.51 (2)(A)
ROOF ASSEMBLIES (UNOCCUPIED ROOFS): 1 HR FIRE RESISTANCE RATING		3.2.2.51 (2)(B)(1C)
ROOF ASSEMBLIES (OCCUPIED ROOFS): 1 HR. FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.51
MEZZANINES: 1 HR FIRE RESISTANCE RATING		3.2.2.51 (2)(D)
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN REQUIRED FOR THE SUPPORTED ASSEMBLY		3.2.2.51 (2)(E)
4.3.1. BUILDING HEIGHT:	6 STORYS	1.4.1.1. DEFINED TERMS - BUILDING HEIGHT
4.3.2. GARAGE ELEVATION:	7.13 m (LOWEST AVG GRADE SOUTH ELEVATION: 6.94+7.33/2)	1.4.1.1. DEFINED TERMS - GARAGE
4.3.3. FIRST STOREY ELEVATION:	8.50 m	1.4.1.1. DEFINED TERMS - FIRST STOREY (2) m MAX ABOVE LOWEST AVERAGE GRADE
4.3.4. 1ST STOREY TO UPPERMOST FLOOR LEVEL:	15.59 m (REFER TO ELEVATIONS)	3.2.2.51 (1)(c) (MAXIMUM - 18 m)
4.3.5. 1ST STOREY TO UPPERMOST ROOF DECK:	20.54 m (REFER TO ELEVATIONS)	GROUP C 3.2.2.51 (2)(c), (MAXIMUM - 25 m) NON-COMBUSTIBLE ROOF CONSTRUCTION F > 25 m
5. BUILDINGS WITH MULTIPLE MAJOR OCCUPANCIES:	YES	3.2.2.4 - 3.2.2.8, 3.2.2.51 (5)
6. NON-COMBUSTIBLE CLADDING:	YES	3.1.4.8 (1)(A)
6.1. COMBUSTIBLE CLADDING:	YES	3.1.4.8 (2) MAXIMUM OF 10% IF FACING AND WITHIN 15 m OF A STREET OR FIRE ACCESS ROUTE
7. HIGH BUILDING:	NA	3.2.6, 3.1.13.7, 3.2.2.51 (1)(C), 3.2.4.22, 6.9.2.1 (1)
8. FIREWALL:	2 HR	3.1.93
9. MEZZANINES:	NA	3.2.1.1 (5) - (8)
10. MEZZANINE EXITING:	NA	3.4.2.2
11. INTERCONNECTED FLOOR SPACE:	NA. STORAGE GARAGE EXEMPT	3.2.5.2 (5), 3.2.8, 3.1.5.1 (5), 3.2.8.2 (2)
12. STORAGE GARAGE-HORIZONTAL FIRE SEPARATION:	YES	3.2.1.2, 3.3.5.6
2HR AS A SEPARATE BLDG UNDER 3.2.1.2.1.5HR.		
13. SPRINKLER SYSTEM:	YES	3.2.2.18, 3.2.5.13
13.1. STORAGE GARAGE:	YES - NFPA 13 - 2012	3.2.5.12 (1)
13.2. RESIDENTIAL:	YES - NFPA 13 - 2012	3.2.5.12 (1)
13.3. FIRE EXTINGUISHERS:	YES - NFPA 10 - 2012	BC FIRE CODE 2024 3.2.5.26
14. STANDPIPE SYSTEM:	YES - NFPA 14 - 2014	3.2.5.8, 3.2.5.9, 3.2.5.16
15. FIRE ALARM SYSTEM:	YES - SINGLE STAGE - CWA/ULC-5534	3.2.4.1 (2)(A)(B)
16. SMOKE CONTROL MEASURES:	YES	3.1.8.12
17. ANNUNCIATOR AND ZONE INDICATION:	YES	3.2.4.9, 3.2.4.8
18. FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	17.00 m (REFER TO ELEVATIONS)	3.1.5.1(2) (MAXIMUM - 20 m)
19. NUMBER OF STREETS:	1	3.2.2.30
NOTES:	1. * UNLESS OTHERWISE NOTED, REFER TO CODE NUMBERS LISTED REFER TO THE BRITISH COLUMBIA BUILDING CODE 2024.	

24-10-09 REISSUED FOR DP

NO.	ISSUE/REVISION	DATE
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WHITETAIL 204 STREET APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



PROJECT DATA

SCALE

SD1.10

PROJECT DATA

1.3.0 GROSS BUILDABLE AREA SUMMARY NOTES

1.	MEASURED TO OUTSIDE FACE OF SHEATHING OR CONCRETE, CENTERLINE OF PARTY WALL & INSIDE FACE OF CORRIDOR/STAIR WALL.
2.	EXCLUSIONS: NONE

1.3.1 GROSS BUILDABLE AREA SUMMARY

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
P1 LEVEL				
CIRCULATION	2195 SF	223.52 m ²	0.7%	
PARKAGE	56794 SF	5275.24 m ²	88.7%	
SERVICE ROOMS/SHAFTS	1154 SF	108.34 m ²	0.3%	
STORAGE	1297 SF	120.52 m ²	0.6%	
	62304 SF	5788.22 m²	18.3%	
P2 LEVEL				
CIRCULATION	2446 SF	227.22 m ²	0.7%	
PARKAGE	58397 SF	5425.25 m ²	17.2%	
STORAGE	2238 SF	206.39 m ²	0.7%	
	63081 SF	5858.57 m²	18.6%	
P3 LEVEL				
CIRCULATION	401 SF	37.28 m ²	0.3%	
STORAGE	298 SF	27.71 m ²	0.3%	
	700 SF	64.99 m²	0.2%	

1.3.1 GROSS BUILDABLE AREA SUMMARY

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
BUILDING A				
1ST LEVEL				
CIRCULATION	2748 SF	255.29 m ²	0.8%	
INDOOR AMENITY	981 SF	92.06 m ²	0.3%	
RESIDENTIAL	7170 SF	664.66 m ²	2.2%	
SERVICE ROOMS/SHAFTS	565 SF	52.69 m ²	0.2%	
STORAGE	1506 SF	140.92 m ²	0.4%	
	13370 SF	1233.51 m²	3.9%	
2ND LEVEL				
CIRCULATION	1917 SF	178.07 m ²	0.6%	
RESIDENTIAL	10487 SF	971.53 m ²	3.1%	
SERVICE ROOMS/SHAFTS	27 SF	2.54 m ²	0.0%	
STORAGE	768 SF	71.37 m ²	0.2%	
	13370 SF	1233.51 m²	3.9%	
3RD LEVEL				
CIRCULATION	1917 SF	178.07 m ²	0.6%	
RESIDENTIAL	10487 SF	971.53 m ²	3.1%	
SERVICE ROOMS/SHAFTS	27 SF	2.54 m ²	0.0%	
STORAGE	768 SF	71.37 m ²	0.2%	
	13370 SF	1233.51 m²	3.9%	
4TH LEVEL				
CIRCULATION	1917 SF	178.07 m ²	0.6%	
RESIDENTIAL	10487 SF	971.53 m ²	3.1%	
SERVICE ROOMS/SHAFTS	27 SF	2.54 m ²	0.0%	
STORAGE	768 SF	71.37 m ²	0.2%	
	13370 SF	1233.51 m²	3.9%	
5TH LEVEL				
CIRCULATION	1917 SF	178.07 m ²	0.6%	
RESIDENTIAL	10487 SF	971.53 m ²	3.1%	
SERVICE ROOMS/SHAFTS	27 SF	2.54 m ²	0.0%	
STORAGE	768 SF	71.37 m ²	0.2%	
	13370 SF	1233.51 m²	3.9%	
6TH LEVEL				
CIRCULATION	1917 SF	178.07 m ²	0.6%	
RESIDENTIAL	10487 SF	971.53 m ²	3.1%	
SERVICE ROOMS/SHAFTS	27 SF	2.54 m ²	0.0%	
STORAGE	768 SF	71.37 m ²	0.2%	
	13370 SF	1233.51 m²	3.9%	

1.3.1 GROSS BUILDABLE AREA SUMMARY

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
BUILDING B				
1ST LEVEL				
CIRCULATION	2553 SF	238.46 m ²	0.7%	
INDOOR AMENITY	1992 SF	185.03 m ²	0.6%	
RESIDENTIAL	8228 SF	765.30 m ²	2.3%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	980 SF	91.88 m ²	0.3%	
	14757 SF	1370.96 m²	4.3%	
2ND LEVEL				
CIRCULATION	2007 SF	186.49 m ²	0.6%	
RESIDENTIAL	11687 SF	1083.73 m ²	3.4%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	1027 SF	95.44 m ²	0.3%	
	14757 SF	1370.95 m²	4.3%	
3RD LEVEL				
CIRCULATION	1997 SF	185.56 m ²	0.6%	
RESIDENTIAL	11697 SF	1086.67 m ²	3.4%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	1027 SF	95.44 m ²	0.3%	
	14757 SF	1370.95 m²	4.3%	
4TH LEVEL				
CIRCULATION	1997 SF	185.56 m ²	0.6%	
RESIDENTIAL	11697 SF	1086.67 m ²	3.4%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	1027 SF	95.44 m ²	0.3%	
	14757 SF	1370.95 m²	4.3%	
5TH LEVEL				
CIRCULATION	1997 SF	185.56 m ²	0.6%	
RESIDENTIAL	11697 SF	1086.67 m ²	3.4%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	1027 SF	95.44 m ²	0.3%	
	14757 SF	1370.95 m²	4.3%	
6TH LEVEL				
CIRCULATION	1997 SF	185.56 m ²	0.6%	
RESIDENTIAL	11697 SF	1086.67 m ²	3.4%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	1027 SF	95.44 m ²	0.3%	
	14757 SF	1370.95 m²	4.3%	
BUILDING C				
1ST LEVEL				
CIRCULATION	1380 SF	128.23 m ²	0.4%	
INDOOR AMENITY	983 SF	91.29 m ²	0.3%	
RESIDENTIAL	7462 SF	694.63 m ²	0.8%	
SERVICE ROOMS/SHAFTS	181 SF	168.35 m ²	0.5%	
STORAGE	894 SF	83.08 m ²	0.3%	
	7982 SF	753.65 m²	2.3%	
2ND LEVEL				
CIRCULATION	1297 SF	121.36 m ²	0.4%	
RESIDENTIAL	6119 SF	568.43 m ²	1.8%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	315 SF	293.76 m ²	0.1%	
	7982 SF	753.64 m²	2.3%	
3RD LEVEL				
CIRCULATION	1177 SF	109.32 m ²	0.3%	
RESIDENTIAL	6138 SF	570.27 m ²	1.8%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	315 SF	293.76 m ²	0.1%	
	7982 SF	753.64 m²	2.3%	
4TH LEVEL				
CIRCULATION	1177 SF	109.32 m ²	0.3%	
RESIDENTIAL	6138 SF	570.27 m ²	1.8%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	315 SF	293.76 m ²	0.1%	
	7982 SF	753.64 m²	2.3%	
5TH LEVEL				
CIRCULATION	1177 SF	109.32 m ²	0.3%	
RESIDENTIAL	6138 SF	570.27 m ²	1.8%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	315 SF	293.76 m ²	0.1%	
	7982 SF	753.64 m²	2.3%	
6TH LEVEL				
CIRCULATION	1177 SF	109.32 m ²	0.3%	
RESIDENTIAL	6138 SF	570.27 m ²	1.8%	
SERVICE ROOMS/SHAFTS	35 SF	3.29 m ²	0.0%	
STORAGE	315 SF	293.76 m ²	0.1%	
	7982 SF	753.64 m²	2.3%	
AREA GRAND TOTAL	339713 SF	314003.7 m²	100.0%	

1.3.2 GROSS FLOOR AREA OUTDOOR AMENITY

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
1ST LEVEL				
OUTDOOR AMENITY	6343 SF	589.27 m ²	100.0%	
	6343 SF	589.27 m²	100.0%	
AREA GRAND TOTAL	6343 SF	589.27 m²	100.0%	



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WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



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1.4.0 UNIT COUNT SUMMARY BUILDING A

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
BUILDING A			
1 BED	67	82.0%	
1 BED (ADAPTABLE)	18	21.7%	
2 BED	17	25.7%	
2 BED (ADAPTABLE)	6	5.0%	
BUILDING A: 308		100.0%	
TOTAL UNITS: 108		100.0%	

1.4.0 UNIT COUNT SUMMARY BUILDING B

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
BUILDING B			
1 BED	66	53.2%	
1 BED (ADAPTABLE)	24	19.4%	
2 BED	28	22.6%	
2 BED	6	4.8%	
BUILDING B: 124		100.0%	
TOTAL UNITS: 124		100.0%	

1.4.0 UNIT COUNT SUMMARY BUILDING C

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
BUILDING C			
1 BED	22	41.5%	
1 BED & DEN	10	18.5%	
1 BED (ADAPTABLE)	5	9.4%	
2 BED	11	20.8%	
2 BED (ADAPTABLE)	5	9.4%	
BUILDING C: 53		100.0%	
TOTAL UNITS: 53		100.0%	

1.4.1 UNIT FLOOR AREA SUMMARY NOTES

1. ALL UNIT AREAS ARE MEASURED TO THE FOLLOWING: A) EXTERIOR WALL, EXTERIOR SIDE OF SHEATHING, B) PARTIAL WALL, CENTER OF WALL, C) CORRIDOR, STAIR, ELEVATOR WALL, FULL THICKNESS OF WALL.
2. AREAS GOVERNOR MARKINGS AND IN SCHEDULES ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREA BY SURVEYOR'S SITE.

1.4.2 UNIT FLOOR AREA SUMMARY

UNIT	UNIT TYPE	COUNT	UNIT AREA SF (GSI)	UNIT AREA m ² (sqm)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m ²
BUILDING A						
UNIT B2	1 BED	5	534 SF	50m ²	2,668 SF	247.82 m ²
UNIT B3	1 BED	44	933 SF	47m ²	21,088 SF	1,952.04 m ²
UNIT B2.1	1 BED (ADAPTABLE)	6	507 SF	47m ²	3,040 SF	282.47 m ²
UNIT B2.2	1 BED	6	497 SF	46m ²	2,993 SF	278.08 m ²
UNIT B2.3	1 BED	6	503 SF	47m ²	3,022 SF	279.82 m ²
UNIT B2.5	1 BED (ADAPTABLE)	12	523 SF	47m ²	6,034 SF	559.65 m ²
UNIT B3	1 BED	6	537 SF	50m ²	3,224 SF	299.49 m ²
UNIT D1	2 BED	6	798 SF	74m ²	4,795 SF	445.47 m ²
UNIT D2	2 BED (ADAPTABLE)	6	763 SF	70m ²	4,515 SF	419.43 m ²
UNIT D3	2 BED	6	745 SF	69m ²	4,470 SF	413.23 m ²
UNIT D4	2 BED	5	573 SF	53m ²	2,865 SF	266.27 m ²
BUILDING A: 308					59,694 SF	5,546.77 m²
BUILDING B						
UNIT B2	1 BED	53	503 SF	47m ²	26,656 SF	2,471.78 m ²
UNIT B2.1	1 BED (ADAPTABLE)	6	507 SF	47m ²	3,041 SF	282.47 m ²
UNIT B2.3	1 BED	6	503 SF	47m ²	3,022 SF	279.82 m ²
UNIT B2.5	1 BED (ADAPTABLE)	18	523 SF	47m ²	9,056 SF	839.47 m ²
UNIT B2.6	1 BED	5	493 SF	46m ²	2,465 SF	227.76 m ²
UNIT B4	1 BED	1	474 SF	44m ²	474 SF	44.05 m ²
UNIT B7	1 BED	1	496 SF	46m ²	496 SF	46.13 m ²
UNIT C3	2 BED	6	626 SF	59m ²	3,825 SF	355.33 m ²
UNIT D1	2 BED	3	Not Named	0 SF	0 SF	0.00 m ²
UNIT D3	2 BED	5	496 SF	46m ²	2,479 SF	230.35 m ²
UNIT D3.1	2 BED	5	347 SF	32m ²	1,732 SF	160.78 m ²
UNIT D5	2 BED	5	626 SF	59m ²	3,140 SF	291.88 m ²
UNIT D6	2 BED	5	563 SF	52m ²	2,818 SF	264.57 m ²
UNIT E1	3 BED	6	1,093 SF	102 m ²	6,564 SF	608.81 m ²
BUILDING B: 124					67,005 SF	6,289.98 m²
BUILDING C						
UNIT B2	1 BED	5	933 SF	47m ²	2,510 SF	233.19 m ²
UNIT B2.2	1 BED	5	497 SF	46m ²	2,486 SF	230.98 m ²
UNIT B2.4	1 BED	6	482 SF	45m ²	2,910 SF	273.31 m ²
UNIT B2.5	1 BED (ADAPTABLE)	5	523 SF	47m ²	2,510 SF	233.19 m ²
UNIT B5	1 BED	5	559 SF	51m ²	2,748 SF	255.12 m ²
UNIT B6	1 BED	1	555 SF	52m ²	555 SF	51.57 m ²
UNIT C1	1 BED & DEN	5	580 SF	54m ²	2,914 SF	272.62 m ²
UNIT C2	1 BED & DEN	5	660 SF	59m ²	3,242 SF	302.23 m ²
UNIT D1	2 BED	6	798 SF	74m ²	4,812 SF	448.93 m ²
UNIT D1.1	2 BED	5	787 SF	73m ²	3,934 SF	365.47 m ²
UNIT D2.1	2 BED (ADAPTABLE)	4	774 SF	72m ²	3,074 SF	286.04 m ²
BUILDING C: 53					32,535 SF	3,020.74 m²
UNIT TOTALS: 385					159,234 SF	14,856.49 m²



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1.5.0 PARKING STALL SUMMARY - REQUIRED							
UNIT TYPES	BLDG A & B (MARKET)			BLDG C (RENTAL)			REQUIRED STALLS
	# OF UNITS	RATIO	TOTAL	# OF UNITS	RATIO	TOTAL	
1 BED (& DEN)	174 UNITS	*1.00	174 STALLS	37 UNITS	* 1.00	37 STALLS	211 STALLS
2 BED	56 UNITS	*1.25	70 STALLS	16 UNITS	* 1.25	20 STALLS	90 STALLS
TOTAL			244 STALLS			57 STALLS	301 STALLS
VISITOR	230 UNITS	*0.15	34.5 STALLS	53 UNITS	*0.15	7.9 STALLS	
TOTAL VISITOR			35 STALLS			8 STALLS	43 STALLS
TOTAL STALLS			279 STALLS			65 STALLS	344 STALLS

1.5.1 PARKING STALL SUMMARY - PROPOSED						
PARKING STALL USER/TYRE	PARKING STALL COUNT	% BY STALL USER	% OF OVERALL	LEVEL	COMMENTS	
RENTAL RESIDENT						
ACCESSIBLE	3	5%	0.5%	P1 LEVEL		
SMALL CAR	19	13%	0.5%	P1 LEVEL		
SMALL RV	6	10%	1.2%	P1 LEVEL		
STANDARD	10	5%	0.6%	P1 LEVEL		
RENTAL RESIDENT: 38		100%	1.6%			
RENTAL VISITOR						
ACCESSIBLE	1	13%	0.3%	1ST LEVEL		
SMALL CAR	3	18%	0.9%	1ST LEVEL		
STANDARD	4	50%	0.2%	1ST LEVEL		
RENTAL VISITOR: 8		100%	1.3%			
MARKET RESIDENT						
ACCESSIBLE	9	4%	2.6%	P1 LEVEL		
ACCESSIBLE	7	3%	2.0%	P1 LEVEL		
SMALL CAR	53	22%	15.2%	P2 LEVEL		
SMALL CAR	9	4%	2.6%	P1 LEVEL		
SMALL RV	2	1%	0.6%	P1 LEVEL		
STANDARD	100	42%	29.6%	P1 LEVEL		
STANDARD	35	14%	10.3%	P1 LEVEL		
STANDARD RV	24	14%	7.4%	P4 LEVEL		
MARKET RESIDENT: 244		100%	70.3%			
MARKET VISITOR						
ACCESSIBLE	2	5%	0.6%	P1 LEVEL		
SMALL CAR	14	17%	4.0%	P1 LEVEL		
STANDARD	12	58%	3.5%	P1 LEVEL		
MARKET VISITOR: 38		100%	10.9%			
TOTAL PARKING STALLS: 348			100.0%			

1.5.2 STORAGE STALL SUMMARY					
STORAGE STALL USER/TYRE	STORAGE STALL COUNT	STORAGE STALL %	LEVEL	COMMENTS	
MARKET RESIDENT					
STORAGE FLOORER	54	58.7%	1ST LEVEL		
STORAGE FLOORER	16	12.5%	2ND LEVEL		
STORAGE FLOORER	16	12.5%	3RD LEVEL		
STORAGE FLOORER	16	12.5%	4TH LEVEL		
STORAGE FLOORER	16	12.5%	5TH LEVEL		
STORAGE FLOORER	16	12.5%	6TH LEVEL		
MARKET RESIDENT: 214		81.0%			
RENTAL RESIDENT					
STORAGE FLOORER	20	6.0%	1ST LEVEL		
STORAGE FLOORER	7	2.4%	2ND LEVEL		
STORAGE FLOORER	7	2.4%	3RD LEVEL		
STORAGE FLOORER	7	2.4%	4TH LEVEL		
STORAGE FLOORER	7	2.4%	5TH LEVEL		
STORAGE FLOORER	7	2.4%	6TH LEVEL		
RENTAL RESIDENT: 55		19.0%			
TOTAL STORAGE STALLS: 269		100.0%			

1.5.3 BIKE PARKING STALL SUMMARY					
PARKING STALL USER/TYRE	PARKING STALL COUNT	PARKING STALL %	LEVEL	COMMENTS	
MARKET RESIDENT					
STANDARD BIKE	63	58.2%	P2 LEVEL		
STANDARD BIKE	63	58.2%	P1 LEVEL		
MARKET RESIDENT: 126		76.4%			
RENTAL RESIDENT					
STANDARD BIKE	15	8.3%	P1 LEVEL		
VERTICAL BIKE	12	7.3%	P1 LEVEL		
RENTAL RESIDENT: 27		15.4%			
MARKET VISITOR					
BIKE RACKS	6	1.6%	1ST LEVEL		
MARKET VISITOR: 6		3.6%			
RENTAL VISITOR					
BIKE RACKS	6	1.6%	1ST LEVEL		
RENTAL VISITOR: 6		3.6%			
TOTAL PARKING STALLS: 165		100.0%			

NOTE: TOTAL REQUIRED STORAGE IS 1 PER UNIT

NOTE: TOTAL REQUIRED STORAGE IS 0.5 PER UNIT



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1.6.0 GROSS FLOOR AREA (FSR) SUMMARY NOTES

- FSR IS MEASURED TO OUTSIDE FACE OF SHEATHING
- EXCLUSIONS: STORAGE ROOMS (FOR PROPERTIES IN THE "FLOOD CONSTRUCTION LEVEL")

1.6.2 FSR CALC.

1. SITE AREA: 74,981.87 SF
2. TOTAL FSR AREA: 2,143,553 SF
3. EXCLUSIONS: BUILDING A: 5,347 SF + BUILDING B: 6,459 SF + BUILDING C: 2,210 SF = 14,016 SF
4. FSR: 21,165.1 SF - 14,016 SF = 19,625 SF / 76,981.87 SF = 2.55

0.6.1 FSR FLOOR AREA SUMMARY

LEVEL/AREATYPE	AREA SF	AREAm ²	AREA %	COMMENTS
BUILDING A				
SERVICE ROOMS/SHAFTS				
1ST LEVEL	550 SF	51.59 m ²	0.3%	
2ND LEVEL	27 SF	2.54 m ²	0.0%	
3RD LEVEL	27 SF	2.54 m ²	0.0%	
4TH LEVEL	27 SF	2.54 m ²	0.0%	
5TH LEVEL	27 SF	2.54 m ²	0.0%	
6TH LEVEL	27 SF	2.54 m ²	0.0%	
RESIDENTIAL	692 SF	64.28 m²	0.3%	
1ST LEVEL	73705 SF	684.66 m ²	3.4%	
2ND LEVEL	10460 SF	971.73 m ²	4.9%	
3RD LEVEL	10460 SF	971.73 m ²	4.9%	
4TH LEVEL	10460 SF	971.73 m ²	4.9%	
5TH LEVEL	10460 SF	971.73 m ²	4.9%	
6TH LEVEL	10460 SF	971.73 m ²	4.9%	
INDOOR AMENITY	59698 SF	5540.33 m²	27.9%	
1ST LEVEL	305 SF	28.26 m ²	0.5%	
2ST LEVEL	591 SF	54.96 m ²	0.5%	
CIRCULATION				
1ST LEVEL	27485 SF	253.29 m ²	1.3%	
2ND LEVEL	19145 SF	177.86 m ²	0.9%	
3RD LEVEL	19145 SF	177.86 m ²	0.9%	
4TH LEVEL	19145 SF	177.86 m ²	0.9%	
5TH LEVEL	19145 SF	177.86 m ²	0.9%	
6TH LEVEL	19145 SF	177.86 m ²	0.9%	
AREA EXCLUSION	12320 SF	1144.80 m²	5.8%	
1ST LEVEL	15065 SF	139.91 m ²	0.7%	STORAGE
2ND LEVEL	768 SF	71.37 m ²	0.4%	STORAGE
3RD LEVEL	768 SF	71.37 m ²	0.4%	STORAGE
4TH LEVEL	768 SF	71.37 m ²	0.4%	STORAGE
5TH LEVEL	768 SF	71.37 m ²	0.4%	STORAGE
6TH LEVEL	768 SF	71.37 m ²	0.4%	STORAGE
GRAND TOTAL	5367 SF	496.77 m²	2.3%	

0.6.1 FSR FLOOR AREA SUMMARY

LEVEL/AREATYPE	AREA SF	AREAm ²	AREA %	COMMENTS
BUILDING B				
SERVICE ROOMS/SHAFTS				
1ST LEVEL	35 SF	3.29 m ²	0.0%	
2ND LEVEL	35 SF	3.29 m ²	0.0%	
3RD LEVEL	35 SF	3.29 m ²	0.0%	
4TH LEVEL	35 SF	3.29 m ²	0.0%	
5TH LEVEL	35 SF	3.29 m ²	0.0%	
6TH LEVEL	35 SF	3.29 m ²	0.0%	
RESIDENTIAL	212 SF	19.73 m²	0.1%	
1ST LEVEL	9221 SF	854.63 m ²	4.3%	
2ND LEVEL	17805 SF	1654.18 m ²	8.3%	
3RD LEVEL	11497 SF	1066.67 m ²	5.5%	
4TH LEVEL	11497 SF	1066.67 m ²	5.5%	
5TH LEVEL	11497 SF	1066.67 m ²	5.5%	
6TH LEVEL	11497 SF	1066.67 m ²	5.5%	
INDOOR AMENITY	71813 SF	6657.47 m²	34.5%	
1ST LEVEL	1932 SF	181.03 m ²	0.9%	
2ND LEVEL	3992 SF	368.03 m ²	0.9%	
CIRCULATION				
1ST LEVEL	2538 SF	233.90 m ²	1.2%	
2ND LEVEL	2007 SF	186.50 m ²	0.9%	
3RD LEVEL	1907 SF	175.57 m ²	0.9%	
4TH LEVEL	1907 SF	175.57 m ²	0.9%	
5TH LEVEL	1907 SF	175.56 m ²	0.9%	
6TH LEVEL	1907 SF	175.56 m ²	0.9%	
AREA EXCLUSION	12315 SF	1162.64 m²	5.9%	
1ST LEVEL	992 SF	92.11 m ²	0.5%	STORAGE
2ND LEVEL	1158 SF	106.20 m ²	0.6%	STORAGE
3RD LEVEL	1027 SF	94.44 m ²	0.5%	STORAGE
4TH LEVEL	1027 SF	94.44 m ²	0.5%	STORAGE
5TH LEVEL	1027 SF	94.44 m ²	0.5%	STORAGE
6TH LEVEL	1027 SF	94.44 m ²	0.5%	STORAGE
GRAND TOTAL	6199 SF	600.05 m²	3.0%	
BUILDING C				
SERVICE ROOMS/SHAFTS				
1ST LEVEL	1532 SF	142.33 m ²	0.7%	
2ND LEVEL	35 SF	3.29 m ²	0.0%	
3RD LEVEL	35 SF	3.29 m ²	0.0%	
4TH LEVEL	35 SF	3.29 m ²	0.0%	
5TH LEVEL	35 SF	3.29 m ²	0.0%	
6TH LEVEL	35 SF	3.29 m ²	0.0%	
RESIDENTIAL	1709 SF	158.77 m²	0.8%	
1ST LEVEL	2125 SF	197.45 m ²	1.0%	
2ND LEVEL	6139 SF	570.20 m ²	2.9%	
3RD LEVEL	6138 SF	570.27 m ²	2.9%	
4TH LEVEL	6138 SF	570.27 m ²	2.9%	
5TH LEVEL	6138 SF	570.33 m ²	2.9%	
6TH LEVEL	6138 SF	570.33 m ²	2.9%	
INDOOR AMENITY	26980 SF	2478.66 m²	12.5%	
1ST LEVEL	1011 SF	93.89 m ²	0.5%	
2ND LEVEL	3711 SF	344.89 m ²	0.5%	
CIRCULATION				
1ST LEVEL	2138 SF	196.79 m ²	1.0%	
2ND LEVEL	1197 SF	111.36 m ²	0.6%	
3RD LEVEL	1177 SF	109.32 m ²	0.6%	
4TH LEVEL	1177 SF	109.32 m ²	0.6%	
5TH LEVEL	1177 SF	109.32 m ²	0.6%	
6TH LEVEL	1177 SF	109.32 m ²	0.6%	
AREA EXCLUSION	8022 SF	745.23 m²	3.8%	
1ST LEVEL	896 SF	83.24 m ²	0.4%	STORAGE
2ND LEVEL	311 SF	28.76 m ²	0.2%	STORAGE
3TH LEVEL	311 SF	28.76 m ²	0.2%	STORAGE
4TH LEVEL	311 SF	28.76 m ²	0.2%	STORAGE
5TH LEVEL	311 SF	28.76 m ²	0.2%	STORAGE
6TH LEVEL	311 SF	28.76 m ²	0.2%	STORAGE
GRAND TOTAL	2230 SF	205.28 m²	1.0%	
AREA GRAND TOTAL	39642 SF	3662.85 m²	18.6%	
GRAND TOTAL	213651 SF	19848.81 m²	100.0%	



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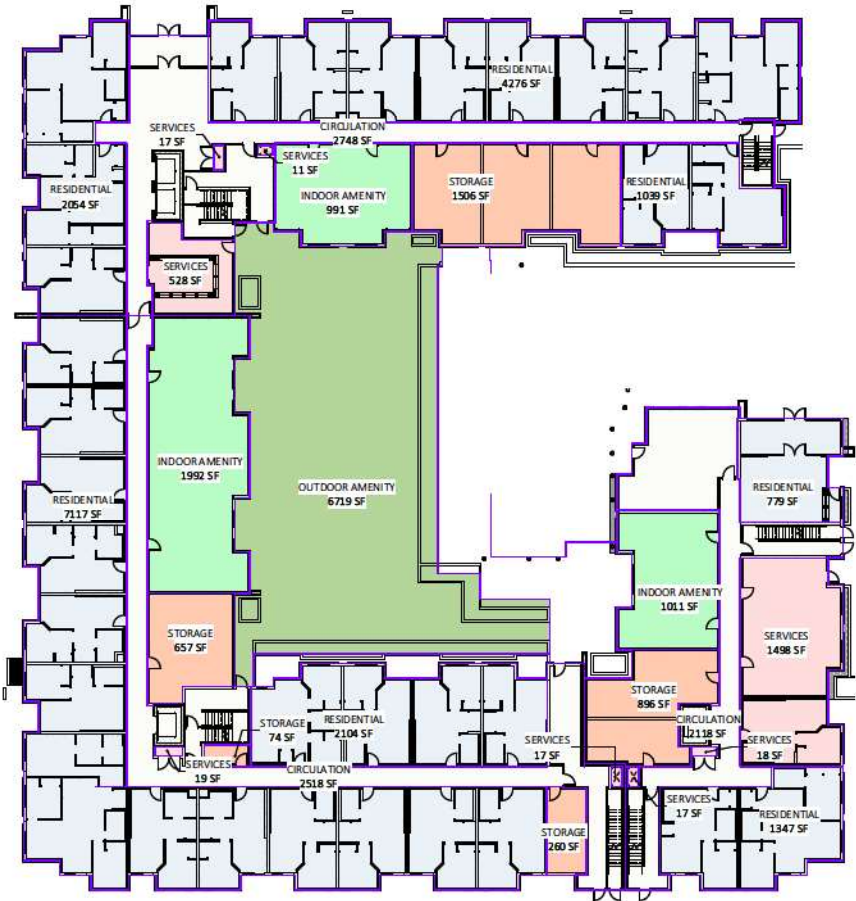
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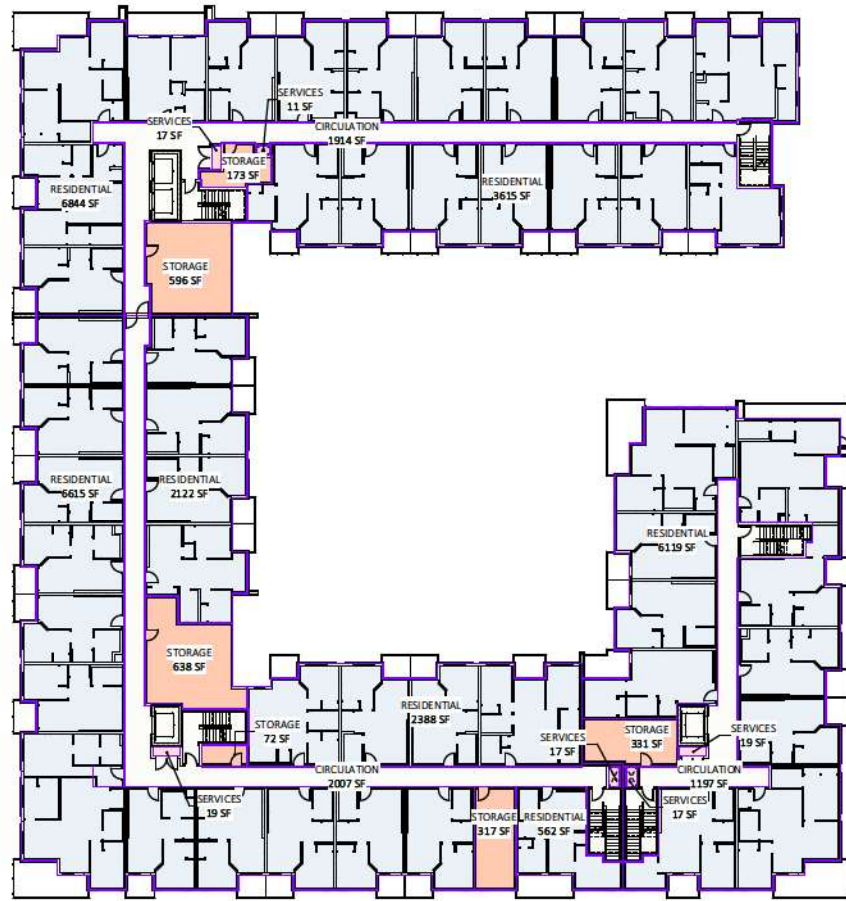
FSR PLANS



1st LEVEL AREA PLAN

1/16" = 1'-0"

- AREA EXCLUSION
- CIRCULATION
- INDOOR AMENITY
- OUTDOOR AMENITY
- RESIDENTIAL
- SERVICE ROOMS/SHAFTS



2nd LEVEL AREA PLAN

1/16" = 1'-0"

- AREA EXCLUSION
- CIRCULATION
- RESIDENTIAL
- SERVICE ROOMS/SHAFTS

SCALE 1/16" = 1'-0"

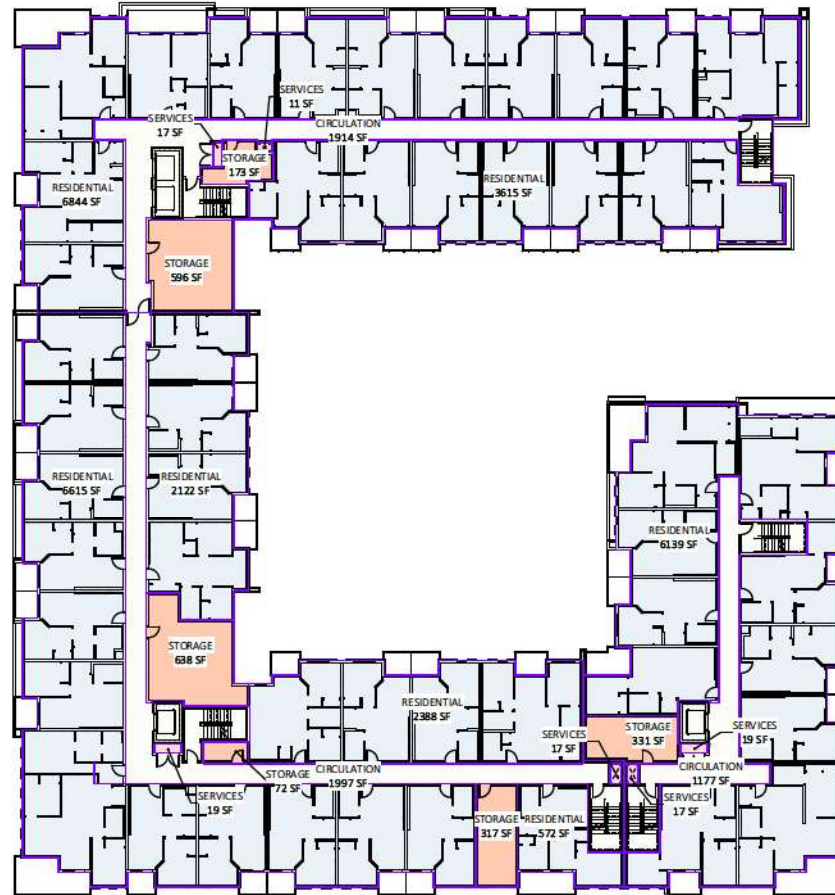


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3rd-6th LEVEL AREA PLAN

1/16" = 1'-0"

- AREA EXCLUSION
- CIRCULATION
- RESIDENTIAL
- SERVICE ROOMS/SHAFTS

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FSR PLANS

SCALE 1/16" = 1'-0"



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DESIGN RATIONALE

PROJECT DESCRIPTION

THE PROPOSED DEVELOPMENT ON 204TH ST IN THE CITY OF LANGLEY IS COMPRISED OF THREE SIX-STORY MASSES OF WOOD FRAME COMBUSTIBLE CONSTRUCTION HOUSING A TOTAL 283 UNITS OF MULTI-FAMILY RESIDENTIAL OCCUPANCY OVER A 2-LEVEL CONCRETE PARKADE COVERING THE ENTIRE SITE. THE THREE MASSES ARE ARRANGED TO DEFINE A LANDSCAPED INTERIOR COURTYARD PROVIDING AMPLE OUTDOOR AMENITY SPACE FOR THE OVERALL DEVELOPMENT.

MASSING, FORM & CHARACTER

THE BUILDING MASSING OFFERS CONNECTION FOR THE RESIDENTS TO THE COURTYARD AND SURROUNDING CONTEXT WITH ITS COMPACTED FRONT DOOR, BACK DOOR SITING, VISUAL CONNECTIONS BOTH FROM AN EXTERIOR AND INTERIOR PERSPECTIVE ALLOW FOR RESIDENTIAL SOCIAL COHESION AS WELL AS MAINTAINING PRIVACY FROM SURROUNDING DEVELOPMENTS. VERTICAL AND HORIZONTAL ARTICULATION SERVE TO BREAK DOWN THE OVERALL PRESENCE OF THE DEVELOPMENT WHILE THE FACADE SERVES TO FURTHER SOFTEN THE PERCEPTION OF THE BUILDING FROM THE ADJACENT CONTEXT. A STRONG MASONRY PODIUM HELPS GROUND THE BUILDING TO THE STREET LEVEL, ADDING FURTHER BREAK DOWN OF THE MASSING'S SCALE TO BYPASSERS.

CONCEPTUALLY, THE FORM IS BASED ON AN ARCHITECTURAL INTERPRETATION OF THE REMNANTS OF WEST COAST OLD GROWTH FORESTS - THE MASSIVE TREE STUMPS OF OLD FORMING THE BASE FOR NEW GROWTH, A SUPPORT SYSTEM FOR THE EMERGENCE A SOFTER, AIRIER CANOPY OF FOLIAGE AND BARK. MATERIALS AND COLOURS SELECTS ARE INTENDED GIVE VISUAL INTEREST FOR MOTORISTS, TRANSIT COMMUTERS AND PEDESTRIANS EXPERIENCING THE DEVELOPMENT BY REFLECTING THE LAYERING OF FOREST CANOPIES AT VARIOUS LEVELS. MATERIALS CONSIST OF A BLEND OF BRICK VENEER, CEMENTITIOUS AND COMPOSITE BOARD CLADDING. OTHER FEATURES INCLUDE VEGETATED STREET-ORIENTED PATIOS AND TERRACES, LANDSCAPED FEATURES AND LARGE INDOOR AND MULTI-USE EXTERIOR AMENITY AREAS.

ENVIRONMENTAL SUSTAINABILITY

ADDRESSED WITHIN THE DEVELOPMENT BY THE PROVISION OF BIKE RACKS AND BIKE STORAGE, LARGE OPEN GREEN SPACES, LIGHT POLLUTION REDUCTION BY MEANS OF DARK SKY COMPLIANT EXTERIOR LIGHTING SYSTEMS, WATER EFFICIENT LANDSCAPING AND PLUMBING SYSTEMS, NATURAL VENTILATION THROUGH OPERABLE WINDOWS AND ENERGY EFFICIENT HVAC SYSTEMS, STORAGE AND COLLECTION OF RECYCLABLES, AND HEAT ISLAND EFFECT REDUCTION THROUGH MINIMIZING EXTERIOR PARKING AND INCORPORATING LIGHT COLOURED ROOFING FINISHES.

CRIME PREVENTION

ENVIRONMENTAL DESIGN PRINCIPLES (EDPT) HAVE BEEN INCORPORATED INTO THE DESIGN BY MEANS OF NATURAL SURVEILLANCE THROUGHOUT THE PERIMETER, INTERIOR COURTYARDS AND PARKADE LEVELS BY MEANS OF CLEAR VIEWING LINES FROM THE RESIDENTIAL UNITS AND BALCONIES, ELIMINATION OF POTENTIAL DARK AREAS AT ACCESSES/EXITS, CLEARLY DEFINED MAIN ENTRANCES AND SECURE AND FULLY ACCESSIBLE PARKING. SECURE POINTS ARE WELL-DEFINED AND MONITORED BY CAMERA AND A SECURE ACCESS SYSTEM.



CONCEPT ELEVATION ALONG 204TH



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WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

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DESIGN RATIONALE

SCALE

SD1.20



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WHITETAIL 204
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PROJECT # 21172.1
CITY FILE #

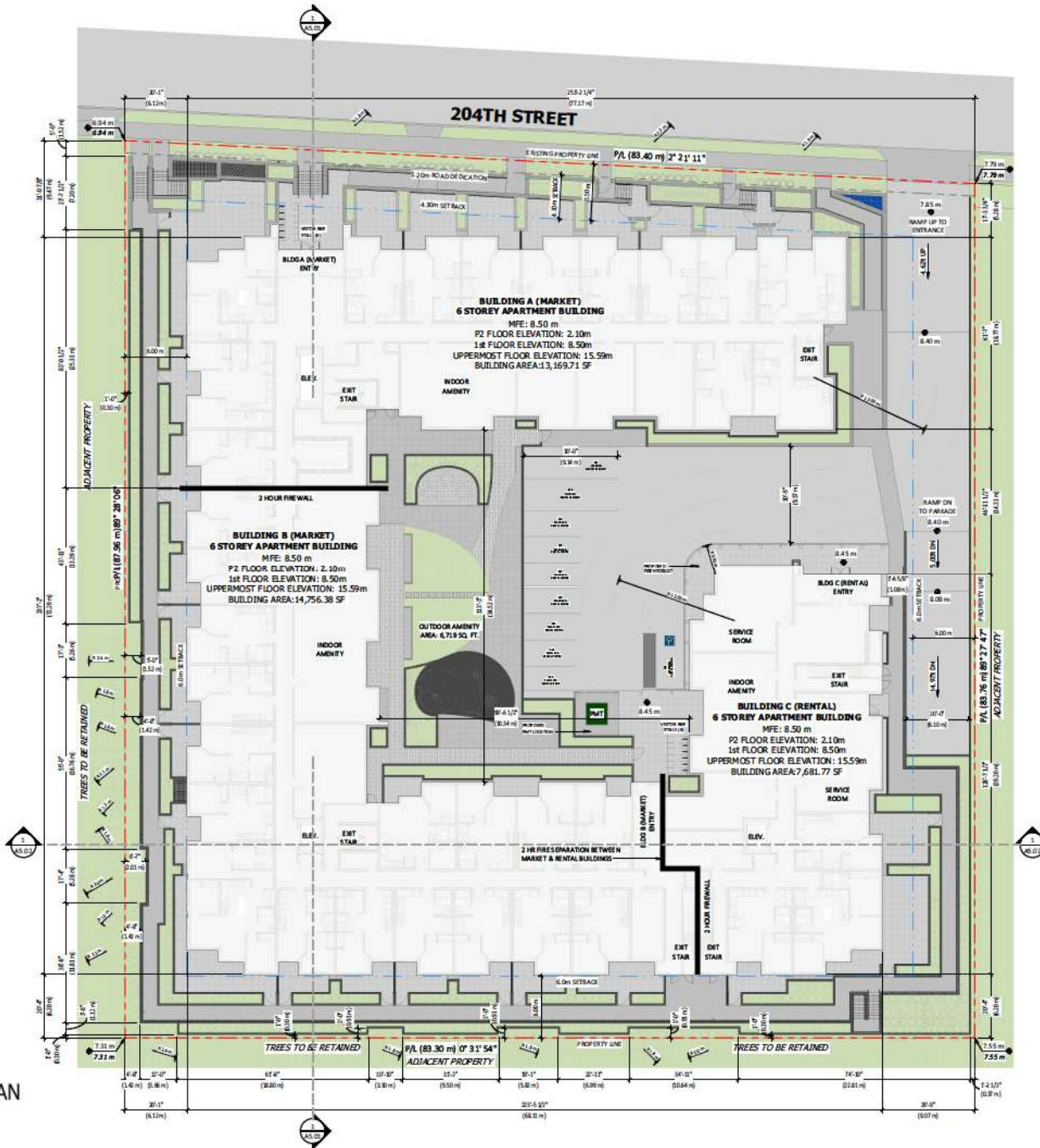


SITE PLAN

SCALE 1/16" = 1'-0"

SD2.01

SITE PLAN
1/16" = 1'-0"





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WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #

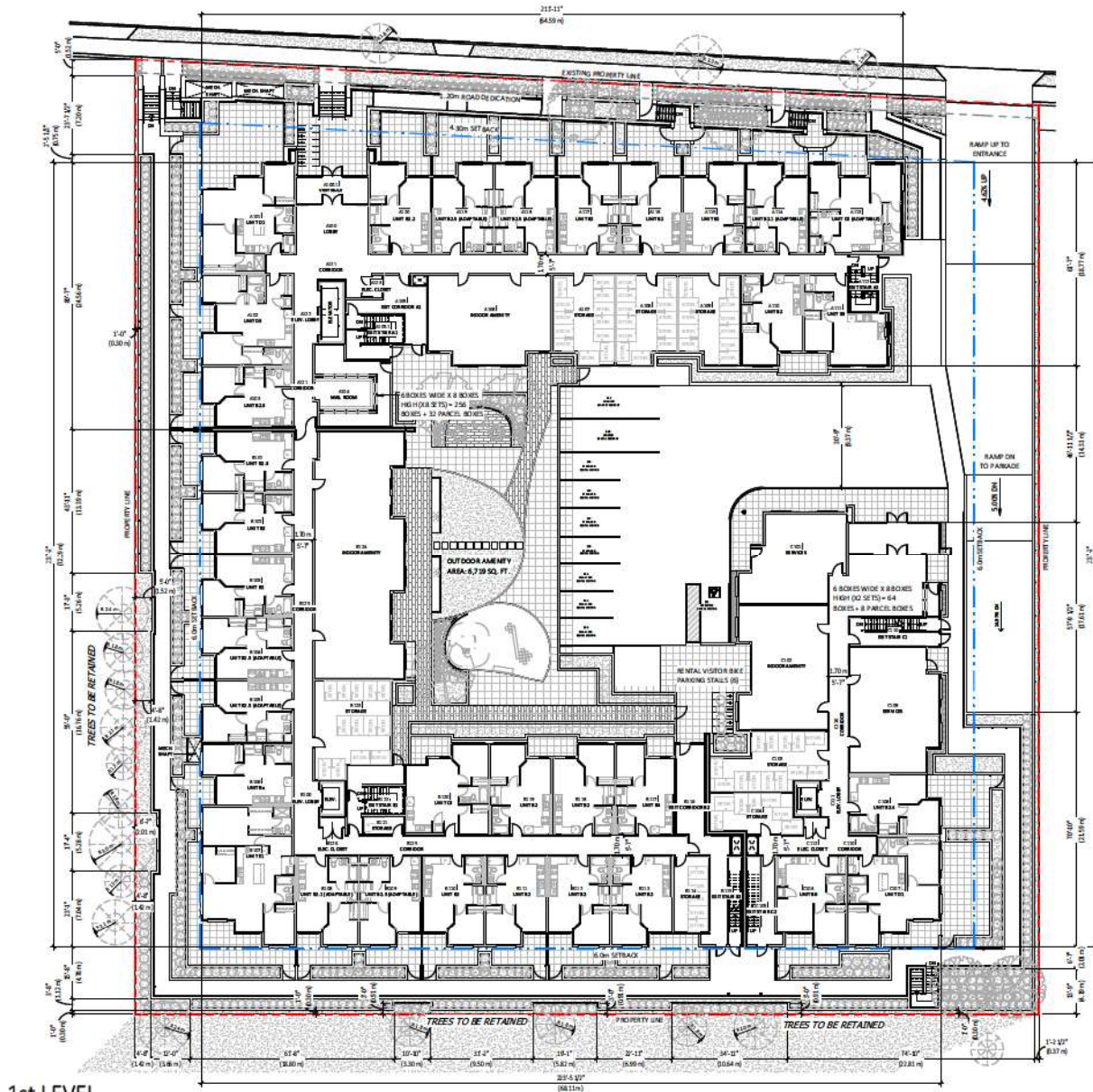


1ST LEVEL PLAN

SCALE 1/16" = 1'-0"



SD2.10



1st LEVEL
1/16" = 1'-0"



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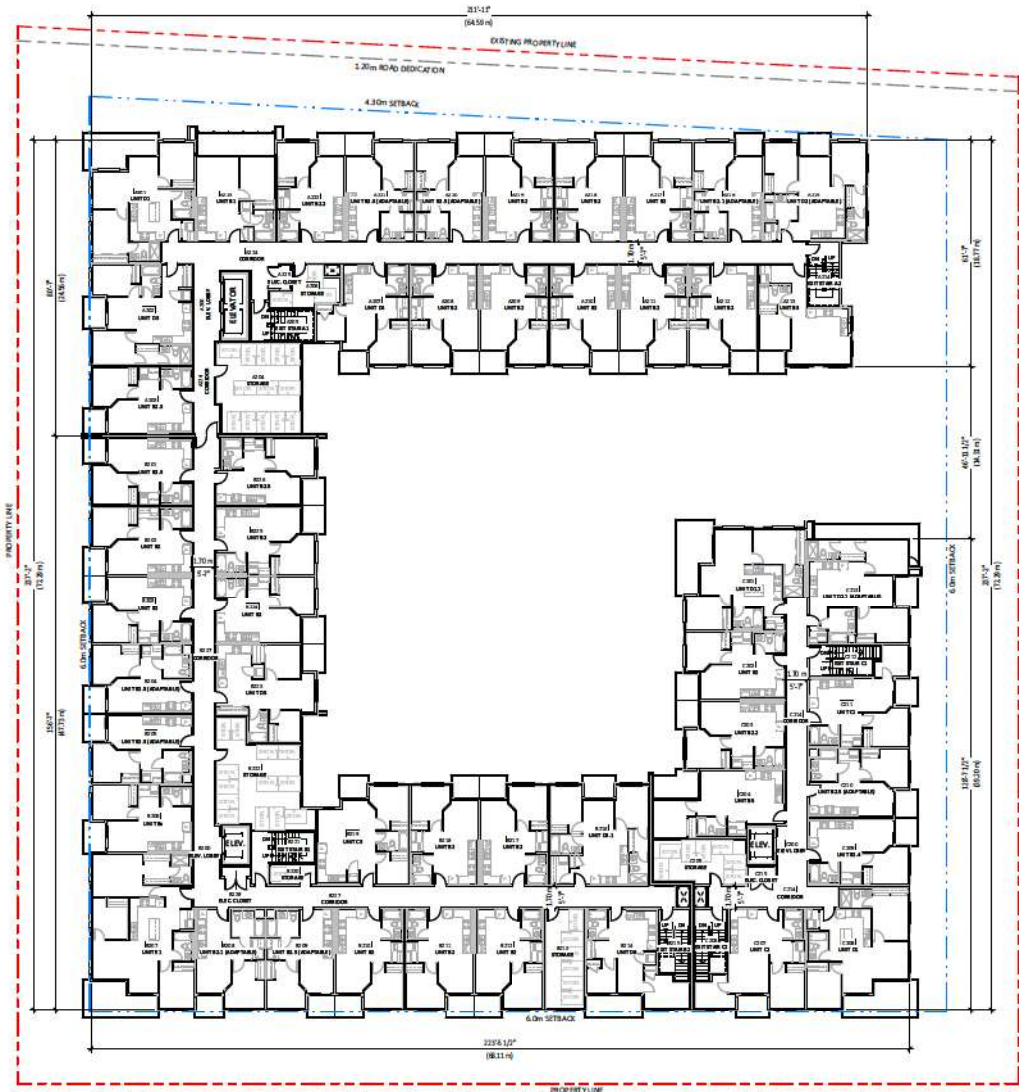
WHITETAIL 204
STREET
APARTMENTS

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2ND LEVEL PLAN



2nd LEVEL
1/16" = 1'-0"

SCALE 1/16" = 1'-0"



SD2.11



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FOR DP

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9	REISSUED FOR DP	24-10-09

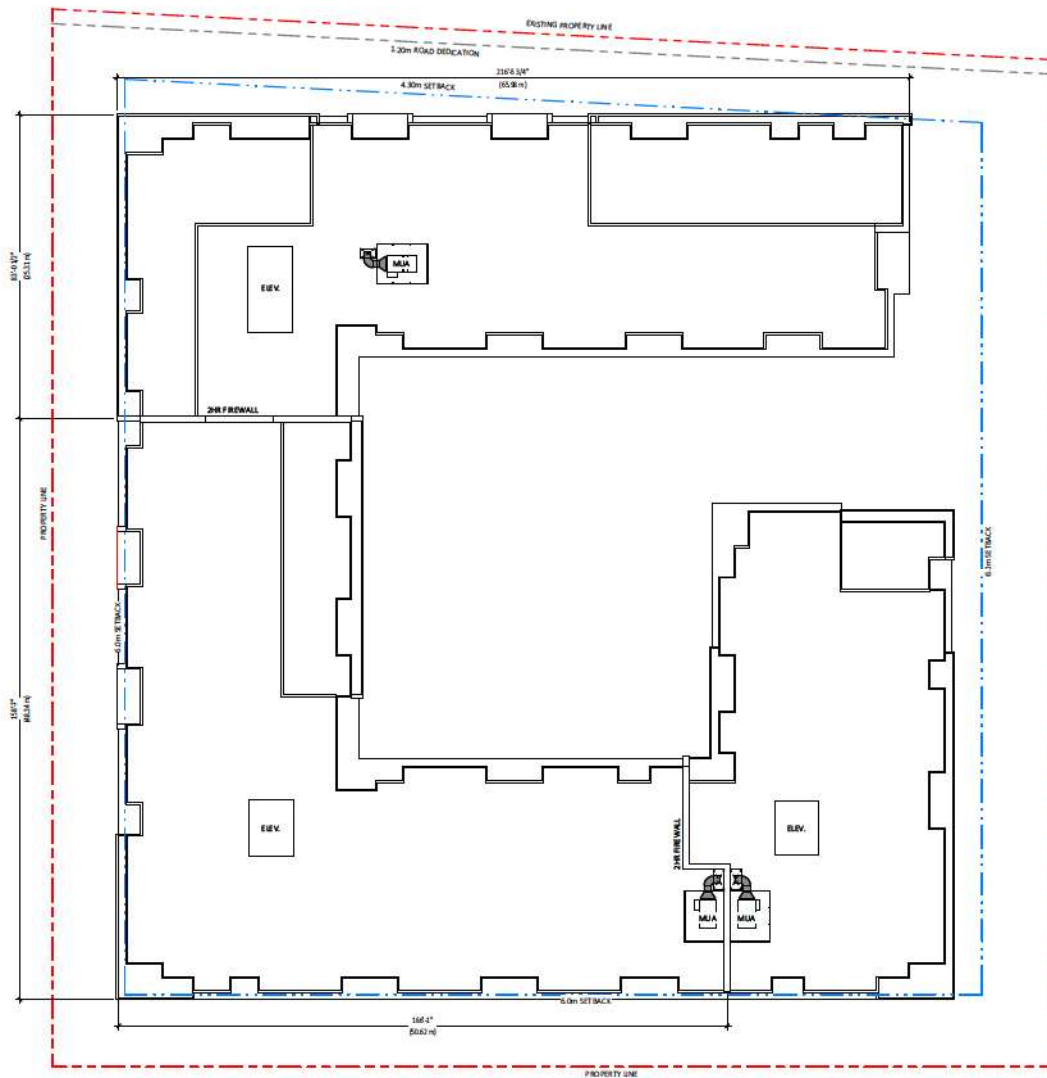
WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

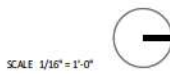
PROJECT # 21172.1
CITY FILE #



ROOF LEVEL PLAN

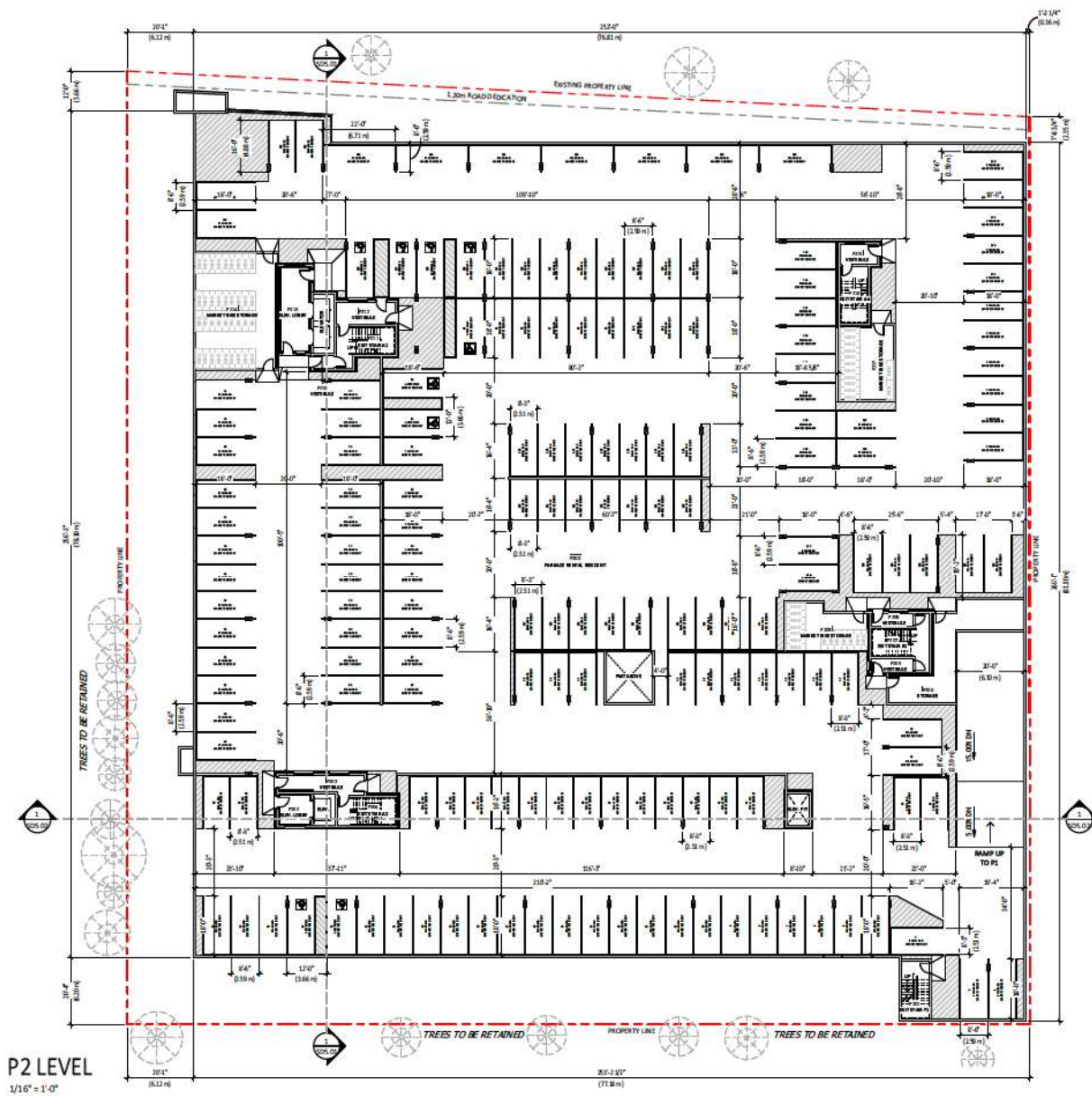


ROOF PLAN
1/16" = 1'-0"



SCALE 1/16" = 1'-0"

SD2.18



P2 LEVEL
1/16" = 1'-0"



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WHITETAIL 204
STREET
APARTMENTS

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PROJECT # 21172.1
CITY FILE #

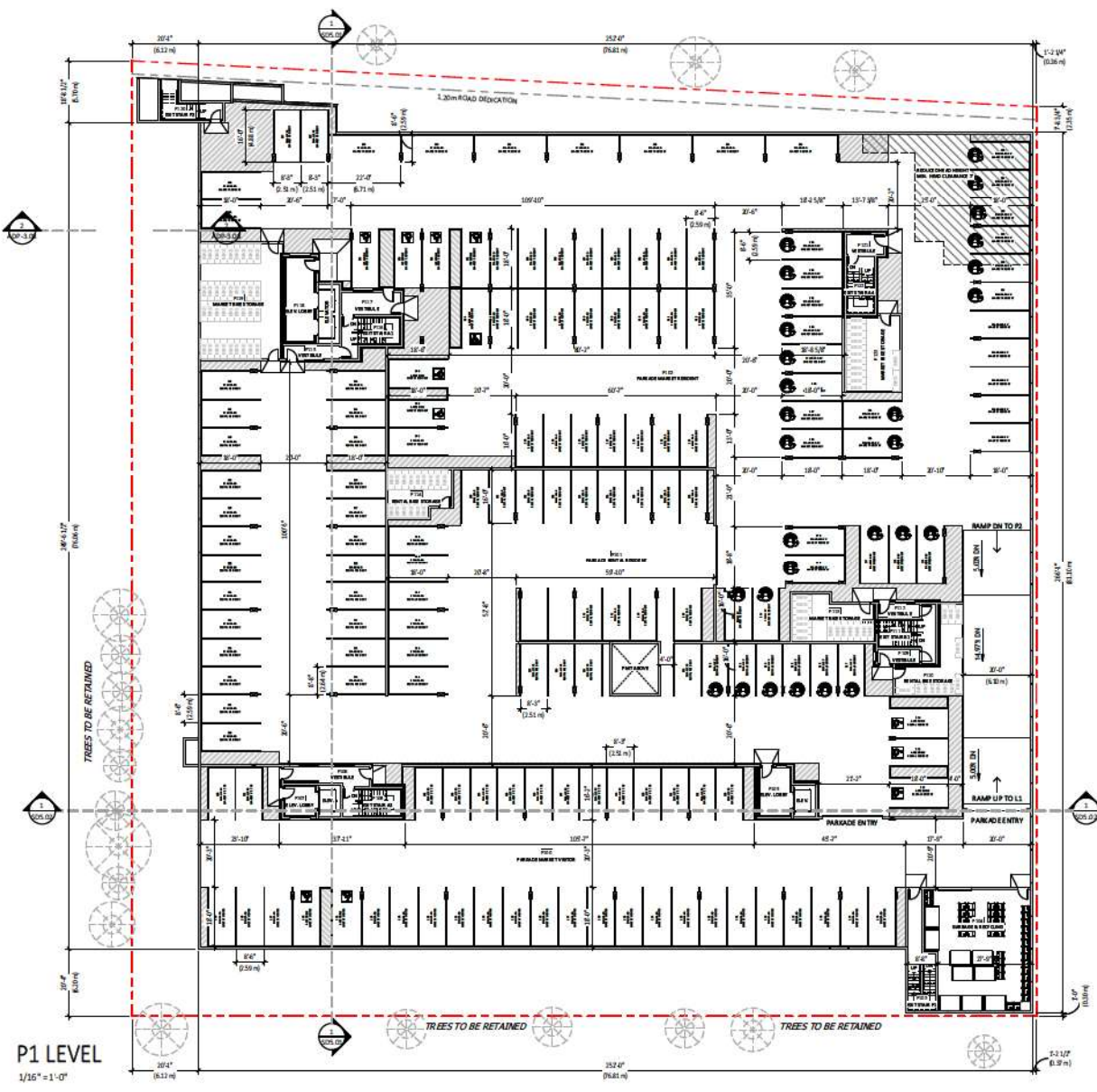


P2 LEVEL PLAN

SCALE 1/16" = 1'-0"



SD2.19



P1 LEVEL
1/16" = 1'-0"



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P1 LEVEL PLAN

SCALE 1/16" = 1'-0"

SD2.20



204 STREET PERSPECTIVE



BLDG C ENTRANCE



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**WHITETAIL 204
STREET
APARTMENTS**

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**STREET
PERSPECTIVE**

SCALE N.T.S.

SD3.00



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WEST ELEVATION

1" = 10'-0"



SOUTH ELEVATION

1" = 10'-0"

WHITETAIL 204
STREET
APARTMENTS

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BUILDING
ELEVATIONS

SCALE 1" = 10'-0"

SD3.01



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NORTH ELEVATION
1" = 10'-0"



EAST ELEVATION
1" = 10'-0"

WHITETAIL 204
STREET
APARTMENTS

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BUILDING
ELEVATIONS

SCALE 1" = 10'-0"

SD3.02



24-10-09 REISSUED
FOR DP

NO.	ISSUE/REVISION	DATE
4	ISSUED FOR REVIEW	24-08-27
9	REISSUED FOR DP	24-10-09



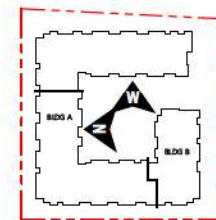
WEST INTERIOR ELEVATION

1" = 10'-0"



NORTH INTERIOR ELEVATION

1" = 10'-0"



**WHITETAIL 204
STREET
APARTMENTS**

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



**BUILDING
ELEVATIONS**

SCALE As Indicated

SD3.03



24-10-09 REISSUED
FOR DP

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9	REISSUED FOR DP	24-10-09



EAST INTERIOR ELEVATION

1" = 10'-0"



SOUTH INTERIOR ELEVATION

1" = 10'-0"

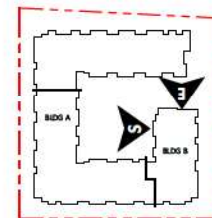
WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



BUILDING
ELEVATIONS



SCALE As Indicated

SD3.04



24-10-09 REISSUED
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6	ISSUED FOR DEVELOPMENT PERMIT	24-09-13
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204 STREET STREETSCAPE
1" = 20'-0"

WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



STREETSCAPE

SCALE 1" = 20'-0"

SD4.02



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WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



SITE SECTION

SCALE 3/32" = 1'-0"

SD5.01



N/S SITE SECTION
3/32" = 1'-0"

OCCUPANCY USE

- GROUP C - ASSEMBLY NON FIXED SEATS
- GROUP C - RESIDENTIAL DWELLING UNIT
- GROUP F3 - INDUSTRIAL STORAGE GARAGES



24-10-09 REISSUED
FOR DP

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9	REISSUED FOR DP	24-10-09

WHITETAIL 204
STREET
APARTMENTS

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SITE SECTION

SCALE 3/32" = 1'-0"

SD5.02



W/E SITE SECTION
3/32" = 1'-0"

OCCUPANCY USE

- GROUP C - RESIDENTIAL DWELLING UNIT
- GROUP F3 - INDUSTRIAL STORAGE GARAGES



24-10-09 REISSUED
FOR DP

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9	REISSUED FOR DP	24-10-09

WHITETAIL 204 STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

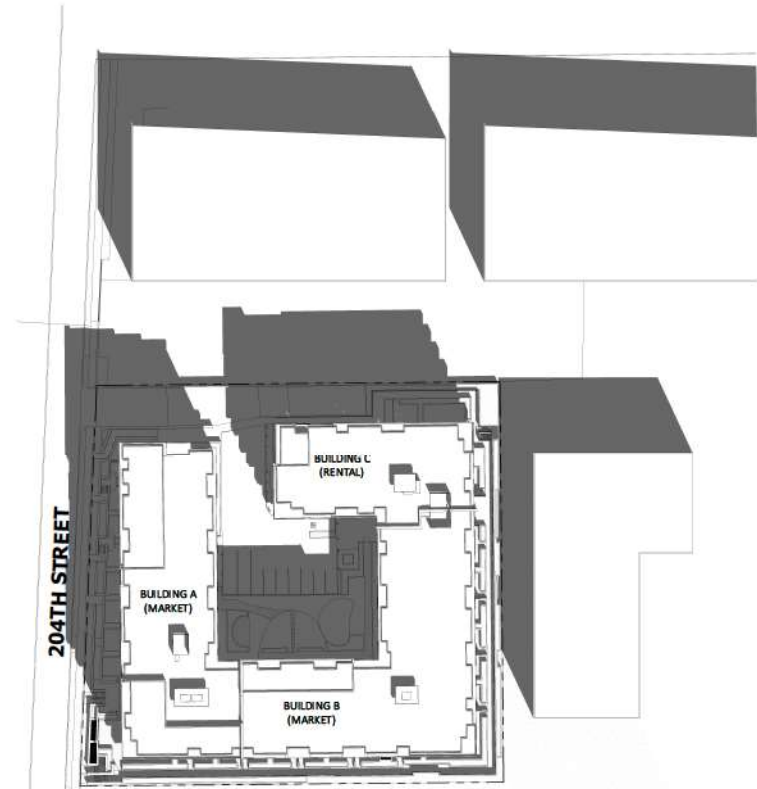
PROJECT # 21172.1
CITY FILE #



SHADOW STUDY



SHADOW STUDY - SPRING EQUINOX 9AM
1" = 40'-0"



SHADOW STUDY - SPRING EQUINOX 12PM
1" = 40'-0"



SCALE 1" = 40'-0"

SD5.10



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WHITETAIL 204
STREET
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SHADOW STUDY

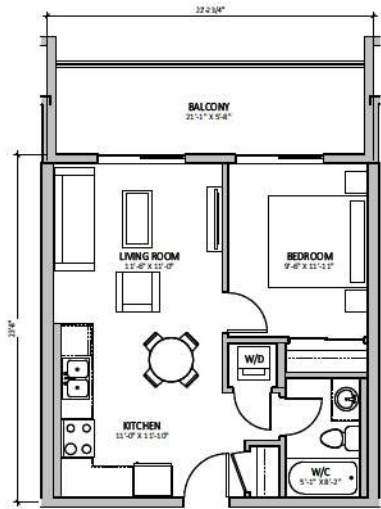


SCALE 1" = 40' 0"

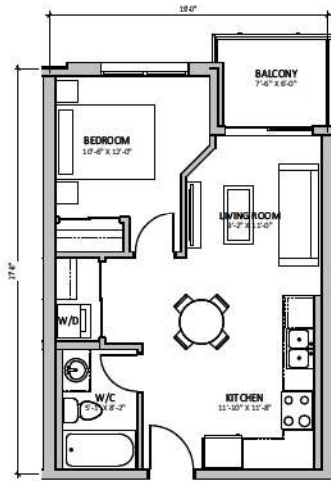
SD5.11



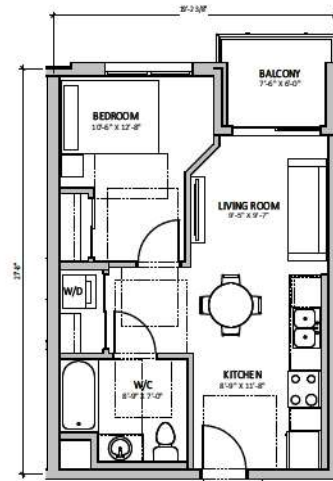
SHADOW STUDY - SPRING EQUINOX 3PM
1" = 40' 0"



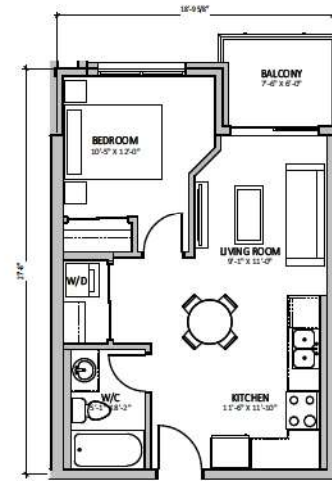
UNIT B1
1/4" = 1'-0"



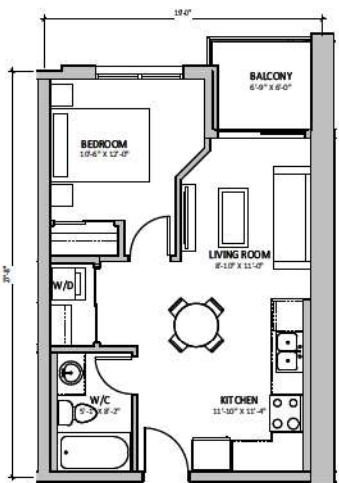
UNIT B2
1/4" = 1'-0"



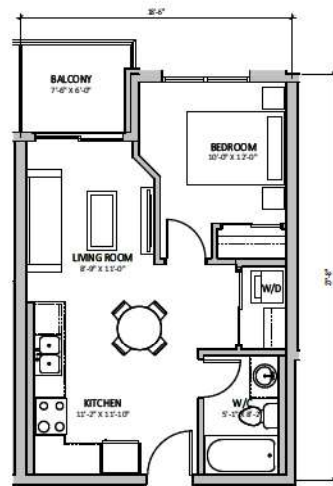
UNIT B2.1 (ADAPTABLE)
1/4" = 1'-0"



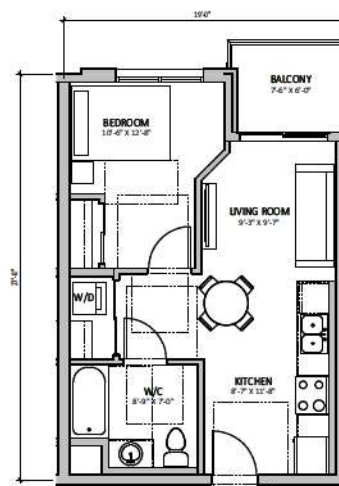
UNIT B2.2
1/4" = 1'-0"



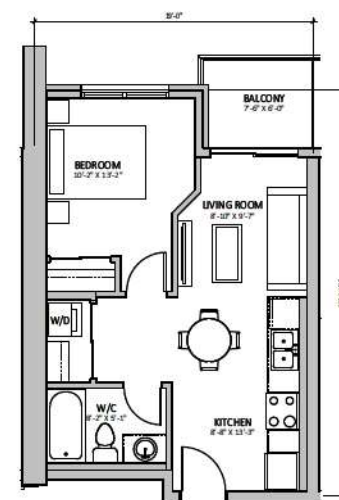
UNIT B2.3
1/4" = 1'-0"



UNIT B2.4
1/4" = 1'-0"



UNIT B2.5 (ADAPTABLE)
1/4" = 1'-0"



UNIT B2.6
1/4" = 1'-0"



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WHITETAIL 204
STREET
APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
CITY FILE #



UNIT PLANS

SCALE 1/4" = 1'-0"

SD6.01

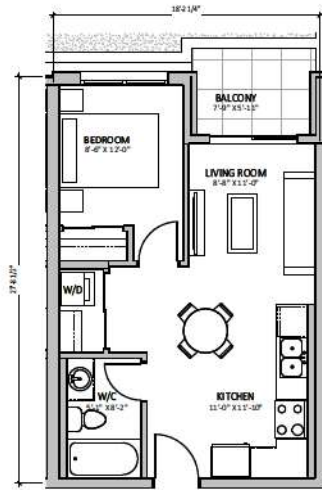


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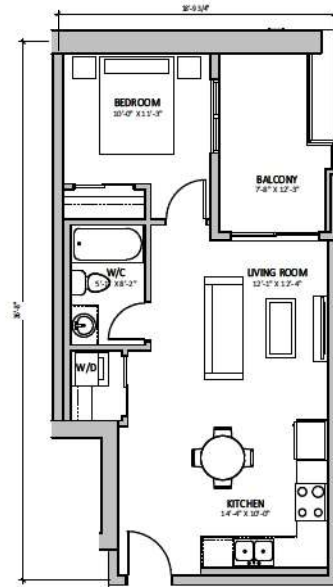
NO.	ISSUE/REVISION	DATE
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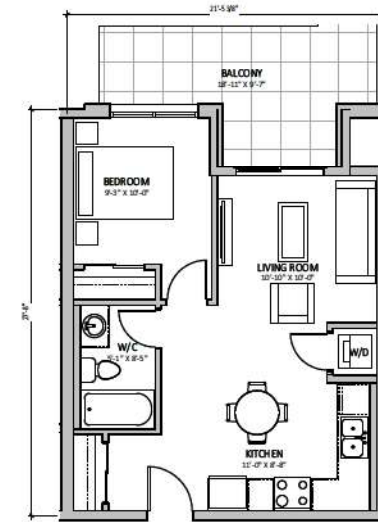
UNIT B3
1/4" = 1'-0"



UNIT B4
1/4" = 1'-0"



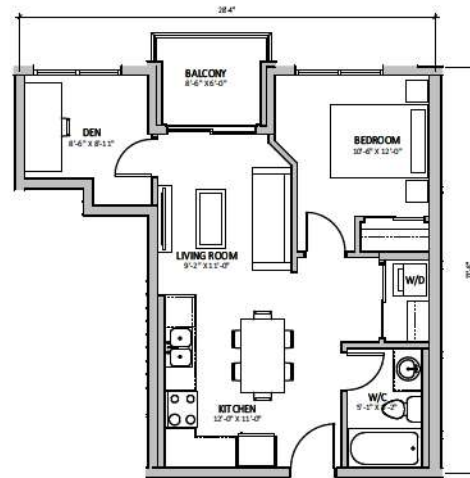
UNIT B5
1/4" = 1'-0"



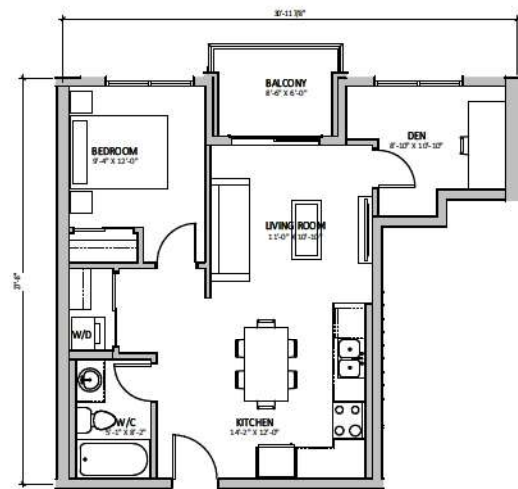
UNIT B6
1/4" = 1'-0"



UNIT B7
1/4" = 1'-0"



UNIT C1
1/4" = 1'-0"



UNIT C2
1/4" = 1'-0"

WHITETAIL 204
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UNIT PLANS

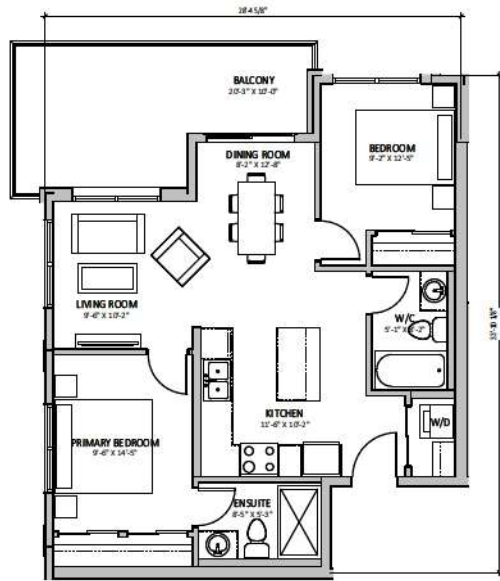
SCALE 1/4" = 1'-0"

SD6.02

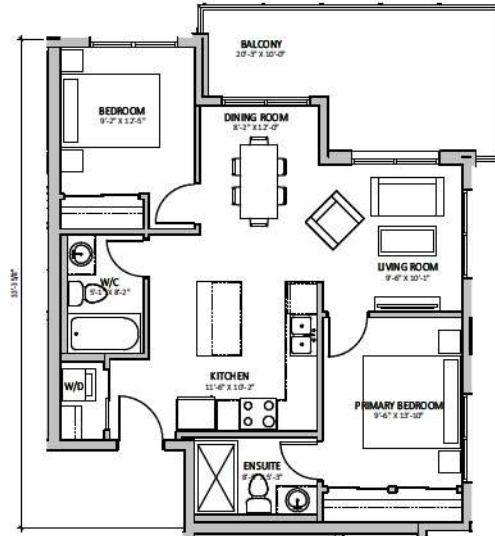


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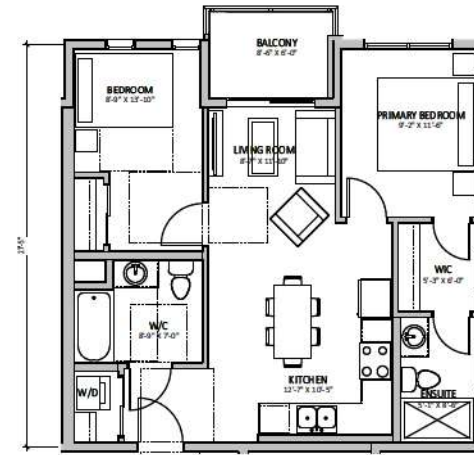
NO.	ISSUE/REVISION	DATE
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9	REISSUED FOR DP	24-10-09



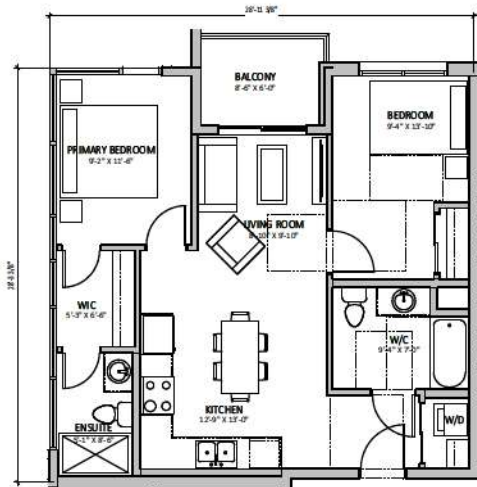
UNIT D1
1/4" = 1'-0"



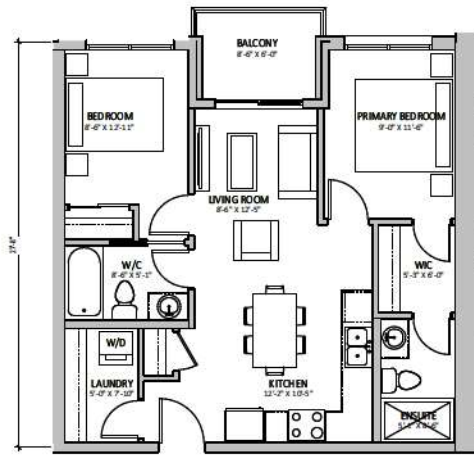
UNIT D1.1
1/4" = 1'-0"



UNIT D2 (ADAPTABLE)
1/4" = 1'-0"



UNIT D2.1 (ADAPTABLE)
1/4" = 1'-0"



UNIT D3.1
1/4" = 1'-0"

WHITETAIL 204
STREET
APARTMENTS

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UNIT PLANS

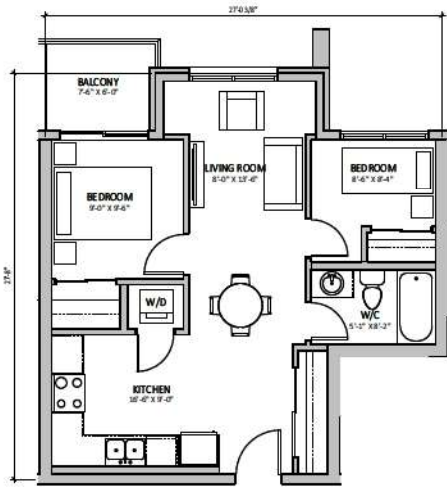
SCALE 1/4" = 1'-0"

SD6.03

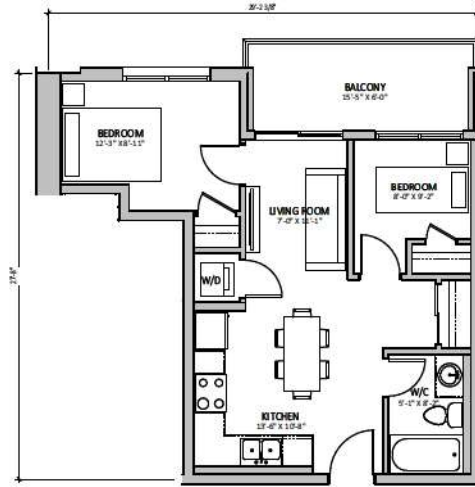


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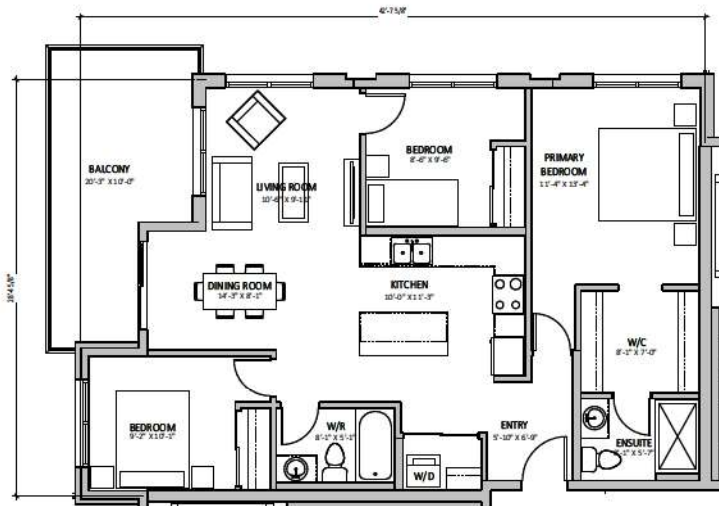
NO.	ISSUE/REVISION	DATE
6	ISSUED FOR DEVELOPMENT PERMIT	24-09-13
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UNIT D5
1/4" = 1'-0"



UNIT D6
1/4" = 1'-0"



UNIT E1
1/4" = 1'-0"

WHITETAIL 204
STREET
APARTMENTS

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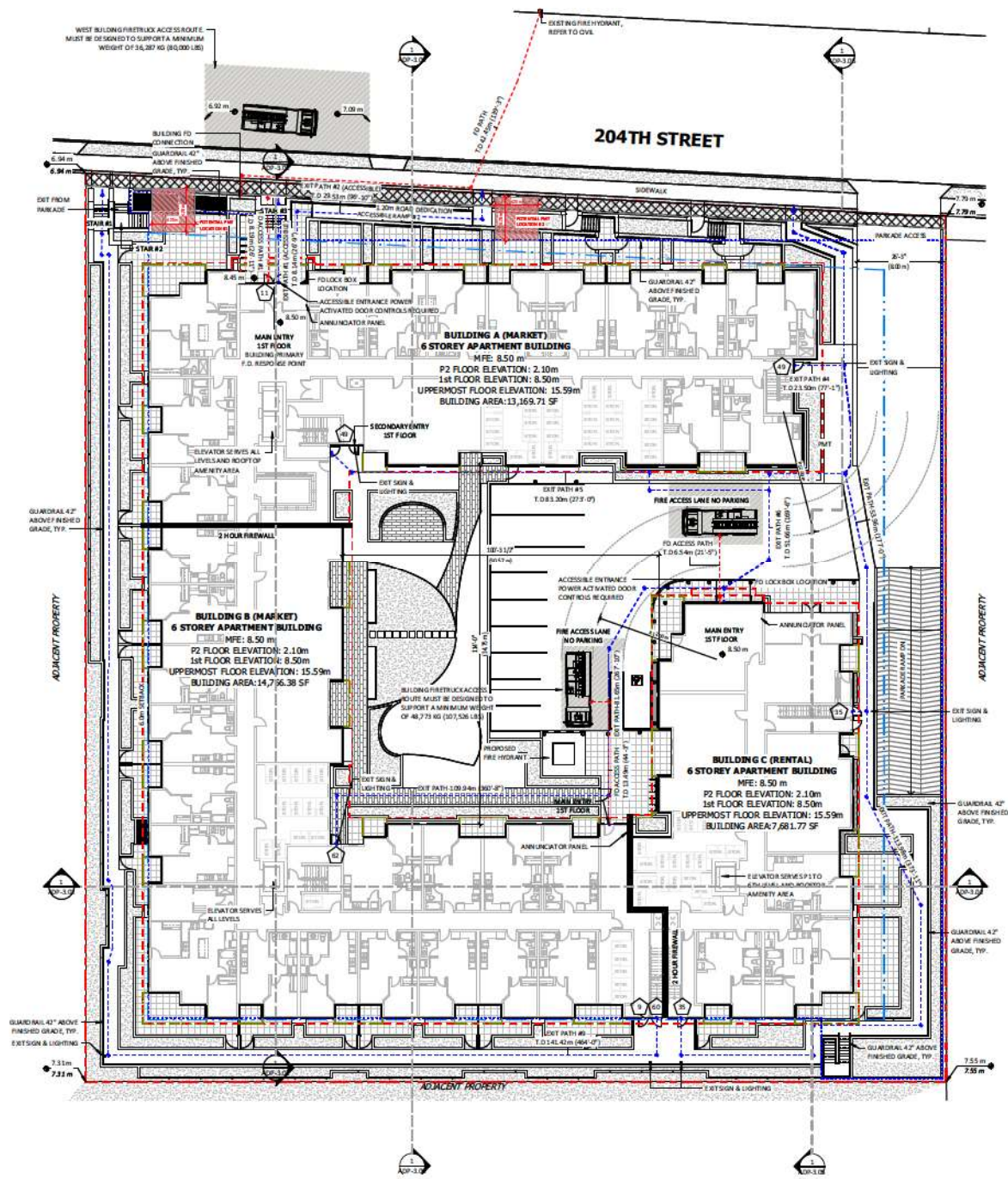
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UNIT PLANS

SCALE 1/4" = 1'-0"

SD6.04



SIGNAGE LEGEND

S1	ST-OP
S2	ACCESSIBLE PARKING STALL
S3	ACCESSIBLE ENTRANCE
S4	FIRE LANE AND PARKING
S5	GUARANTEED ZONE AND PARKING
S6	SHOP OFFICE UP ONLY
S7	MAXIMUM SIGN
S8	PARKADE CLEARANCE 7'-0"

◻ = OCCUPANT LOAD

BUILDING FLOOR ELEVATIONS

LEVEL	GEODEIC	RELATIVE
UPPERMOST LEVEL ELEVATION	24.09 m	79'-1.51"
M.F.F.	8.50 m	28'-0"
P1 LEVEL	5.15 m	17'-0"
P2 LEVEL	2.10 m	7'-0"

KEYSTONE ARCHITECTURE
 ARCHITECTS
 4805 FORD BLVD. SUITE 100 SOUTH FRASER WAY
 VANCOUVER, BC V5A 1S7
 CALGARY (416) 333-1177 AVENUE SW
 TORONTO (416) 333-1177 AVENUE SW
 MAIL@KEYSTONEARCH.COM



24-10-09 REISSUED FOR DP

NO.	ISSUE/REVISION	DATE
6	ISSUED FOR DEVELOPMENT PERMIT	24-09-13
7	ISSUED FOR REVIEW	24-09-20
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WHITETAIL 204 STREET APARTMENTS

5360 - 204 STREET, LANGLEY, BC

PROJECT # 21172.1
 CITY FILE #



SITE CODE PLAN

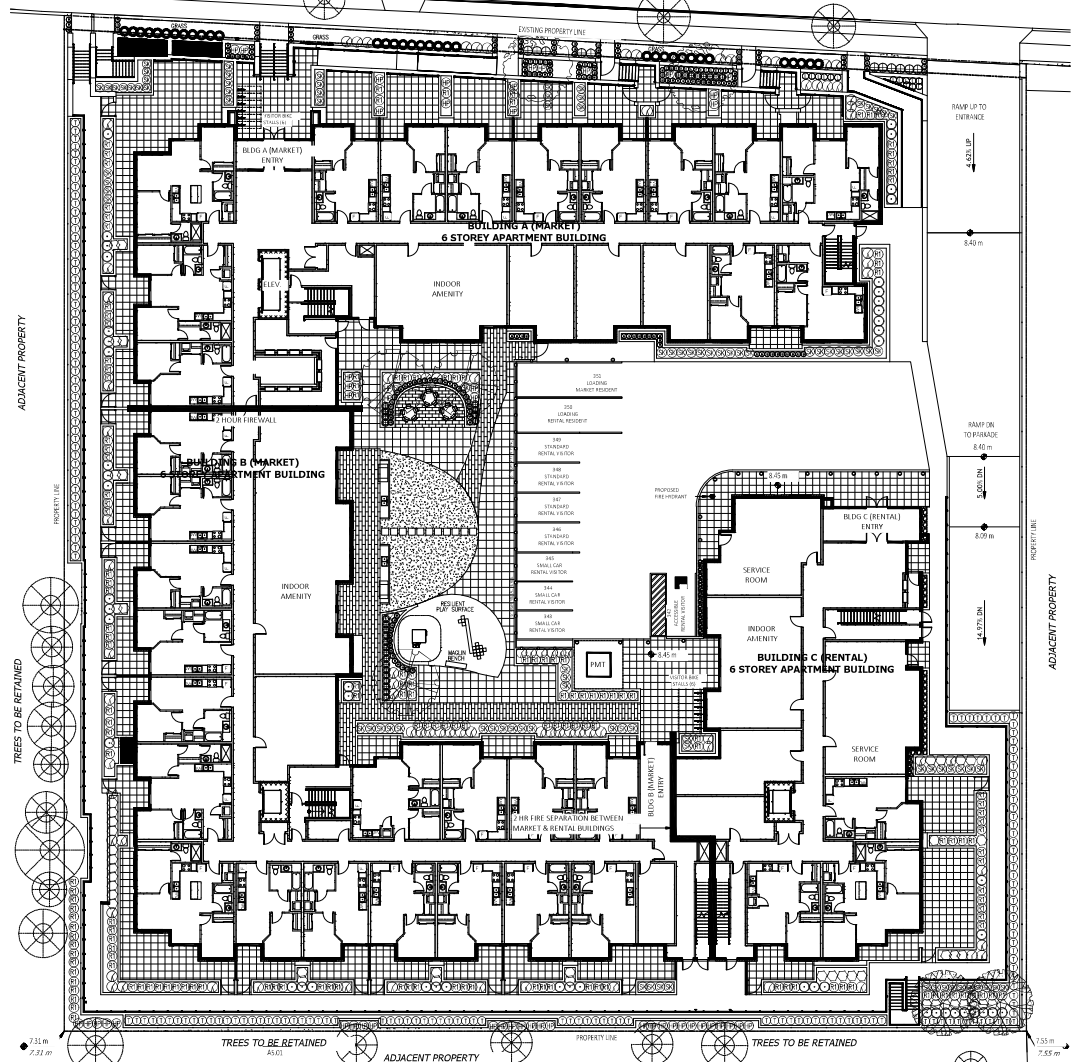
SCALE 1/16" = 1'-0"

SD7.02

SITE CODE PLAN
 1/16" = 1'-0"

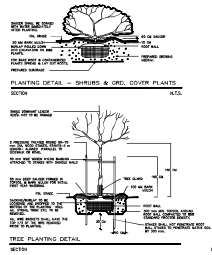


204TH STREET



KEY	BOTANICAL NAME	PLANT LIST COMMON NAME	QTY.	SIZE	SPACING	REMARKS
●	CORNUS RUBRA 'SCARLET PILE'	SCARLET FIRE DOGWOOD	2	5 CM. CAL.	AS SHOWN	B. & B.
●	ACER GRISEBARIUM	VINE MAPLE	3	5 CM. CAL.	AS SHOWN	B. & B.
●	MAQUILA GRANDIFLORA 'LITTLE GEM'	DWARF SOUTHERN MAQUILA	2	5 CM. CAL.	AS SHOWN	B. & B.
●	BURUS MACROPHYLLOA 'WINTER GEM'	ASIAN BOWWOOD	158	#3 POT	45 CM. O.C.	
●	EXONIUS JAPONICA 'EMERALD GAZEY'	EXONIUS SILVER VAREGATED	27	#2 POT	45 CM. O.C.	
●	AZALEA JAPONICA 'TINK CONQUE'	COMMON AZALEA	11	#3 POT	70 CM. O.C.	
●	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD ARBORVITAE	175	1.00 METERS	70 CM. O.C.	
●	HYDRANGEA PANDICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA LIMEGREEN-PINK	45	#3 POT	90 CM. O.C.	
●	SORBUS JAPONICA 'MAGNIFOLIA HALE'	SORBUS	87	#3 POT	50 CM. O.C.	
●	WEINM RHODODENDRON 'DWARF CO.'	RHODODENDRON	163	#3 POT	90 CM. O.C.	
●	FRAXINA LAUROCARPUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	31	#3 POT	70 CM. O.C.	
●	SYRINGA VULGARIS 'MICHEL BUCHNER'	LILAC	88	#3 POT	90 CM. O.C.	
●	LAVANDULA ANGIUSTIFOLIA 'MUNSTADT'	LAVENDER	16	#3 POT	45 CM. O.C.	
●	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD ARBORVITAE	34	1.50 METERS	70 CM. O.C.	
●	ARALIA 'TINKERS CONQUE'	COMMON COCKER ARALIA	56	#3 POT	90 CM. O.C.	
●	HYDRANGEA MACROPHYLLOA 'INKKO BLUE'	HYDRANGEA	53	#3 POT	90 CM. O.C.	

- NOTES:**
1. LANDSCAPE PLAN SHALL BE PREPARED IN ACCORDANCE WITH THE LANSAPING ACT AND THE LANSAPING REGULATIONS. THE LANDSCAPE PLAN SHALL BE PREPARED IN ACCORDANCE WITH THE LANSAPING ACT AND THE LANSAPING REGULATIONS. THE LANDSCAPE PLAN SHALL BE PREPARED IN ACCORDANCE WITH THE LANSAPING ACT AND THE LANSAPING REGULATIONS.
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6' HIGH METAL FENCE

DATE	REVISIONS	NO.

K. KAVOLINAS & ASSOCIATES INC.
 BCSLA USA
 2462 JONIVILLE COURT
 ABBOTSFORD, B.C.
 V3S 3E8
 PHONE (604) 850-2368

CLIENT
 WHITEHALL HOMES
 GROUP OF COMPANIES
 SUITE #104
 3550 MT. LEHMAN ROAD
 ABBOTSFORD, B.C.
 V4X 0A1

TITLE
 PLAN VIEW
 LANDSCAPE PLAN
 WHITEHALL
 204 STREET APARTMENT
 3300 - 204 STREET
 LANSLEY, B.C.

SCALE	1:200	DATE	SEPT/24
DRAWN	DW	CHECKED	
DATE		BY	
APPROVED		DATE	

PROJECT	JOB No.
DRAWING No.	
L-1	

CITY OF
LANGLEY



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 05-24
Rezoning Application RZ 04-24
(20130-20150 53 Avenue & 20139-20152 52
Avenue)**

From: **Anton Metalnikov, RPP, MCIP
Planner**

File #: 6620.00
Bylaw #: 3293

Doc #:

Date: **October 3, 2024**

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by T.M. Crest Homes (2022) Ltd. for a 6-storey, 80-unit apartment development at 20130-20150 53 Avenue & 20139-20152 52 Avenue.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "Low Rise Residential" in the Official Community Plan Land Use map. The properties are also located within the Nicomekl River District Neighbourhood Plan "Sun Room" area. All lands designated for multi-unit residential use are subject to a Development Permit to address building form and character.

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

COMMENTS/ANALYSIS:

Background Information:

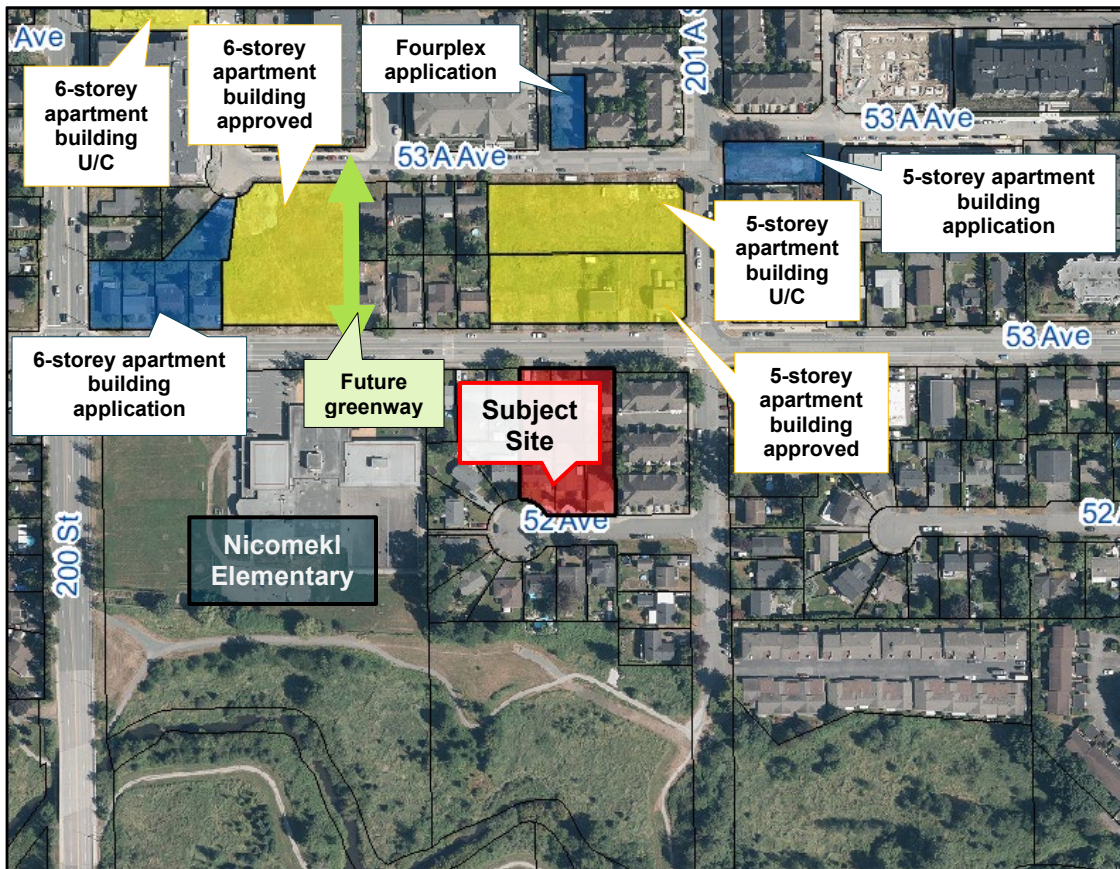
Applicant:	T.M. Crest Homes (2022) Ltd.
Owner:	T.M. Crest Homes (2022) Ltd.
Civic Addresses:	20130-20150 53 Avenue & 20139-20152 52 Avenue
Legal Description:	Lots 428-430, District Lot 305, Group 2, New Westminster District, Plan 50423; & Lots 256-258, District Lot 305, Group 2, New Westminster District, Plan 42228
Site Area:	3,406.4 m ² (0.842 acres)
Number of Units:	80 apartments
Gross Floor Area:	6,979 m ² (75,121 ft ²)
Floor Area Ratio:	2.049
Lot Coverage:	48%
Total Parking Required:	119 spaces (including 6 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	96 spaces
<u>Visitor</u>	<u>16 spaces</u>
Total	112 spaces (including 6 h/c spaces)
OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD102 Comprehensive Development
Variances Requested:	5.5 m accessible stall length (min. 5.8 m) 0.3 m additional stall width near walls (min. 0.6 m) <i>Note a resident parking variance is not required due to the use of CD Zone – see staff commentary in Variances section of this report for further details and rationale</i>
Development Cost Charges:	\$2,186,502.00 (City - \$1,426,302.00, GVS&DD - \$303,996.00, GVWD - \$300,728.00, SD35 - \$42,000.00, TransLink - \$113,476.00)
Community Amenity Contributions (CACs):	\$320,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 80-unit apartment building on a site consisting of six single detached home properties. The site is in a residential area transitioning to higher densities, with several apartment buildings recently completed, under construction, or in the application process.

The site has two frontages, including 52 Avenue, a local road, to the south, and 53 Avenue, an arterial street, to the north, across from which a 5-storey apartment building is currently under construction. On its east side, the site is neighbored by Kensington Court, a 3-storey townhome complex completed in 2005. Single-detached properties sit on the other two sides of the site, with those to the west having themselves been the subject of land assembly and development interest. Nicomekl Elementary School is located immediately beside these properties and connects to 52 Avenue, and the subject site, with a mid-block pathway. The school will be connected by a new crosswalk across 53 Avenue in the future, leading to a new mid-block greenway.



Site context

The site is well positioned with connections to retail and service areas, with Downtown located within a 10-minute walk. It also benefits from proximity to key neighbourhood amenities, including:

- Nicomekl Elementary School (<5-minute walk);
- Nicomekl floodplain trail network (<5-minute walk);
- Linwood Park (5-to-10-minute walk); and
- Timms Community Centre (15-minute walk).

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

- Three bus lines (<5-minute walk);
- The frequent service 503 Fraser Highway Express bus (15-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (15-minute walk).

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

The site is designated Low Rise Residential in the City's OCP, which allows for apartment development of up to 6 storeys in height and a Floor Area Ratio (FAR) of up to 2.1.

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

3. Design

The applicant is proposing a wood-frame L-shaped building that orients its 6-storey massing east-west to its 53 Avenue frontage and steps down to a 5-storey height on the north-south portion running parallel to the neighbouring townhome complex, with these townhomes also primarily oriented north-south with their entrances and primary windows. Equally prominent building entrances are provided on both frontages, with the vehicle access taken off 52 Avenue. This access splits on-site to an underground resident parking level and an at-grade parking level hosting both visitor and resident parking spaces. Both the underground and at-grade resident parking areas are fully secured. In addition to being hidden from view by the entrance lobbies on the north and south, the at-grade parking area is screened to the east by a single-loaded apartment corridor. The underground parking level is extruded above grade due to geotechnical

conditions, and is softened on the street frontages with tiered landscaping, and with a landscaped setback on the east side beside the neighbouring townhomes. On the upper floors, the building transitions to a double-loaded configuration, with the second floor hosting indoor amenity rooms which connect to an outdoor amenity courtyard covering the rest of the parking and service space below.

The building emphasizes a 2-storey base with a grey brick finish that transitions to lighter off-white cementitious panelling on the floors above. Darker wood grain cementitious siding runs vertically between the base and cornice line to break up these primary materials while also tying them together. Lighter wood tone soffits provide an additional warmer accent. The parkade entrance and service area is treated with the same brick and cementitious panelling, windows, and landscaping to soften its appearance from the 52 Avenue cul-de-sac.

The landscaping wraps the site's perimeter with a variety of shrubs and grasses to soften the tiered parkade walls along both frontages and to setback and screen the extruded parkade wall on the east from the neighbouring townhome complex. This edge landscaping makes use of larger planting areas to host various trees, including a row of vine maples along the east interior lot line, for a total of 19 proposed trees. Low-lying plantings also line the outside of the outdoor amenity area and separate unit patios from each other on the ground floor and from the outdoor amenity area on the second floor. The amenity area hosts a hardscaped dining and lounge area flanked by grass lawns with resident garden plots.

The unit type distribution of the building includes 45 one-bedroom units, 30 two-bedroom units, and 5 three-bedroom units. 16 (20%) of the units are adaptable. Resident storage facilities are provided in storage rooms in both parkade levels. 531.7 m² (5,723 ft²) of total amenity space is provided, including 205.3 m² (2,210 ft²) of indoor amenity space and 326.4 m² (3,513 ft²) of outdoor amenity space. Two separate elevator cores (one at each entrance lobby) service the building.

4. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Incorporating a construction recycling plan;
- Reducing the heat island effect by use of landscaping and a courtyard amenity area covering surface parking;
- Using non-water dependent and drought-tolerant materials in the landscape design served by an irrigation system with central control and rain sensors;

- Using water-conserving toilets;
- Providing 11 resident parking stalls with Level II electric vehicle (EV) chargers, with the remaining resident spaces pre-wired and visitor spaces pre-ducted for future installation; and
- Providing resident garden plots.

5. CPTED

The applicant's proposal benefited from a comprehensive Crime Prevention Through Environmental Design (CPTED) review by a qualified consultant whose recommendations were incorporated into the plans.

6. VariANCES

As noted above, the applicant's proposed development is generally consistent with the draft 4-6 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the Official Community Plan's Low Rise Residential land use designation. However, given the proponent has applied to redevelop the site prior to the adoption of the new Zoning Bylaw, a site-specific Comprehensive Development (CD) Zone is proposed to be created to accommodate the redevelopment.

Despite the use of a CD Zone, the proposal requires variances from general Zoning Bylaw provisions to reduce the length of accessible parking spaces and reduce the space between parking spaces and walls. Staff support these variances per the rationales below.

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

The variance for the distance between parking spaces and walls is requested to reduce the width from 0.6 metres to a minimum of 0.3 metres. Staff note the Township of Langley, Coquitlam, Richmond and Surrey all permit the distance between parking spaces and parkade walls to be as low as 0.3 metres. This proposed variance is considered to be minor and is under consideration for inclusion in the upcoming new Zoning Bylaw.

Proposed Parking

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) was applied to this application, the applicant's proposed overall parking amount is 5.9% less than what would be required. Given that a CD zone is being proposed for this development, technically only the previous dimension-related variances are required. However, it is important to note that staff support the applicant's overall parking approach, as the proposal (less 7 spaces or 5.9%) meets the rates under preliminary consideration for the new Zoning Bylaw. These rates are being contemplated based on research work conducted by the City's Zoning Bylaw update consultant and staff to date, which has included a review of the Metro Vancouver Parking Study as well as of parking rate requirements in other municipalities within the Lower Mainland.

If the preliminary rates being considered for the draft new Zoning Bylaw were applied to this application, 112 parking spaces would be required, based on rates of 1.1 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit, 1.5 spaces per 3-bedroom unit (=96 resident spaces), and 0.2 visitor spaces per unit (=16 visitor spaces). This total is equal to the proposed parking amount of 112 spaces, which includes 16 visitor spaces, and is 45.9% less than the current RM3 Zone requirement of 119 spaces, which is based on rates of 1.2 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit, 2.0 spaces per 3-bedroom unit (=103 resident spaces) and 0.2 visitor spaces per unit (=16 visitor spaces). Greater variances have recently been approved by Council in the nearby area at 20191 53A Avenue (13% reduction), 20145 53 Avenue (13.2% reduction), and 20142 53A Avenue (14.5% reduction).

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

7. Summary

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

Engineering Requirements:

Additional design changes may be required upon further investigation, site inspections and receipt of other supporting reports and documents.

All work to be done to the City of Langley's Design Criteria Manual (DCM), and the City's Subdivision and Development Servicing Bylaw (SDSB). Per the City's DCM requirement, the developer and their consulting engineer shall submit to the City Engineer a signed and sealed copy of

Form F-1 (Commitment by Owner and Consulting Engineer) prior to starting their design works.

Per the City's Watercourse Protection Bylaw No. 3152, the developer's consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Confirmation of Commitment by Qualified Environmental Professional - QEP) prior to starting their site monitoring works.

These requirements have been issued to reflect the application for development for a proposed **80-unit Apartment Development, located at 20130-50 53 Ave; 20139-53 52 Ave.**

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

The City's Zoning Bylaw, 1996, #2100 has requirements concerning landscaping for buffer zonings, parking and loading areas, and garbage and recycling containers, all of which applies to this design.

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

- I. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
- II. A storm water management plan for the site is required. Rainwater management measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the City's DCM. All calculations shall be based the City' DCM with 20% added to the calculated results to account for climate change. A safety factor of 20% shall be added to the calculated storage volume. Pre-development release rates shall not include climate change effect.
- 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. At the Developer's expense, the capacity of the existing water and sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's standing hydraulic modeling consultant per DCM 3.8 and 6.5.
 - 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 standing 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 per DCM Section 3.10 and approved by the City Engineer and the City of Langley Fire Rescue Service.
- VII. A property dedication of approximately 2.6m will be required along the 53 Ave. Frontage of the proposed development to provide an ultimate ROW of 25m to be determined by a legal surveyor. No dedication requirement for 52 Ave.
- VIII. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per the DCM Section 8.21. The proposed development plan and statistics, once ready, should be forwarded to the City Engineer along with the proposed terms of reference for the traffic study. TIA reports must be approved by the City Engineer prior to taking the application to Council. The TIA completion timing must be:
 - a. For OCP Amendment / Rezoning Applications: Prior to Council's first and second readings; and
 - b. For Development Permits (DP): Prior to Council consideration of the application.
- IX. The scope and extent of the off-site works be determined in part from the TIA. New sidewalk, barrier curb, gutter will be required along the entire 52 & 53 Ave, frontages, complete with boulevard trees and a planting strip as per the City DCM cross-section SS-R07 for 52 Ave; City concept, details to be provided for 53 Ave. and Section 11.0 - Specifications and Standards for Landscaping.
- 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 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 by the Developer, at the Developer's expense.
- XI. The site layout shall be reviewed by a qualified Professional Engineer to ensure that the parking layout, vehicle circulation, turning paths and access design meet applicable standards and sightline requirements, including setbacks from property lines. Appropriate turning templates should be used to prove parking stalls, loading areas and drive aisles are accessible by

- service vehicles. Refer to DCM Section 8. The design shall be adequate for MSU trucks as the design vehicle.
- XII. Existing street lighting along the entire project frontage shall be analyzed (excluding any BC Hydro lease lights) by a qualified electrical consultant to ensure street lighting and lighting levels meet the criteria outlined in DCM 9.0. Any required street lighting upgrades, relocation, and/or replacement shall be done by the Developer at the Developer's expense. Any existing BC Hydro lease-lights to be removed and disposed of off-site.
- XIII. A dedicated on-site loading zone shall be provided by the developer. The design shall be adequate for MSU trucks as the design vehicle.

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. The Developer's Consulting Engineer shall perform their periodic Field Reviews, As required by EGBC, and send a copy of the Review to the City Engineer within a week of completion of each Review
- II. 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

- III. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
- IV. 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.
- V. 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.
- VI. 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.
- VII. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VIII. A Stormceptor or equivalent oil separator is required to treat site surface drainage.
- IX. 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.
- X. 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.
- XI. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XII. 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 for apparatus and firefighters. A construction fire safety plan shall be completed, complete with crane inspection records. Ensure any crane on site is registered with the BC Construction Safety Alliance. A progressive standpipe installation will be required as construction rises. Standpipes will be required at the parkade entrance, and in elevator lobby. All garbage/recycling

containers must be stored in a fire rated, sprinklered room, and must be of adequate size to prevent spillover into adjacent area. Stairwells must be constructed to accommodate shelter in place applications. Marked Exits must not be on a fob. Consideration will be given to the installation of power banks in the storage room lockers for e-bikes charging. A Fire Safety plan and FD lock box (knox box) will be required before occupancy. The 4" FDC will be located on a pedestal detached from the front of the building, exact location to be discussed with the Fire Department at a later date. A Radio Amplification Bylaw is being developed by the City of Langley, although not currently adopted, preparation for this should be given consideration.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the October 16, 2024 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. 3256 and the City's Amenity Contributions Policy, the proposed development would contribute \$1,426,302.00 to City Development Cost Charge accounts and \$320,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



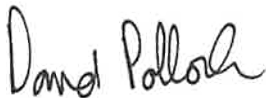
Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



David Pollock, P.Eng.
Director of Engineering, Parks,
& Environment

Concurrence:



Scott Kennedy, Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 05-24 REZONING APPLICATION RZ 04-24

Civic Addresses: 20130-20150 53 Avenue & 20139-20152 52 Avenue
Legal Description: Lots 428-430, District Lot 305, Group 2, New Westminster District, Plan 50423; & Lots 256-258, District Lot 305, Group 2, New Westminster District, Plan 42228



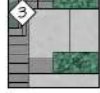


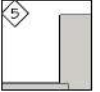
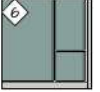
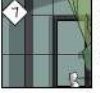


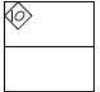


Applicant: T.M. Crest Homes (2022) Ltd.
Owner: T.M. Crest Homes (2022) Ltd.



COLOUR LEGEND

-  HARDIEPANEL VERTICAL SIDING
SIERRA Ø - WITH WOOD GRAIN FINISH
BENJAMIN MOORE - BLACK BEAUTY 212Ø-10
COMBINE WITH -IRON MOUNTIAN 2134-30
-  APARTMENT SIDING/ TRIM
JAMES HARDIE
BENJAMIN MOORE - A LA MODE 2109-10
-  APARTMENT SIDING/ TRIM
JAMES HARDIE
BENJAMIN MOORE- BLACK BERRY 2119-20
-  PAINTED ARCHITECTURAL FINISHED CONCRETE
BENJAMIN MOORE - A LA MODE 2109-10

MATERIAL LEGEND

-  1 HARDIEPANEL VERTICAL SIDING
SIERRA Ø - WITH WOOD GRAIN FINISH
BENJAMIN MOORE - BLACK BEAUTY 212Ø-10
COMBINE WITH -IRON MOUNTIAN 2134-30
-  2 APARTMENT SIDING/ TRIM
JAMES HARDIE
BENJAMIN MOORE - A LA MODE 2109-10
-  3 PAINTED ARCHITECTURAL FINISHED CONCRETE
C/M REVEALS AS SHOWN
COLOUR: BENJAMIN MOORE - A LA MODE 2109-10
-  4A FIBER CEMENT CLAD CANOPY / FASCIA
JAMES HARDIE
BENJAMIN MOORE - A LA MODE 2109-10
-  4E STEEL CANOPY
SIMILAR TO JAMES HARDIE
BENJAMIN MOORE- BLACK BERRY 2119-20
-  5 CAP FLASHING
COLOUR TO MATCH ADJACENT SIDING
-  6 VINYL FRAMED WINDOWS
-ARGON FILLED; LOW E COATED
-  7 CLEAR ANODIZED ALUMINUM FRAME WINDOWS
BENJAMIN MOORE- BLACK BERRY 2119-20 (LOW LUSTRE)
C/M MATCHING CLOSURE PANELS AT CORNERS, OVER AND UNDER WINDOWS
-ARGON FILLED; LOW E COATED ON SOUTH
-  8E POWDER COAT ALUMINUM RAILING
C/M SAFETY GLASS PANELS
MATTE BLACK
-  9 WHITE 8" HIGH INDIVIDUAL LETTERS AND NUMBERS
OFFSET FROM FINISH SUBSTRATE ON 1" NEOPRENE SPACES
AND COMPLETE WITH REAR MOUNTED LED JEWEL LIGHTING
-  10 PRE-FINISHED THRU-WALL FLASHING
COLOUR TO MATCH ADJACENT SIDING
-  11 BRICK VENEER 'GRAY'
-  12 HARDIE PANEL 'NIGHT GRAY'



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ISSUED FOR	BY	DATE	ISSUE	REV. NO.	DATE	REV. NO.

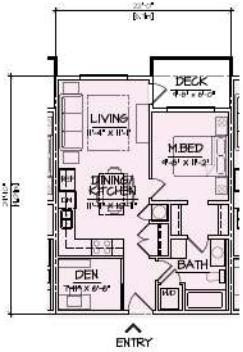


DESIGN / PLOT	DRAWN /	DATE /	SCALE /
T.M. CREST HOMES (2022).TD		2024/05/01	1/8" = 1'-0"
CLIENT :	PROJECT :	SHEET COMMENTS :	
T.M. CREST HOMES (2022).TD	2024/05/01 + 2024/05/02 LANGLEY CITY	COLOUR & MATERIAL BOARD	

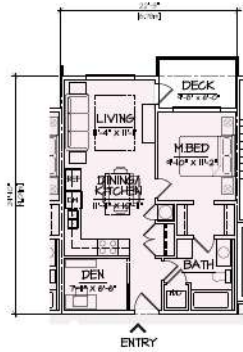
barnett dembek
ARCHITECTS INC.
UNIT 135,
7536 130 STREET,
SURREY, B.C. V3W 1H8

PHONE: (604) 597-7100
FAX: (604) 597-2099
EMAIL: info@barnett-dem-bek.com

CLIENT NO.	SHEET NO.
	AC-43
PROJECT NO.	REV. NO.
22011	



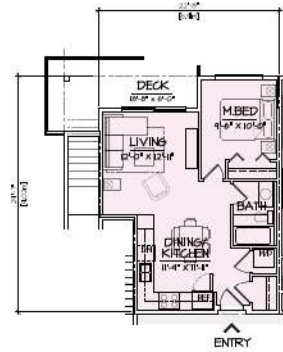
UNIT ' A '
1 BED + DEN 612 SF.



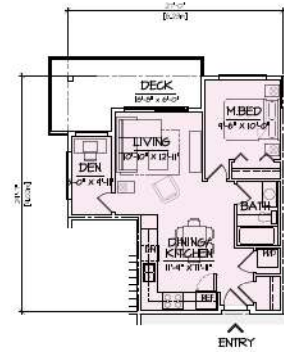
UNIT ' AI '
1 BED + DEN 613 SF.



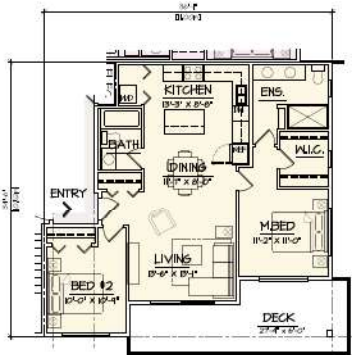
UNIT ' A2 ' ADAPTABLE
1 BED 656 SF.



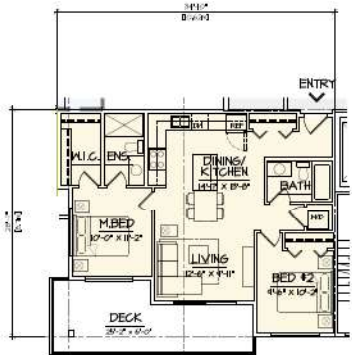
UNIT ' B '
1 BED 562 SF.



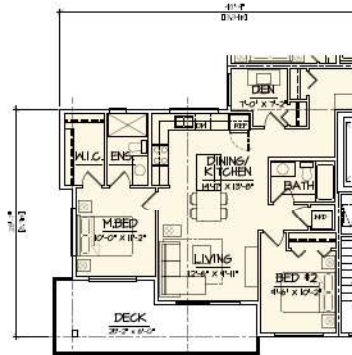
UNIT ' C '
1 BED + DEN 601 SF.



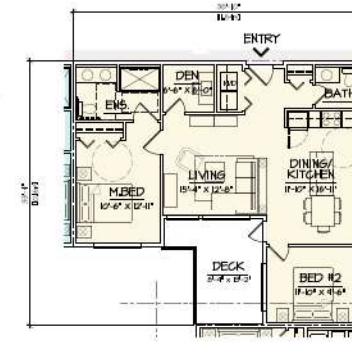
UNIT ' D '
2 BED 454 SF.



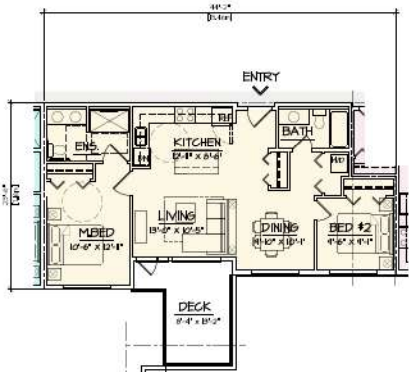
UNIT ' E '
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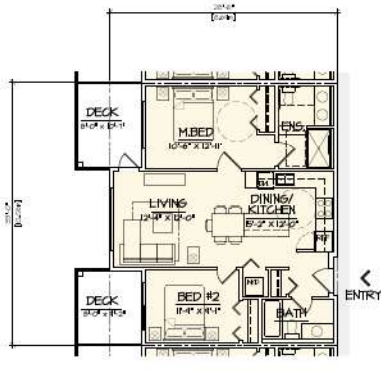
UNIT ' F '
2 BED + DEN 470 SF.



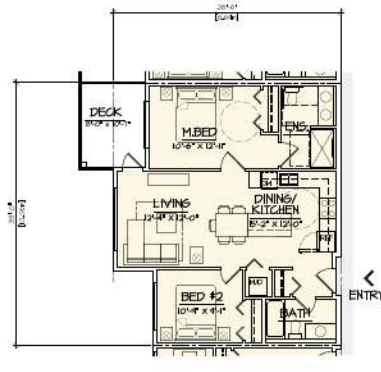
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2 BED + DEN 446 SF.



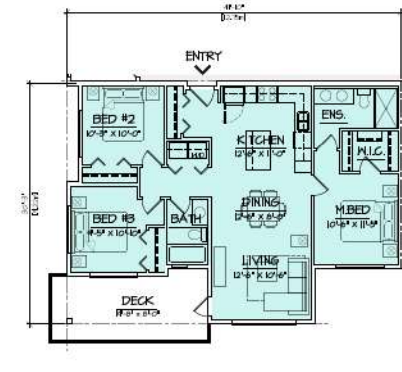
UNIT ' GI ' ADAPTABLE
2 BED 643 SF.



UNIT ' H ' ADAPTABLE
2 BED 846 SF.



UNIT ' HI ' ADAPTABLE
2 BED 836 SF.



UNIT ' K '
3 BED 1054 SF.

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ROOM	DATE	BY	REVISION



DESIGN:	DRAWN:	DATE:	SCALE:

CLIENT : T.M. CREST HOMES (2022) LTD
PROJECT : 2084H005 + 2084H005 LANGLEY CITY
SHEET CONTAINS : UNIT PLANS



UNIT 135,
7536 130 STREET,
SURREY, B.C.
V3W 1Y8

CLIENT NO.	SHEET NO.
	AC-51

PROJECT NO.	REV. NO.
22011	

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EMAIL: mail@dbarkitex.com



AERIAL VIEW FROM NORTHWEST

AERIAL VIEW FROM NORTHEAST

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ISSUE NO.	DATE	BY	FOR



CIP P.Eng.

DESIGN : PAC.	DRAWN : PAC.	DATE : PAC-24-24	SCALE : N.T.S.
CLIENT : T.M. CREST HOMES (2022) LTD		PROJECT : 2094050 & 2094105 LANGLEY CITY	
		SHEET COMMENTS : AERIAL VIEW FROM NORTH	



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CLIENT NO.	SHEET NO.
PROJECT NO.	REV. NO.
22011	AC-6.1



AERIAL VIEW FROM SOUTHWEST

11/1

AERIAL VIEW FROM SOUTHWEST

11/1

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BY:	
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DATE:	
BY:	
DATE:	
BY:	



DESIGN:	DATE:
NO.	24-10-24
DRAWN:	SCALE:
T.M.C.H.	N.T.S.

CLIENT:	T.M. CREST HOMES (2022) LTD
PROJECT:	20394050 & 20394103 LANGLEY CITY
SHEET CONTENTS:	AERIAL VIEW FROM SOUTH

barnett dembek
 ARCHITECTS INC.

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 SURREY, B.C.
 V3W 1H8

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 FAX: (604) 597-2099
 EMAIL: mcl@b-dorkit.com

CLIENT NO.	SHEET NO.
	AC-6.2
PROJECT NO.	REV. NO.
22011	

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REV. NO.	DATE	BY	ISSUED FOR



DESIGN NO.	2024050
DRAWN BY	PMI-2474
DATE	2024-10-07
PROJECT NO.	AC-63
SHEET NO.	1
SCALE	N.T.S.

CLIENT : T.M. CREST HOMES (2022) LTD
 PROJECT : 20384050 & 20384103 LANGLEY CITY
 SHEET COMMENTS : PERSPECTIVE FROM 53 AVENUE
 - PRINCIPAL ENTRANCE - 1

barnett dembek
 ARCHITECTURE INC.

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 7536 130 STREET,
 SURREY, B.C.
 V3W 1H8

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 FAX: (604) 597-2099
 EMAIL: mci@b-dorkitex.com

CLIENT NO.	SHEET NO.
PROJECT NO.	REV. NO.
22011	AC-63

PERSPECTIVE FROM 53 AVENUE - PRINCIPAL ENTRANCE

N.O.

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ISSUE NO.	ISSUE DATE	BY	FOR



DESIGN:	DATE:
PLG.	2024-04-24
DRAWN:	SCALE:
P.M.	N.T.S.

CLIENT : T.M. CREST HOMES (2022).LTD.
 PROJECT : 20940050 & 20941025 LANGLEY CITY
 SHEET CONTENTS : PERSPECTIVE FROM 52 AVENUE
 - SOUTH ENTRANCE - 1

barnett denbek
 ARCHITECTS INC.

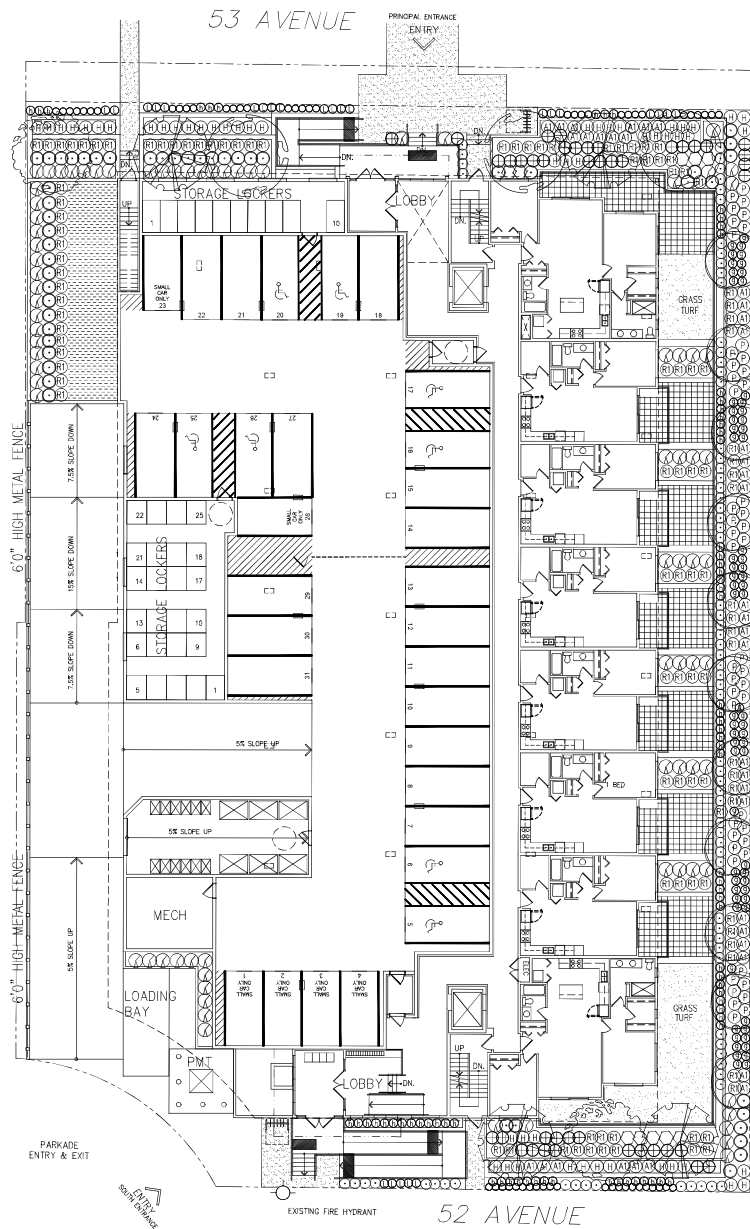
UNIT 135,
 7536 130 STREET,
 SURREY, B.C.
 V3W 1H8

PHONE: (604) 597-7100
 FAX: (604) 597-2099
 EMAIL: mci@dorkitex.com

CLIENT NO.	SHEET NO.
	AC-6.4
PROJECT NO.	REV. NO.
22011	

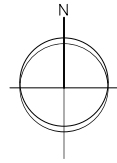
PERSPECTIVE FROM 52 AVENUE - SOUTH ENTRANCE

N/A



6'0" HIGH METAL FENCE

IT IS ABSOLUTELY RECOMMENDED THAT TREE ROOT BARRIERS BE INSTALLED ALONG THE PROPERTY LINE AS A MEANS OF PROTECTING THE BUILDINGS ON THE ADJACENT PROPERTY



DATE	REVISION	NO.
SEP/24	revised site plan	4
MAY/24	revised site plan	3
DEC/23	revised site plan	2
NOV/23	revised site plan	1

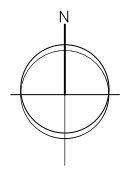
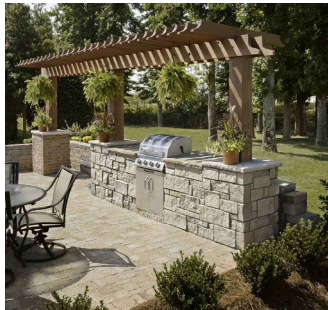
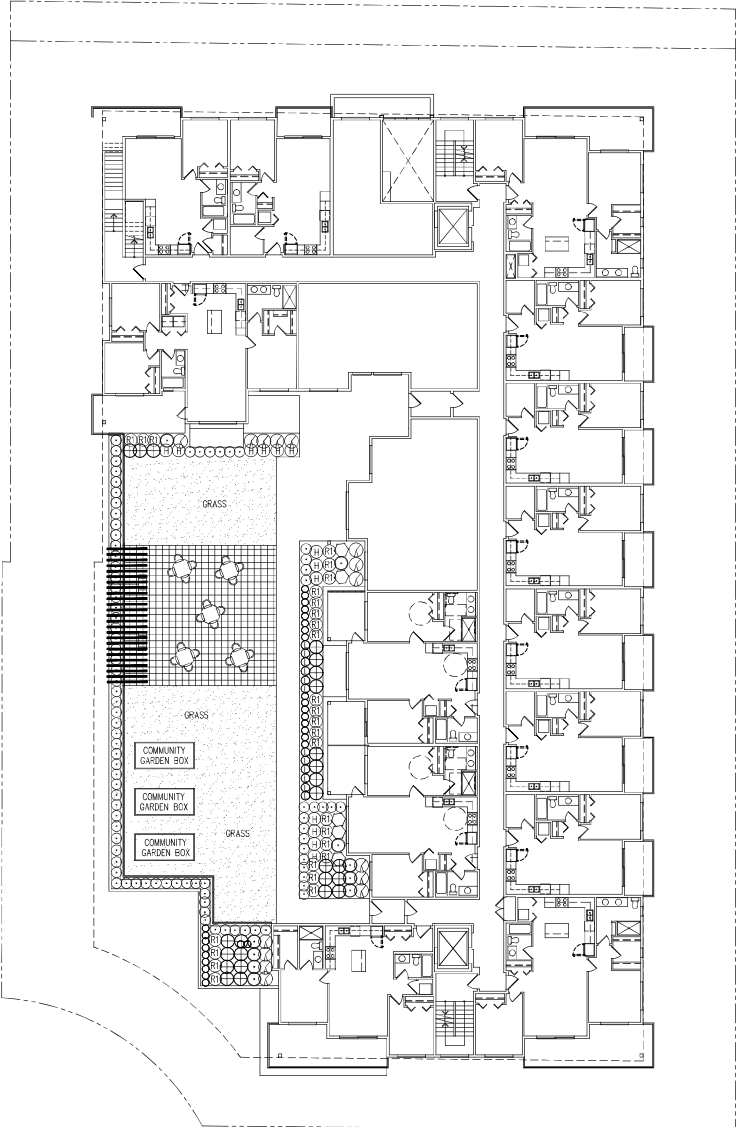
KAVOLINAS & ASSOCIATES INC.
 BCSLA CSLA
 2462 JONQUIL COURT
 ABBOTSFORD, B.C.
 V3G 3E8
 PHONE (604) 850-2363

CLIENT
 TM CREST HOMES
 ATTENTION: GURVEER SAMRA (DIRECTOR)
 16484 HIGH PARK AVENUE
 SURREY, B.C.
 V3T 6M7
 604-

TITLE
 PLAN VIEW
 LANDSCAPE PLAN
 6 STORY
 APARTMENT BUILDING
 201 STREET @ 52/53 AVENUES
 CITY OF LANGLEY, B.C.

SCALE	1:150	DATE	JUNE/23
DRAWN	DWT	CHECKED	DWT
ENL	DWT	DATE	
APPROVED	AS BUILT		

PRINTED	JOB NO.	
	DRAWING NO.	L-1



DATE	REVISIONS	NO.
sep/24	revised site plan	4
may/24	revised site plan	3
dec/23	revised site plan	2
nov/23	revised site plan	1

C.KAVOLINAS & ASSOCIATES INC
 ECSLA CSLA
 2462 JONQUIL COURT
 ABROTSFORD, B.C.
 V3G 3E8
 PHONE (604) 850-2363

CLIENT
 TM CREST HOMES
 ATTENTION: GURVEER SAINRA (DIRECTOR)
 16484 HERSH PARK AVENUE
 SURREY, B.C.
 V3Z 0M1
 604-

TITLE
 PLAN VIEW
 LANDSCAPE PLAN
 2nd FLOOR AMENITY
 APARTMENT BUILDING
 201 STREET @ 52/53 AVENUES
 CITY OF LANGLEY, B.C.

SCALE	DATE
1:150	JUNE/23
DRAWN	DWG
ENG.	DWG
APPROV	AS BUILT

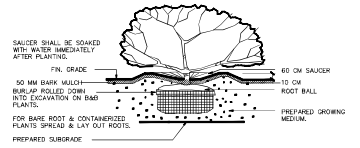
PRINTED
 JOB No.
 DRAWING No.
 L-1A

KEY	BOTANICAL NAME	PLANT LIST COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	ACER GRISEUM	PAPERBARK MAPLE	4	6 CM. CAL.	AS SHOWN	B. & B.
	CERSIS CANADENSIS 'FOREST PANSY'	REDBUD	3	6 CM. CAL.	AS SHOWN	B. & B.
	CORNUS FLORIDA 'RUBRUM'	RED FLOWERING DOGWOOD	1	6 CM. CAL.	AS SHOWN	B. & B.
	ACER CIRCINATUM	VINE MAPLE	11	3.00 METERS	AS SHOWN	B. & B.
⊙	SARCOCOCCA HOOKERIANA HUMILIS	HIMALAYAN SWEET BOX	160	#3 POT	65 CM. O.C.	
⊕	AZALEA JAPONICA 'HINO CRIMSON'	CRIMSON AZALEA	58	#3 POT	85 CM. O.C.	
⊕	AZALEA NORTHERN LIGHTS 'MANDARIN LIGHTS'	NORTHERN LIGHTS' AZALEA	46	#3 POT	90 CM. O.C.	
⊕	ABELIA 'EDWARD GOUCHER'	EDWARD GOUCHER ABELIA	10	#3 POT	90 CM. O.C.	
⊕	BUXUS MACROPHYLLA 'WINTER CEM'	ASIAN BOXWOOD	134	#3 POT	45 CM. O.C.	
⊕	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	HYDRANGEA	30	#3 POT	90 CM. O.C.	
⊕	MEDIUM RHODODENDRON (VARIOUS)	RHODODENDRON	153	#3 POT	90 CM. O.C.	
⊕	POLYSTYCHUM MUNITUM	SWARD FERN	48	#3 POT	90 CM. O.C.	
⊕	HOSTA (VARIOUS)	HOSTA	34	#3 POT	90 CM. O.C.	
⊕	SYRINGA VULGARIS 'MICHEL BUCHNER'	LILAC	48	#3 POT	90 CM. O.C.	
⊕	LAVANDUAL ANGUSTIFOLIA 'MUNSTEAD'	LAVENDER	33	#3 POT	45 CM. O.C.	
⊕	HEVEROCALLIS 'AUTUMN RED'	AUTUMN RED LILY	71	#3 POT	45 CM. O.C.	
⊕	GAUTHERIA SHALLON	SALAL	144	#3 POT	45 CM. O.C.	

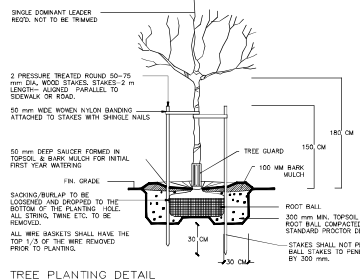


NOTES / GENERAL

- PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO BC LANDSCAPE STANDARD "LATEST EDITION". CONTAINER SIZES ARE SPECIFIED AS PER "ONTA STANDARDS" BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY "LANDSCAPE ARCHITECT" AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. "SUBSTITUTIONS" MUST OBTAIN WRITTEN APPROVAL FROM THE "LANDSCAPE ARCHITECT" PRIOR TO MAKING ANY SUBSTITUTIONS TO SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE WORKING DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO "B.C. LANDSCAPE STANDARD"
- ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED "DISEASE FREE" NURSERY. ALL PLANT MATERIAL MUST CONFORM TO THE LATEST EDITION OF THE "B.C. LANDSCAPE STANDARD". PROVIDE CERTIFICATION UPON REQUEST. ALL LANDSCAPING AND LANDSCAPE MATERIALS TO CONFORM TO THE LATEST EDITION OF THE BCMA/BCSLA "LANDSCAPE STANDARDS"
- MIN. GROWING MEDIUM DEPTHS OVER PREPARED SUBGRADE SHALL BE :
 - LAWN AREAS 300 mm
 - GROUND COVER AREAS 450 mm
 - SHRUB AREAS 450 mm
 - TREE FITS 300 mm AROUND ROOT BALL
- GROWING MEDIUM SHALL HAVE PHYSICAL AND CHEMICAL PROPERTIES AS DESCRIBED IN THE STANDARDS FOR LEVEL 2 AND LEVEL 3 AREAS, EXCEPT FOR AREAS OVER STRUCTURES WHERE THE MEDIUM SHALL CONFORM TO THE REQUIREMENTS FOR LEVEL 1 APPLICATIONS. PROCESSING AND MIXING OF GROWING MEDIUM COMPONENTS SHALL BE DONE OFF-SITE USING A MECHANIZED SPREADING PROCESS. PROPOSED GROWING MEDIUM SHALL BE TESTED BY A RECOGNIZED LABORATORY. THE CONTRACTOR SHALL GUARANTEE THAT THE SOIL SUBMITTED FOR TESTING IS A REPRESENTATIVE SAMPLE TAKEN FROM THE SOIL THAT WILL BE USED AT THE SITE.
- ON-SITE OR IMPORTED SOILS SHALL SATISFY THE REQUIREMENTS OF THE STANDARDS FOR GROWING MEDIUM. SOILS SHALL BE VIRTUALLY FREE FROM SUBSIDY, WOOD INCL. WOODY PLANT PARTS, WEED OR REPRODUCTIVE PARTS OF WEEDS, PLANT PATHOGENIC ORGANISMS, TOXIC MATERIALS, STONES OVER 30 MM AND FOREIGN OBJECTS.
- ALL PLANTING BEDS SHALL RECEIVE MIN. 50 MM BARK MULCH.
- PLANT SPECIES AND VARIETIES MAY NOT BE SUBSTITUTED WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- THE CONTRACTOR SHALL GUARANTEE ALL MATERIALS AND WORKMANSHIP FOR A PERIOD OF ONE (1) FULL YEAR FROM THE DATE OF FINAL ACCEPTANCE, UNLESS OTHERWISE SPECIFIED. ALL PLANT MATERIAL NOT SURVIVING OR IN POOR CONDITION DURING THE GUARANTEE PERIOD SHALL BE REPLACED BY THE CONTRACTOR AT NO EXTRA COST TO THE OWNER.
- THE CONTRACTOR SHALL CLEAR AWAY FROM THE SITE ALL RUBBISH AS IT ACCUMULATES, AND SHALL, AT THE COMPLETION OF THE WORK, LEAVE THE WORK AND THE SITE THEREOF IN A CLEAN AND PRESENTABLE CONDITION, FREE FROM ALL OBSTRUCTIONS.



PLANTING DETAIL - SHRUBS & GRD. COVER PLANTS
SECTION N.T.S.



TREE PLANTING DETAIL
SECTION N.T.S.

DATE	REVISIONS	NO.
SEP/24	revised site plan	4
NOV/24	revised site plan	3
DEC/23	revised site plan	2
NOV/23	revised site plan	1

C. KAVOLINAS & ASSOCIATES INC.
BCSLA CSLA
2460 JENKINS COURT
ABBOTSFORD, B.C.
V3G 3E8
PHONE (604) 850-2363

CLIENT
TM CREST HOMES
ATTENTION: CURVEER SHARRA (DIRECTOR)
16484 HIGH PARK AVENUE
SURREY, B.C.
V3Z 0M1
604-

TITLE
PLAN VIEW
LANDSCAPE DETAILS
6 STORY
APARTMENT BUILDING
201 STREET @ 85/83 AVENUES
CITY OF LANGLEY, B.C.

SCALE	N.T.S.	DATE	JUNE/23
DRAWN	DW3		
DATE	DW3		
BY	49 0011		

PRINTED
JOB NO.
DRAWING NO.
L-1B