



ADVISORY DESIGN PANEL

WEDNESDAY, NOVEMBER 10, 2021 AT 7:00 PM

Via Electronic Video Conference

This meeting will be conducted by electronic means. For information on how to attend this meeting please visit the Committees & Task Group webpage at langleycity.ca.

A G E N D A

1) **AGENDA**

Adoption of the November 10, 2021 agenda.

2) **MINUTES**

Adoption of minutes from the October 20, 2021 meeting.

3) **DEVELOPMENT PERMIT APPLICATION 13-21**
ZONING BYLAW AMENDMENT APPLICATION RZ 10-21
OCP AMENDMENT APPLICATION OCP 09-21

19701-19729 55A Avenue.

4) **DEVELOPMENT PERMIT APPLICATION DP 12-21**
LAND USE CONTRACT DISCHARGE APPLICATION LUC 01-21
OCP AMENDMENT APPLICATION OCP 08-21

20785 Fraser Highway.

5) **NEXT MEETING**

December 8, 2021.

6) **ADJOURNMENT**



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 13-21
Rezoning Application RZ 10-21
OCP Amendment Application OCP 09-21**

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3194,3195
Doc #:

Date: November 1, 2021

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit, Zoning Bylaw amendment, and Official Community Plan amendment applications by Vikas Sharma for a 6-storey, 96-unit apartment development at 19701-19729 55A Avenue.

POLICY:

The subject properties are currently zoned RS1 Single Family Residential (19701-19721 55A Avenue) and RM1 Multiple Residential Low Density (19729 55A Avenue) in Zoning Bylaw No. 2100 and designated "Medium-Density Residential" in the Official Community Plan (OCP) Land Use Designation map. In the proposed new OCP, which received 3rd Reading by Council on July 26, 2021, these properties are proposed to be designated as "Low Rise Residential." The applicant is applying to amend the land use designations of the subject properties to this designation ahead of the adoption of the new OCP. All lands designated for multi-family residential uses are subject to a Development Permit (DP) to address building form and character.

The proposed development exceeds the density permitted in the current OCP and Zoning Bylaw and requires an OCP amendment and Comprehensive Development (CD) Zone to accommodate it.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Vikas Sharma
Owners:	Michael Mark Fitz-Patrick, Vishal Sharma, & Ray Family Ventures (Langley City) Inc. 19701-19729 55A Avenue
Civic Addresses:	19701-19729 55A Avenue
Legal Description:	Lot A, B, & "C", Section 3, Township 8, New Westminster District, Plan 15675; Lot 4, Section 3, Township 8, New Westminster District, Plan 9982
Site Area:	4,068.81 m ² (1.01 acres)
Number of Units:	96 apartments
Residential Density:	236 units/ha (95 units/acre)
Gross Floor Area:	8,550 m ² (92,031 ft ²)
Floor Area Ratio:	2.10
Lot Coverage:	40%
Total Parking Required:	140 spaces (including 7 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	115 spaces
<u>Visitor</u>	<u>20 spaces</u>
Total	137 spaces (including 7 h/c spaces)
Existing OCP Designation:	Medium-Density Residential
Proposed OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential & RM1 Multiple Residential Low Density
Proposed Zoning:	CD81 Comprehensive Development
Variances Requested:	2.4 m wide small car spaces (min. 2.5 m) 46% small car spaces (max. 40%) <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:	\$1,341,403.75 (City - \$846,974.00, GVS&DD - \$317,901.00, SD35 - \$39,603.75, TransLink - \$136,925.00)
Community Amenity Contributions (CACs):	\$192,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 96-unit apartment building on the site of four properties, composed of three single-detached houses and one duplex, at 19701-19729 55A Avenue. The site is designated as Medium-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM2 Multiple Residential Medium Density Zone, which allows for medium-density residential development of up to four storeys in height and a density of up to 173 units/hectare.

Council gave 3rd Reading to a proposed new OCP on July 26, 2021. The land use plan proposed for the new OCP identifies the site as Low Rise Residential, which would allow for higher density development of up to six storeys and a Floor Area Ratio (FAR) of up to 2.1, with no unit density maximums. To enable a higher density development (236 units/hectare) than what is permitted in the current OCP (max. 173 units/hectare), the applicant has applied to amend their site's designation from the current Medium-Density Residential designation to the Low Rise Residential designation proposed in the new OCP. The applicant held a virtual Public Information Meeting on October 7, 2021 with area residents to receive public input on the application, which is considered "early and ongoing" consultation, as typically required for OCP amendment applications.

The site is located in a residential area in transition composed of recently developed and under construction townhouse complexes, apartment buildings, an active townhouse development application site, and several older single-detached houses and small multi-unit buildings. Its lone street frontage is provided to the south by 55A Avenue, across from which lie two recently-developed townhouse complexes: Ascent (28 units, completed 2019) and Marquee (33 units, completed 2014). To the north, the site is flanked by a lane, which separates it from Willowgate (16-unit townhouse complex completed in 1999), Madison Place (4-storey, 49-unit apartment building completed in 2007), and two fourplexes both completed in 1986. The site is bordered to the east by City Park, a 27-unit townhouse complex completed in 2021, and to the west by four single-detached houses, two of which are currently the subject of an active development application for a 15-unit townhouse complex.

The site is located in a distinctly residential area but enjoys convenient walking connections to recreational, educational, transportation, and retail and service amenities including:

- Brydon Park (5-minute walk);
- Nicomekl Elementary School (15-minute walk);

- 56 Avenue transit service (5-minute walk);
- 200 Street transit service (10-minute walk);
- Downtown (15-minute walk); and
- The planned 196 Street and 203 Street SkyTrain stations and their associated bus exchanges (15 to 20 minute walk).



Site Context

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

The proposed development site is currently zoned RS1 Single Family Residential and RM1 Multiple Residential Low Density and designated as Medium-Density Residential in the OCP. As noted above, a new OCP received 3rd Reading by Council on July 26, 2021 and is proposing to designate the subject properties, along with the remainder of the block, as Low Rise Residential. If the proposed Low Rise Residential land use is adopted by Council it will allow the development of apartment buildings of up to six storeys, a FAR of up to 2.1, and no unit density maximum. The applicant has tailored

their development to this proposed designation and has applied for an OCP amendment in order to allow their proposal to proceed through the application process ahead of the expected adoption of the new OCP later in 2021.

The applicant is proposing to rezone the properties to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the proposed Low Rise Residential OCP designation. The project was designed to conform to the preliminary regulations associated with this designation. Should the CD rezoning be adopted it is anticipated that following the adoption of the new OCP, and as part of adopting the new Zoning Bylaw, the City will rezone this site from its CD zone to the new zone crafted to implement the Low Rise Residential designation.

3. Design

The applicant is proposing an L-shaped building that makes efficient use of this deep rectangular site, accommodates a large outdoor courtyard, and enables lower 4-storey sides that step down in massing from its central 6-storey portion to the neighbouring properties. This creates a more sensitive 1-storey height transition to the townhouses to the east and any future development to the west (which may involve townhouses, which is a permitted use in the new OCP's Low Rise Residential land use designation).

The proposed building also meets/exceeds all setbacks proposed in the new zone being developed to implement the Low Rise Residential designation in the new OCP. Due to the site configuration and dimensions, the building is able to be set back 7 metres from the southern 55A Avenue property line, which exceeds the standard 6 metre front yard setback for apartment buildings. The deep site also allows the northern building setback to also be 7 metres (noting that the majority of the northern building face is set back over 20 metres from the north property line as a result of the building's L-shape), which exceeds the standard 6 metre rear yard setback for apartment buildings. The proposed building also includes standard 6 metre side yard setbacks on the east and west sides of the site.

These setbacks ensure that adequate separation, and the light and air access it provides, is maintained between this development and those that surround it now or will in the future, with the site further benefiting from the additional separation provided by the public street and lane flanking it to the south and north respectively. The extruded parkade, which rises approximately a half-storey above grade, is also set back slightly from the property lines and interfaces with the side of the townhouse block to its east, which has relatively minimal fenestration and itself meets this property line with visitor parking spaces and an electrical closet. The L-shaped design also reduces shadowing

impacts on the properties to its north, west, and east, with no shadows created on any properties to its south.

The building further relates to its surroundings by setting an attractive frontage along 55A Avenue with a prominent building entrance accessed by wide entrance stairs and an accessible ramp over the partially extruded parkade, private ground-floor unit patios, and a diverse set of landscaping. This landscaping continues around the corner to screen the building from adjacent properties on its sides. Vehicle access into the property is provided through the back lane, which accommodates the underground parkade ramp as well as surface visitor parking stalls and a loading space.

The flat-roofed building sits upon a single level of underground parking, which projects above the grade of the site due to geotechnical conditions and has been designed to provide an attractive landscaped interface with the public realm along 55A Avenue. The extruded parkade is tiered with a step between the main wall and ground level to reduce its height and massing, with the bottom step clad with brick veneer to add texture and character, and the top step painted grey and screened with landscaping to further soften its appearance. On the building's street frontage, the brick treatment rises from the parkade into a first-floor base and continues up along the building's centre in columns to the fourth storey while, on its other three elevations, the base is set through grey cementitious siding. Cementitious paneling of the same tone climbs up the building's middle on all sides, progressively lightening before finishing in a cream colour top capped off by strong cornices. These upper two storeys are set back from the slightly extruded paneling below which, combined with their lighter colours, serve to reduce the visual massing and height of the building. On its longer north and south elevations, prominent central off-white frames provide a break in the horizontal massing and are complemented by warm wood-tone accents which continue on the side elevations. All four elevations are animated by extruded balconies, a diversity of materials and textures, and façades articulation of various depths.

The site landscaping surrounds the building on its street frontage to the south and on its sides to the east and west with a grass lawn lined with various shrub species, which also provide separation between private unit patios, and punctuated by a diverse collection of trees along the perimeter. On the north, the building wraps an expansive treed outdoor amenity courtyard featuring dining and lounge areas, a grass lawn, and a children's play area.

Accessibility is incorporated into the project by providing ramps from both the main building entrance to the south and the visitor parking spaces along the lane to the north, with the accessible visitor parking space located immediately

adjacent. Resident accessible parking spaces are provided near the elevator lobby in the underground parkade.

Sustainability has been incorporated into the proposal through actions including low-disturbance and air quality-protecting construction methods, employing a construction recycling plan, using drought tolerant and non-water dependent landscaping maintained by a centrally controlled irrigation system with rain sensors, and providing twelve parking spaces with Level II electric vehicle (EV) chargers, with the remaining stalls pre-ducted for future EV charger installation.

Within the building, unit sizes range from 47 m² to 100 m² (510 ft² to 1,076 ft²). The unit type distribution provides 5 junior bedrooms, 44 one-bedroom unit types (1-bedroom or 1-bedroom + flex room), and 47 two-bedroom unit types (2-bedroom or 2-bedroom + flex room). Five of the units are adaptable. Tenant storage facilities are provided in storage rooms located in the parkade and upper floors, as well as through in-unit storage rooms. A 279 m² (3,001 ft²) indoor amenity room is provided on the ground floor with direct access to the adjacent outdoor amenity area. All units have balconies or private ground-level patios. A two-elevator core services the building.

4. CPTED

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

5. Variances

As noted above, the applicant's proposed development, in terms of height, lot coverage, density, and setbacks, is consistent with the proposed 4-6 storey apartment building zone being considered for the new Zoning Bylaw to implement the proposed new OCP's Low Rise Residential designation. However, given that the applicant is seeking an OCP amendment to develop the site prior to the adoption of the new OCP and Zoning Bylaw, a CD zone will be created to accommodate the proposal.

Despite the use of a site-specific CD zone, the proposal requires a variance from general Zoning Bylaw provisions on the width of small car spaces, which are proposed to be reduced to 2.4 metres from the 2.5 metres required in the current Zoning Bylaw. This was done to ensure this application meets the 135-space target that aligns with the residential rates being considered for the new Zoning Bylaw. Reducing the width of small car spaces to 2.4 metres is under consideration for the new Zoning Bylaw, to accommodate additional parking spaces in all development projects. This width is also similar to other

municipalities in the region, such as Burnaby, which has a minimum small car width of 2.4 metres, and Richmond, which has a small car space width of 2.3 metres. Staff are not considering changes to the required drive aisle widths in the Zoning Bylaw, to ensure that safe and easy vehicle movements in parkades and parking lots are maintained.

Proposed Parking

If the current Zoning Bylaw requirement for a similar type of building (i.e. RM3 Zone) is applied to this application, the applicant's proposed overall parking amount is 2.2% less than what would be required. Given that a CD zone is being proposed to accommodate this redevelopment, technically a variance is required only for the small car stall dimensions. However, it is important to note that staff support the applicant's overall parking approach, as the proposal (less 3 spaces or 2.2%) exceeds the standard rates under preliminary consideration for the new Zoning Bylaw. These rates are being contemplated based on research work conducted by 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 and British Columbia.

If these preliminary rates being considered were applied to this application, 135 parking spaces would be required, based on rates of 1.1 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit (=115 resident spaces), and 0.2 visitor spaces per unit (=20 spaces). This total is 1.5% less than the applicant's proposed parking amount of 137 spaces and is 3.6% less than the current RM3 Zone requirement of 140 spaces, which is based on rates of 1.2 spaces per 1-bedroom unit, 1.3 spaces per 2-bedroom unit (=120 spaces), and 0.2 visitor spaces per unit (=20 spaces). In other words, the proposed parking reduction results from reducing the minimum rate for one-bedroom units from 1.2 spaces per unit to 1.1 spaces per unit; the rates used for two-bedroom units and visitor spaces remain unchanged from the RM3 Zone, with parking provided in this development proposal accordingly. Greater variances have recently been approved by Council at 20695 Eastleigh Crescent (4.7%), 20230 56 Avenue (14.7% reduction), and 20360 Logan Avenue (10% reduction). Council has also recently given Third Reading ("approval-in-principle") to nearby applications with greater residential parking variances at 20040-20070 53A Avenue & 20041-20071 53 Avenue (3.1%) and 20191 53A Avenue (13.4%).

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

6. Summary

The proposed development is consistent with the City's proposed new OCP policies and Development Permit Area guidelines for this area, and presents a high-quality design providing housing in close proximity to a variety of amenities.

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 Specifications & MMCD Standards.

These requirements have been issued to reflect the application for development for a proposed **96-Unit Apartment Development located at 19701-19729 55A Avenue.**

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:

1. A Qualified Environmental Professional (QEP) shall be engaged to assess the Class "C" watercourse (drainage ditch) on 55A Avenue and implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
2. A storm water management plan for the site is required. Rainwater management measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw. All calculations shall be based on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the tabulated data to account for climate change. A safety factor of 10% shall be added to the calculated storage volume. *Pre-development release rates shall not include climate change effect.*
3. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.
4. 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.
5. 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. 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." Any upgrades required to service the site shall be designed by the Developer's consultant and installed at the Developer's expense.
6. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be approved by the City of Langley Fire Rescue Service.
 7. A property dedication of *approximately* 1m will be required along the lane frontage north of the proposed development, complete with reverse roll-over curb on the south side along the project frontage, to provide 7m of paved lane. Exact dedications to be determined by a legal survey.
 8. New sidewalk, barrier curb, gutter will be required along the 55A Ave. project frontage to the City of Langley's SS-R07 road cross section standard (available through the City's Engineering Services Dept.), complete with boulevard trees and a planting strip (the Developer's consultant shall contact Engineering Services to obtain the City's Landscaping standards prior to hiring a professional to prepare boulevard trees and a planting strip plan).
 9. If the proposed development will generate more than 30 additional peak direction trips (inbound and outbound) to or from the site during the peak hour, then a basic traffic impact assessment (TIA) will be required; between 30 and 40 trips – reduced scope TIA; 50 and greater trips – TIA. Prior to hiring a traffic engineering consultant, the Developer shall contact Engineering Services Division for the required scope of work.
 10. The condition of the existing pavement along the proposed project's 55A Ave. and lane 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 existing bottom lift pavement is inadequate, it shall be remediated at the Developer's expense. Top lift paving shall be satisfied by a C-I-L contribution.
 11. 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.
 12. A dedicated on-site loading zone shall be provided by the Developer.
 13. Existing and proposed street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and

lighting levels meet current City of Langley standards. Any required upgrades will be at the Developer's expense.

14. Eliminate the existing overhead BC Hydro and/or telecommunication wiring and poles along the development's entire frontage by replacing with underground infrastructure.

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

1. The City would require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.
2. The City would require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
3. A deposit for a storm, sanitary and water connection is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
4. The City would require a \$40,000 bond for the installation of a water meter to current standards.
5. Permanent pavement restoration of all pavement cuts, all associated deposits and fees, shall be as per the City of Langley's pavement cut policy by the Developer's contractor at the Developer's expense.
6. The Developer will be required to make a cash contribution for a future pedestrian access at the west end of 55A Ave. and future sidewalk between the access and 56 Ave (amount to be determined).

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

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

1. Undergrounding of hydro, telephone and cable services to the development site is required, complete with underground or at-grade transformer.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the Developer/owner.
3. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's current water meter specifications at the Developer's cost.
4. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.

5. A *Stormceptor* or equivalent oil separator is required to treat site surface drainage.
6. A complete set of record drawings, service record cards, a completed tangible capital asset form (TCA) and a completed pavement cut form all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in *.pdf* and *.dwg* formats shall also be submitted. All the drawing submissions shall:
 - a. Use the City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's "Drawing Specifications" that will be provided to the Developer's Consulting Engineer.
7. The selection, location and spacing of street trees and landscaping are subject to the approval of the Director of Engineering, Parks & Environment
8. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
9. Garbage and recycling enclosures shall accommodate on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update"

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place to accommodate fire apparatus and personnel including the dedication to expand laneway on northside of building. A construction fire safety plan shall be completed, and the location of fire hydrants, the fire department connection, standpipes and annunciator panel shall be confirmed between the applicant and the Fire Department. A Fire Safety Plan will be required before occupancy as well as an FD lock box. Location to be finalized at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, Zoning Bylaw amendment, and Development Permit applications will be reviewed by the Advisory Design Panel (ADP) at the November 10, 2021 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP advice and recommendations will be presented to Council through the ADP meeting minutes and an additional staff report prior to Council consideration of the proposed 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 \$846,974.00 to City Development Cost Charge accounts and \$192,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov
Planning Assistant II

Concurrence:



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

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:

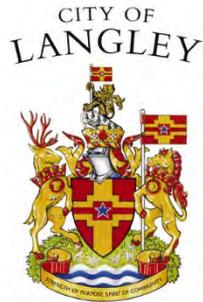


Rick Bomhof, P.Eng.
Director of Engineering, Parks &
Environment

Concurrence:



Scott Kennedy, Deputy Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 13-21 REZONING APPLICATION RZ 10-21 OCP AMENDMENT APPLICATION OCP 09-21

Civic Addresses: 19701-19729 55A Avenue
Legal Description: Lot A, B, & "C", Section 3, Township 8, New Westminster District, Plan 15675;
 Lot 4, Section 3, Township 8, New Westminster District, Plan 9982

Applicant: Vikas Sharma
Owners: Michael Mark Fitz-Patrick, Vishal Sharma, & Ray Family Ventures (Langley City) Inc.





sheet schedule

SD0.01	COVER PAGE	SD2.02	UNIT PLANS
SD1.01	PROJECT DATA	SD2.03	UNIT PLANS
SD1.02	PROJECT DATA	SD2.04	UNIT PLANS
SD1.03	PROJECT DATA	SD2.05	UNIT PLANS
SD1.04	CONTEXT - NBHD 10 MIN RADIUS	SD3.01	P1 LEVEL PLAN
SD1.05	CONTEXT PLANS	SD3.02	1st LEVEL PLAN
SD1.06	DESIGN RATIONALE	SD3.03	2nd LEVEL PLAN
SD1.07	STREETSCAPES	SD3.04	3rd LEVEL PLAN
SD1.20	SITE PLAN	SD3.05	4TH LEVEL PLAN
SD1.21	SITE PLAN-LAYOUT	SD3.06	5TH LEVEL PLAN
SD1.22	FIRE DEPT. SITE PLAN	SD3.07	6TH LEVEL PLAN
SD1.23	SITE SECTIONS	SD3.08	ROOF LEVEL PLAN
SD1.24	SITE SECTIONS	SD4.01	BUILDING ELEVATIONS
SD1.31	SHADOW STUDY	SD4.02	BUILDING ELEVATIONS
SD1.32	3D MASSING PERSPECTIVES	SD4.03	RENDERED ELEVATIONS
SD1.33	MATERIAL BOARD	SD4.04	RENDERED ELEVATIONS
SD2.01	UNIT PLANS	SD4.05	RENDERED ELEVATIONS
		SD5.01	RENDERINGS

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SAIYA APARTMENTS
 19701 - 19729 55A AVENUE, LANGLEY, B.C.

COVER PAGE
 SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT
 21-10-27 REVISION # 1
 CITY OF LANGLEY FILE #
 PROJECT NUMBER: 20-143



SD0.01

0.1.0 project data

PROJECT:	SAIYA APARTMENTS
PROPOSED ZONING:	CD ZONE BASED ON RMS MULTIPLE RESIDENTIAL HIGH DENSITY ZONE (EXISTING ZONE: CD COMPREHENSIVE DEVELOPMENT ZONE)
CIVIC ADDRESS:	19701, 19709, 19721, 19729 55A AVENUE, LANGLEY, BC
LEGAL DESCRIPTION:	PLAN NWP15675 LOT A PLAN NWP15675 LOT B PLAN NWP15675 LOT C PLAN NWP9982 LOT 4
VARIANCES APPLIED FOR:	BUILDING HEIGHT VARIANCE (BASED ON RM3 ZONE: 4 STOREYS ALLOWED) - PROPOSED 6 STOREYS LOT LINE SETBACKS FOR PRINCIPAL BUILDING (BASED ON RM3 ZONE: MIN. 7.5m ON ALL SIDES) - PROPOSED 6m ON EAST/ WEST AND 7m ON... LOT LINE SETBACKS FOR ACCESSORIES BUILDING (BASED ON RM3 ZONE: MIN. 3m ON REAR SIDE) - PROPOSED 1.52m ON REAR SIDE (GARBAGE ROOM)
BYLAW EXEMPTIONS:	
BUILDING AREA DEFINITION (BCBC 2018):	THE GREATEST HORIZONTAL AREA OF A BUILDING ABOVE GRADE WITHIN THE OUTSIDE SURFACE OF EXTERIOR WALLS OR WITHIN THE OUTSIDE SURFACE OF EXTERIOR WALLS AND THE CENTER-LINE OF FIREWALLS
GROSS FLOOR AREA DEFINITION (ZONING):	ALL THE AREA OF THE FLOOR ENCLOSED BY THE OUTSIDE EDGE OF THE EXTERIOR WALLS OF A BUILDING, INCLUDING STAIRWAYS, ELEVATOR SHAFTS, STORAGE ROOMS AND MECHANICAL ROOMS.
GRADE DEFINITION (ZONING):	THE LOWEST AVERAGE LEVELS OF THE PROPOSED GRADES ADJACENT TO EACH EXTERIOR WALL OF A BUILDING
BUILDING HEIGHT DEFINITION (ZONING):	THE VERTICAL DISTANCE MEASURED IN METRES FROM THE FLOOR OF THE FIRST STOREY TO THE CEILING OF THE UPPERMOST STOREY; AND WHERE MEASURED IN STOREYS, THE NUMBER OF STOREYS FROM THE FIRST STOREY TO THE UPPER MOST STOREY.
MAXIMUM BUILDING HEIGHT (ZONING & BCBC 2018):	4 STOREYS (ZONING RM3) (4.5m ACCESSORIES BUILDINGS AND STRUCTURES); 6 STOREYS HEIGHT (BCBC 3.2.2.50)
MINIMUM BUILDING ELEVATION:	PROPOSED - 5.79m
PROPOSED BUILDING HEIGHT (BCBC 2018 & ZONING):	6 STOREY - 21.72m
1ST STOREY TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 18m (BCBC 2018, GROUP C 3.2.2.50 (1)(c), GROUP D 3.2.2.58 (1)(c)) PROPOSED - 15.59m
1ST STOREY TO UPPERMOST ROOF:	MAXIMUM - 25m (BCBC 2018, GROUP C 3.2.2.50 (2)(c), GROUP D 3.2.2.58 (2)(c), NON-COMBUSTIBLE ROOF CONSTRUCTION (IF > 25m) PROPOSED - 20.77m
FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 20m (BCBC 2018 3.2.5.6(2)) PROPOSED - 17.49m
SITE AREA:	43,780.44 S.F. (4,068.81 S.M.)
LOT COVERAGE:	17,364 S.F. / 43,780.44 = 39.66% (RM3 ZONING = MAX. 40%)
BUILDING AREA (BCBG):	WEST BUILDING - 9,871 S.F., EAST BUILDING - 12,761 S.F. FOR A TOTAL - 22,632 S.F. (2,613 S.M.)
GROSS FLOOR AREA (NOT INCLUDING PARKADE) :	76,143 S.F. (RESIDENTIAL) + 11,681 S.F. (CIRCULATION) + 3,001 S.F. (AMENITY SPACE) + 865 S.F. (STORAGE) + 343 S.F. (SERVICES) = 92,031 S.F. (8,550 S.M.)
GROSS FLOOR AREA (PARKADE ONLY):	34,752 S.F. (3,228 S.M.)
FSR:	92,031 / 43,780.44 = 2.10
RESIDENTIAL DENSITY PER HECTARE:	95 UNITS / 0.406 HECTARES = 236 UNITS / HECTARE
SETBACKS:	LOT LINE SETBACKS FOR PRINCIPAL BUILDING (BASED ON RM3 ZONE: MIN. 7.5m ON ALL SIDES) - PROPOSED 6m ON EAST/ WEST AND 7m ON... LOT LINE SETBACKS FOR ACCESSORIES BUILDING (BASED ON RM3 ZONE: MIN. 3m ON REAR SIDE) - PROPOSED 1.52m ON REAR SIDE (GARBAGE ROOM)
INDOOR AMENITY:	REQUIRED 2.3 S.M. (24.76 S.F.) PER DWELLING UNIT (BASED ON RM3 ZONING) - PROPOSED: 3,001 S.F. / 96 UNITS = 31.26 S.F. (2.9 S.M.) PER DWELLING UNIT

0.9.0 code data

TITLE	VALUE	REFERENCE*
1. PART 3 OR PART 9 BUILDING:	PART 9	Div. A - PART 1 COMPLIANCE 1.3.3.2
2. MAJOR OCCUPANCY (IES):		1.3.1. & APPENDIX A - 3.1.2.3 (1)
2.1. STORAGE GARAGE:	F-3	
2.2. RESIDENTIAL:	C	
3. BUILDING CLASSIFICATION (S):		3.2.1.18-3.2.2.90
3.1. STORAGE GARAGE (BELOW GRADE):		3.2.2.80
<ul style="list-style-type: none"> GROUP F (DIVISION 3, ANY HEIGHT, ANY AREA, FULLY SPRINKLERED) (ACTUAL AREA 4,062.065 sqm) NON-COMBUSTIBLE CONSTRUCTION FLOOR ASSEMBLIES FIRE SEPARATIONS WITH A FIRE RESISTANCE RATING NOT LESS THAN 2 HOURS. MEZZANINES: N/A LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN 1 HOUR FIRE RESISTANCE RATING 		3.2.2.80(2)(A) 3.2.2.80(2)(B) 3.2.2.80(2)(D)
3.2. RESIDENTIAL:		3.2.2.50
<ul style="list-style-type: none"> GROUP C, UP TO 6 STOREYS, SPRINKLERED 4.1.8m BETWEEN FLOOR OF FIRST STOREY & UPPERMOST FLOOR LEVEL ALLOWABLE BUILDING AREA < 1500 sqm COMBUSTIBLE AND/OR NON-COMBUSTIBLE CONSTRUCTION FLOOR ASSEMBLIES: 1 HOUR FIRE RESISTANCE RATING ROOF ASSEMBLIES: 1 HOUR FIRE RESISTANCE RATING ROOF ASSEMBLIES - 25m FROM FLOOR OF FIRST STOREY TO HIGHEST POINT OF ROOF ASSEMBLY MEZZANINES: N/A LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN REQUIRED FOR THE SUPPORTED ASSEMBLY 		3.2.2.50(1) 3.2.2.50(1)(1) 3.2.2.50(1)(2) 3.2.2.50(1)(3) 3.2.2.50(1)(4) 3.2.2.50(1)(5) 3.2.2.50(1)(6) 3.2.2.50(1)(7) 3.2.2.50(1)(8) 3.2.2.50(1)(9) 3.2.2.50(1)(10) 3.2.2.50(1)(11) 3.2.2.50(1)(12) 3.2.2.50(1)(13) 3.2.2.50(1)(14) 3.2.2.50(1)(15) 3.2.2.50(1)(16) 3.2.2.50(1)(17) 3.2.2.50(1)(18) 3.2.2.50(1)(19) 3.2.2.50(1)(20) 3.2.2.50(1)(21) 3.2.2.50(1)(22) 3.2.2.50(1)(23) 3.2.2.50(1)(24) 3.2.2.50(1)(25) 3.2.2.50(1)(26) 3.2.2.50(1)(27) 3.2.2.50(1)(28) 3.2.2.50(1)(29) 3.2.2.50(1)(30) 3.2.2.50(1)(31) 3.2.2.50(1)(32) 3.2.2.50(1)(33) 3.2.2.50(1)(34) 3.2.2.50(1)(35) 3.2.2.50(1)(36) 3.2.2.50(1)(37) 3.2.2.50(1)(38) 3.2.2.50(1)(39) 3.2.2.50(1)(40) 3.2.2.50(1)(41) 3.2.2.50(1)(42) 3.2.2.50(1)(43) 3.2.2.50(1)(44) 3.2.2.50(1)(45) 3.2.2.50(1)(46) 3.2.2.50(1)(47) 3.2.2.50(1)(48) 3.2.2.50(1)(49) 3.2.2.50(1)(50)
3.3. STORAGE GARAGE CONSIDERED AS SEPARATE BUILDING:		3.2.1.2
<ul style="list-style-type: none"> FULLY SPRINKLERED NON-COMBUSTIBLE CONSTRUCTION 2 HOUR FIRE SEPARATION, EXTERIOR WALL OPENINGS EXEMPT 1 HOUR FIRE RESISTANCE RATING F.1. RATED FIRESTOP 3.1.9.1(2) 		3.2.1.2(1) 3.2.1.2(2) 3.2.1.2(3) 3.2.1.2(4) 3.2.1.2(5) 3.2.1.2(6) 3.2.1.2(7) 3.2.1.2(8) 3.2.1.2(9) 3.2.1.2(10) 3.2.1.2(11) 3.2.1.2(12) 3.2.1.2(13) 3.2.1.2(14) 3.2.1.2(15) 3.2.1.2(16) 3.2.1.2(17) 3.2.1.2(18) 3.2.1.2(19) 3.2.1.2(20) 3.2.1.2(21) 3.2.1.2(22) 3.2.1.2(23) 3.2.1.2(24) 3.2.1.2(25) 3.2.1.2(26) 3.2.1.2(27) 3.2.1.2(28) 3.2.1.2(29) 3.2.1.2(30) 3.2.1.2(31) 3.2.1.2(32) 3.2.1.2(33) 3.2.1.2(34) 3.2.1.2(35) 3.2.1.2(36) 3.2.1.2(37) 3.2.1.2(38) 3.2.1.2(39) 3.2.1.2(40) 3.2.1.2(41) 3.2.1.2(42) 3.2.1.2(43) 3.2.1.2(44) 3.2.1.2(45) 3.2.1.2(46) 3.2.1.2(47) 3.2.1.2(48) 3.2.1.2(49) 3.2.1.2(50)
4. BUILDINGS WITH DUAL-TYPE MAJOR OCCUPANCIES:	YES	3.2.1.4, 3.2.2.8, 3.2.2.50(5)
5. NON-COMBUSTIBLE CLADDING:	NON-COMBUSTIBLE	3.1.4.8(1)
6. HIGH BUILDING:	NA	3.2.8, 3.1.11.7, 3.5.1.1, 3.2.2.80(1)(E)
7. FIREWALL:	YES	3.1.10
8. MEZZANINE:	NA	3.2.1.1 (3) - (8)
9. MEZZANINE EXITING:	NA	3.4.2.2
10. INTERCONNECTED FLOOR SPACE:	NA	3.1.9.1(1), 3.1.9.1 (2), 3.1.9.1 (3), 3.1.9.1 (4), 3.1.9.1 (5)
11. STORAGE GARAGE-HORIZONTAL FIRE SEPARATION:	YES	3.2.1.2
12. SPRINKLER SYSTEM:		3.2.1.18, 3.2.5.13
<ul style="list-style-type: none"> 2.1. STORAGE GARAGE: YES - NFPA 13 - 2013 2.2. RESIDENTIAL: YES - NFPA 13 - 2013 12.3 FIRE EXTINGUISHERS: YES - NFPA 10 - 2013 13. STANDPIPE SYSTEM: YES - NFPA 14 - 2013 14. FIRE ALARM SYSTEM: YES - SMOKE STAGE - CAN/ULC-554-14 15. SMOKE CONTROL MEASURES: YES 16. ANNUNCIATOR AND ZONE INDICATION: YES 18. STREETS: 1 STREET / 1/20 OF PERIMETER 		3.2.5.11(1) 3.2.5.11(1) BC FIRE CODE 2018 3.2.5.8, 3.2.5.9, 3.2.5.16 3.2.4.1, 3.2.4.4 3.1.8.1.7 3.2.4.8, 3.2.4.8 3.2.2.10(8)
NOTES:		
* UNLESS OTHERWISE NOTED, REFERENCE NUMBERS LISTED REFER TO THE BRITISH COLUMBIA BUILDING CODE 2018		

0.2.0 gross floor area summary (level)

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
1ST LEVEL				
CIRCULATION	2781 SF	258.41 m ²	3.0%	
INDOOR AMENITY	3001 SF	278.76 m ²	3.3%	
RESIDENTIAL	11094 SF	1030.63 m ²	12.1%	
SERVICE ROOMS/SHAFTS	63 SF	5.89 m ²	0.1%	
STORAGE	425 SF	39.53 m ²	0.5%	
1ST LEVEL	17984 SF	1613.21 m²	18.9%	
2ND LEVEL				
CIRCULATION	1954 SF	181.50 m ²	2.1%	
RESIDENTIAL	15223 SF	1414.27 m ²	16.5%	
SERVICE ROOMS/SHAFTS	63 SF	5.89 m ²	0.1%	
STORAGE	115 SF	10.70 m ²	0.1%	
2ND LEVEL	17855 SF	1612.36 m²	18.9%	
3RD LEVEL				
CIRCULATION	1780 SF	165.37 m ²	1.9%	
RESIDENTIAL	15323 SF	1423.59 m ²	16.7%	
SERVICE ROOMS/SHAFTS	63 SF	5.89 m ²	0.1%	
STORAGE	115 SF	10.70 m ²	0.1%	
3RD LEVEL	17282 SF	1605.55 m²	18.8%	
4TH LEVEL				
CIRCULATION	1780 SF	165.37 m ²	1.9%	
RESIDENTIAL	15323 SF	1423.59 m ²	16.7%	
SERVICE ROOMS/SHAFTS	63 SF	5.89 m ²	0.1%	
STORAGE	115 SF	10.70 m ²	0.1%	
4TH LEVEL	17282 SF	1605.55 m²	18.8%	
5TH LEVEL				
CIRCULATION	1785 SF	165.85 m ²	1.9%	
RESIDENTIAL	9408 SF	874.05 m ²	10.2%	
SERVICE ROOMS/SHAFTS	63 SF	6.06 m ²	0.1%	
STORAGE	115 SF	10.70 m ²	0.1%	
5TH LEVEL	11374 SF	1056.66 m²	12.4%	
6TH LEVEL				
CIRCULATION	1785 SF	165.85 m ²	1.9%	
RESIDENTIAL	9408 SF	874.05 m ²	10.2%	
SERVICE ROOMS/SHAFTS	63 SF	6.06 m ²	0.1%	
STORAGE	115 SF	10.70 m ²	0.1%	
6TH LEVEL	11374 SF	1056.66 m²	12.4%	
AREA GRAND TOTAL	92031 SF	8550.00 m²	100.0%	

0.2.1 gross floor area summary (area type)

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
CIRCULATION				
1ST LEVEL	2781 SF	258.41 m ²	3.0%	
2ND LEVEL	1954 SF	181.50 m ²	2.1%	
3RD LEVEL	1780 SF	165.37 m ²	1.9%	
4TH LEVEL	1780 SF	165.37 m ²	1.9%	
5TH LEVEL	1785 SF	165.85 m ²	1.9%	
6TH LEVEL	1785 SF	165.85 m ²	1.9%	
	11866 SF	1102.35 m²	12.9%	
INDOOR AMENITY				
1ST LEVEL	3001 SF	278.76 m ²	3.3%	
	3001 SF	278.76 m²	3.3%	
RESIDENTIAL				
1ST LEVEL	11094 SF	1030.63 m ²	12.1%	
2ND LEVEL	15223 SF	1414.27 m ²	16.5%	
3RD LEVEL	15323 SF	1423.59 m ²	16.7%	
4TH LEVEL	15323 SF	1423.59 m ²	16.7%	
5TH LEVEL	9408 SF	874.05 m ²	10.2%	
6TH LEVEL	9408 SF	874.05 m ²	10.2%	
	75780 SF	7040.18 m²	82.3%	
SERVICE ROOMS/SHAFTS				
1ST LEVEL	63 SF	5.89 m ²	0.1%	
2ND LEVEL	63 SF	5.89 m ²	0.1%	
3RD LEVEL	63 SF	5.89 m ²	0.1%	
4TH LEVEL	63 SF	5.89 m ²	0.1%	
5TH LEVEL	63 SF	5.89 m ²	0.1%	
6TH LEVEL	63 SF	5.89 m ²	0.1%	
	384 SF	35.67 m²	0.4%	
STORAGE				
1ST LEVEL	425 SF	39.53 m ²	0.5%	
2ND LEVEL	115 SF	10.70 m ²	0.1%	
3RD LEVEL	115 SF	10.70 m ²	0.1%	
4TH LEVEL	115 SF	10.70 m ²	0.1%	
5TH LEVEL	115 SF	10.70 m ²	0.1%	
6TH LEVEL	115 SF	10.70 m ²	0.1%	
	1001 SF	93.04 m²	1.1%	
AREA GRAND TOTAL	92031 SF	8550.00 m²	100.0%	



0.3.0 unit count summary

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
1 BED	29	30.2%	
1 BED + FLEX	15	15.6%	
2 BED	21	21.9%	
2 BED + FLEX	26	27.1%	
JR. 1 BED + FLEX	5	5.2%	
TOTAL UNITS: 96		100.0%	

0.4.0 unit floor area summary

UNIT	UNIT TYPE	COUNT	UNIT AREA SF (1SP)	UNIT AREA m ² (1m ²)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m ²
UNIT A1	JR. 1 BED + FLEX	5	510 SF	47 m ²	2552 SF	237.10 m ²
UNIT B1	1 BED	4	664 SF	62 m ²	2657 SF	246.84 m ²
UNIT B1.1	1 BED	1	667 SF	62 m ²	667 SF	61.93 m ²
UNIT B1.1	1 BED	1	681 SF	63 m ²	681 SF	63.24 m ²
UNIT B2	1 BED	9	654 SF	61 m ²	5883 SF	546.53 m ²
UNIT B2.1	1 BED	1	655 SF	61 m ²	655 SF	60.81 m ²
UNIT B2.2	1 BED	2	588 SF	55 m ²	1176 SF	109.28 m ²
UNIT B2.3	1 BED	5	648 SF	60 m ²	3240 SF	300.98 m ²
UNIT B2.3	1 BED	1	651 SF	60 m ²	651 SF	60.50 m ²
UNIT B3	1 BED	5	660 SF	61 m ²	3301 SF	306.69 m ²
UNIT C1	1 BED + FLEX	7	594 SF	55 m ²	4156 SF	386.13 m ²
UNIT C1.1	1 BED + FLEX	2	595 SF	55 m ²	1189 SF	110.48 m ²
UNIT C2	1 BED + FLEX	1	631 SF	59 m ²	631 SF	58.60 m ²
UNIT C3	1 BED + FLEX	5	836 SF	78 m ²	4182 SF	388.49 m ²
UNIT D1	2 BED	2	760 SF	71 m ²	1520 SF	141.24 m ²
UNIT D1.1	2 BED	1	764 SF	71 m ²	764 SF	70.94 m ²
UNIT D1.1	2 BED	1	774 SF	72 m ²	774 SF	71.91 m ²
UNIT D2	2 BED	4	871 SF	81 m ²	3483 SF	323.54 m ²
UNIT D2	2 BED	1	874 SF	81 m ²	874 SF	81.20 m ²
UNIT D3	2 BED	2	986 SF	92 m ²	1972 SF	183.17 m ²
UNIT D3.1	2 BED	2	984 SF	91 m ²	1967 SF	182.79 m ²
UNIT D4	2 BED	4	996 SF	93 m ²	3983 SF	370.07 m ²
UNIT D5	2 BED	4	999 SF	93 m ²	3994 SF	371.06 m ²
UNIT E1	2 BED + FLEX	4	931 SF	86 m ²	3723 SF	345.86 m ²
UNIT E1.1	2 BED + FLEX	2	864 SF	80 m ²	1728 SF	160.56 m ²
UNIT E2	2 BED + FLEX	4	978 SF	91 m ²	3912 SF	363.45 m ²
UNIT E2.1	2 BED + FLEX	3	973 SF	90 m ²	2920 SF	271.25 m ²
UNIT E2.2	2 BED + FLEX	4	942 SF	88 m ²	3770 SF	350.20 m ²
UNIT E2.3	2 BED + FLEX	1	984 SF	91 m ²	984 SF	91.39 m ²
UNIT E2.4	2 BED + FLEX	1	865 SF	80 m ²	865 SF	80.35 m ²
UNIT E2.4	2 BED + FLEX	1	878 SF	82 m ²	878 SF	81.53 m ²
UNIT E2.5	2 BED + FLEX	1	890 SF	83 m ²	890 SF	82.68 m ²
UNIT E2.5	2 BED + FLEX	1	893 SF	83 m ²	893 SF	82.99 m ²
UNIT E3	2 BED + FLEX	4	1076 SF	100 m ²	4304 SF	399.88 m ²
UNIT TOTALS: 96					75817 SF	7043.65 m²

0.5.0 parking requirements

VEHICLE PARKING STALLS REQUIRED (BYLAW REQUIREMENT)	UNITS / S.F.	FACTOR	SUBTOTAL	TOTAL
TENANT (2 BED, 2 BED + FLEX)	48	*1.3	62.4 = 62	
TENANT (JR. BED, 1 BED, 1 BED + FLEX)	48	*1.1	52.8 = 53	
TENANT TOTAL			19.2 = 20	115
VISITOR	96	*0.2	19.2 = 20	20
ACCESSIBLE TENANT	116	5%	5.8 = 6	
ACCESSIBLE VISITOR	20	5%	1	
LOADING		1	1	1
SMALL CAR ALLOWED TENANT	116	50%	58	
SMALL CAR ALLOWED VISITOR	20	50%	10	
TOTAL STALLS				137
LEVEL II EV CHARGED STALLS (INCLUDED ON THE TOTALS ABOVE)				
TENANT	115	10%	11.5 = 12	
VISITOR	20	10%	2	
BIKE PARKING STALLS REQUIRED (BYLAW REQUIREMENT)	UNITS/BLDG/S.F.	FACTOR		
TENANT (UNIT)	96	*0.5	48 (52 STALLS PROVIDED IN BIKE ROOM IN PARKADE)	
TENANT (BLDG)	6	-	6 (SURFACE PARKING BY MAIN DOOR)	
TOTAL STALLS				54

NOTE:

0.5.1 vehicle parking stall summary

PARKING STALL USER/TYPE	PARKING STALL COUNT	PARKING STALL %	% BY USER	LEVEL	COMMENTS
LOADING	1	0.7%	100%	1ST LEVEL	
LOADING : 1		0.7%	100%		
TENANT					
ACCESSIBLE	6	4.4%	6%	P1 (PVFI)	
SMALL CAR	53	38.7%	46%	P1 LEVEL	
STANDARD	57	41.6%	49%	P1 LEVEL	
TENANT: 116		84.7%	100%		
VISITOR					
ACCESSIBLE	1	0.7%	5%	1ST LEVEL	
STANDARD	19	13.9%	95%	1ST LEVEL	
VISITOR: 20		14.6%	100%		
TOTAL PARKING STALLS: 137		100.0%			

0.5.2 bike parking stall summary

PARKING STALL USER/TYPE	PARKING STALL COUNT	PARKING STALL %	LEVEL	COMMENTS
TENANT				
HORIZONTAL BIKE STALL	56	100.0%	P1 LEVEL	2'-0" X 6'-0" STALL DIMENSIONS
TENANT: 56		100.0%		
TOTAL PARKING STALLS: 56		100.0%		

0.6.0 storage stall summary

STORAGE STALL USER/TYPE	STORAGE STALL COUNT	STORAGE STALL %	LEVEL	COMMENTS
STORAGE STALL USER/TYPE				
STORAGE STALL COUNT				
STORAGE STALL %				
LEVEL				
COMMENTS				

67 INDIVIDUAL UNIT STORAGE
 14 STORAGE UNIT IN LEVEL P1
 29 STORAGE UNITS IN LEVEL 1
 20 STORAGE UNITS IN LEVELS 2 TO 6 - 4 PER LEVEL X 5 LEVELS
 110 STORAGE UNITS TOTAL



SAIYA APARTMENTS
19701 - 19729 55A AVENUE, LANGLEY, B.C.

PROJECT DATA
SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT
21-10-27 REVISION # 1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD1.03



★ SITE - 19701 - 19729 55A AVENUE

① FAST TRACK INDOOR KARTING

② MONTESSORI SCHOOL

③ BRYDON PARK

④ BRYDON LAGOON

⑤ BALDI CREEK TRAIL

⑥ LINWOOD PARK

--- ARTERIAL THROUGHFARE



brydon park



global montessori school



brydon lagoon



fast track indoor karting



linwood park



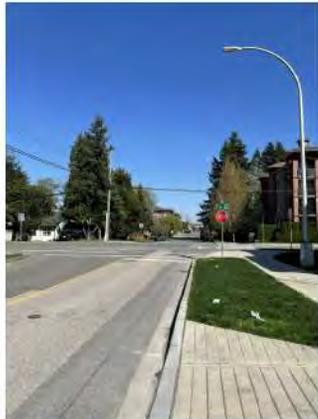
baldi creek trail



198 street looking south



55 a ave looking west



55 a ave looking east

location

THE PROPOSED DEVELOPMENT IS LOCATED IN LANGLEY ON 55A AVENUE. THE SITE'S ADJACENCIES INCLUDE A MIXTURE OF SINGLE FAMILY HOMES AND MULTI STORY APARTMENTS. TO THE EAST OF THE SITE LIES AN ELEMENTARY SCHOOL.

saiya apartments development location

saiya apartments development location



location map/north langley



aerial view looking n/w



SAIYA APARTMENTS
19701 - 19729 55A AVENUE, LANGLEY, B.C.

CONTEXT PLANS
SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT
21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



design rationale

project description

THE SITING AND MASSING OF THE BUILDING IS POSITIONED ALONG THE STREET FITTING IN WITHIN THE CURRENT NEIGHBOURHOOD IN CONTEXT BY MEANS OF A DISTINCTIVE AND PROMINENT ENTRY, STEPPED FAÇADE, FLAT RAISED PROJECTIONS AND STEPPED DOWN MASSING AT THE CORNERS IN ORDER TO REDUCE SCALE. THE BUILDING IS DESIGNED TO ALLOW NATURAL DAYLIGHT INTO THE UNITS THROUGH LARGE WINDOWS AND BALCONY PROJECTIONS. THE BUILDING FAÇADE IS RHYTHMICALLY DIVIDED UP WITH VARIED SIZED AND PATTERNED OPENINGS ALONG A 3-STORY VOLUME AND MASSED VERTICALLY AND HORIZONTALLY THROUGHOUT THE BALANCE OF FLOOR LEVELS IN SUCH A WAY TO CREATE A SENSE OF INDIVIDUALITY, WITH A GROUND FLOOR LEVEL SCALED TO ALLOW A STREET-FRIENDLY AND INVITING CONNECTION WITH THE STREET FACE.

THE EXPOSED PARKADE PORTIONS ALONG THE STREET ARE SURFACE TREATED WITH SMOOTH CONCRETE FINISH AND PATTERNED REVEALS AND IN A STEPPED FASHION AND LINED WITH A VEGETATIVE BUFFER THAT CREATE A PERMEABILITY FROM THE STREET BY MEANS OF WIDE STAIRS AND RAMPS.

THE EXTERIOR MATERIAL TREATMENT'S USE OF RED-ISH ACCENTS, BLACK, TAUPE AND GREY TONES WITH THE USE OF WOOD FEATURE INSERTS AND CERAMIC VENEER MATERIAL ALL BRING A SENSE OF WARMTH AND WELCOMING AS A LIVABLE PLACE WITHIN THE CITY OF LANGLEY.

massing, form, & character

THE EXTERIOR MASSING AND MATERIALITY IS ARTICULATED TO REFERENCE A MODERN CONTEMPORARY TYPOLOGY AND STYLE CONSISTING OF A BLEND OF CERAMIC COATED PANELS, CEMENTITIOUS PANEL CLADDING AND GLASS GUARDRAILS ALONG THE BALCONY PROJECTIONS THAT BOTH ARTICULATE A LOWER SCALE AT THE STREET, AND ALSO ALLOW A SENSE OF INTEREST, OPENNESS AND LIVABILITY AT THE UPPER EXTERIOR INTERFACES WITH THE PUBLIC REALM WITH ENHANCED VIEWS ALLOWING TENANTS TO EXPERIENCE THE OUTDOORS WHILE YET MAINTAINING PRIVACY WITHIN THE SUITES.

environment sustainability

ADDRESSED WITHIN THE DEVELOPMENT BY THE PROVISION OF BIKE RACKS AND BIKE STORAGE, OPEN AND GREEN SPACES, LIGHT POLLUTION REDUCTION BY MEANS OF DARK SKY COMPLIANT EXTERIOR LIGHTING SYSTEMS, WATER EFFICIENT LANDSCAPING AND PLUMBING SYSTEMS. ALSO INCLUDED ARE NATURAL VENTILATION THROUGH OPERABLE WINDOWS AND ENERGY EFFICIENT HVAC SYSTEMS, STORAGE AND COLLECTION OF RECYCLABLES, RENEWABLES-BASED WOOD BUILDING MATERIALS AND HEAT ISLAND EFFECT REDUCTION BY MINIMIZING SURFACE PARKING AND MAXIMIZING DENSITY.

crime prevention

ENVIRONMENTAL DESIGN PRINCIPLES (CPTED) HAVE BEEN INCORPORATED INTO THE DESIGN BY MEANS OF NATURAL SURVEILLANCE THROUGHOUT THE REAR AND SIDE YARDS AND PARKADE LEVEL BY MEANS OF CLEAR VIEWING LINES FROM THE RESIDENTIAL UNITS AND BALCONIES. ELIMINATION OF ALL POTENTIAL DARK AREAS AND ACCESSES/EXITS, CLEARLY DEFINED MAIN ENTRANCES AND SECURE AND FULLY ACCESSIBLE PARKING.



SAIYA APARTMENTS
19701 - 19729 55A AVENUE, LANGLEY, B.C.

DESIGN RATIONALE
SCALE: N.T.S.

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21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD1.06



55 a avenue streetscape

1" = 20'-0"



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STREETSCAPES

SCALE: 1" = 20'-0"

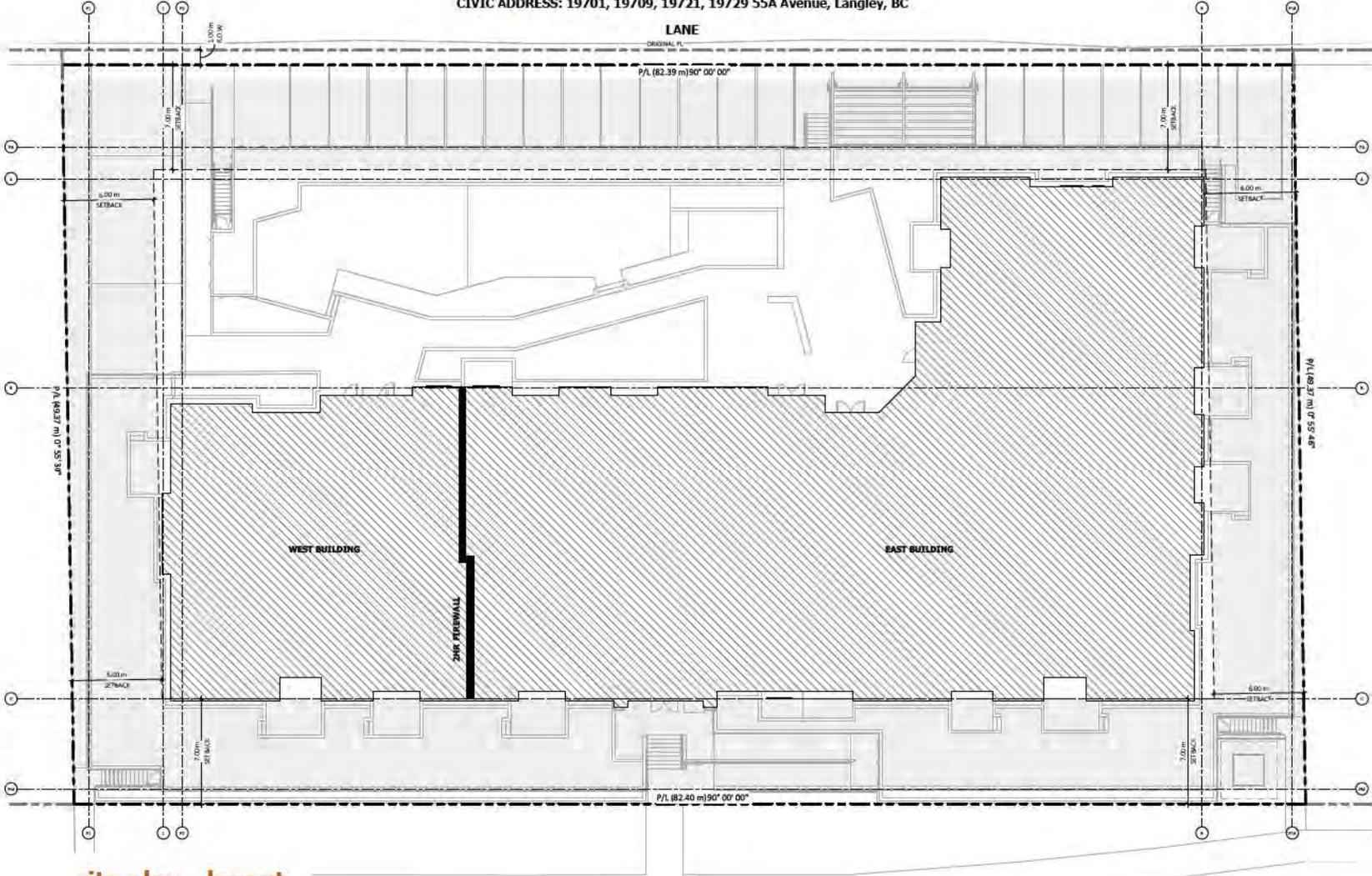
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CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD1.07

LEGAL ADDRESS: LOT 4, PLAN 9982; LOTS A, B AND C, PLAN 15675;
 CIVIC ADDRESS: 19701, 19709, 19721, 19729 55A Avenue, Langley, BC



site plan - layout
 3/32" = 1'-0"

55A AVENUE



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 19701 - 19729 55A AVENUE, LANGLEY, B.C.

SITE PLAN-LAYOUT
 SCALE: 3/32" = 1'-0"



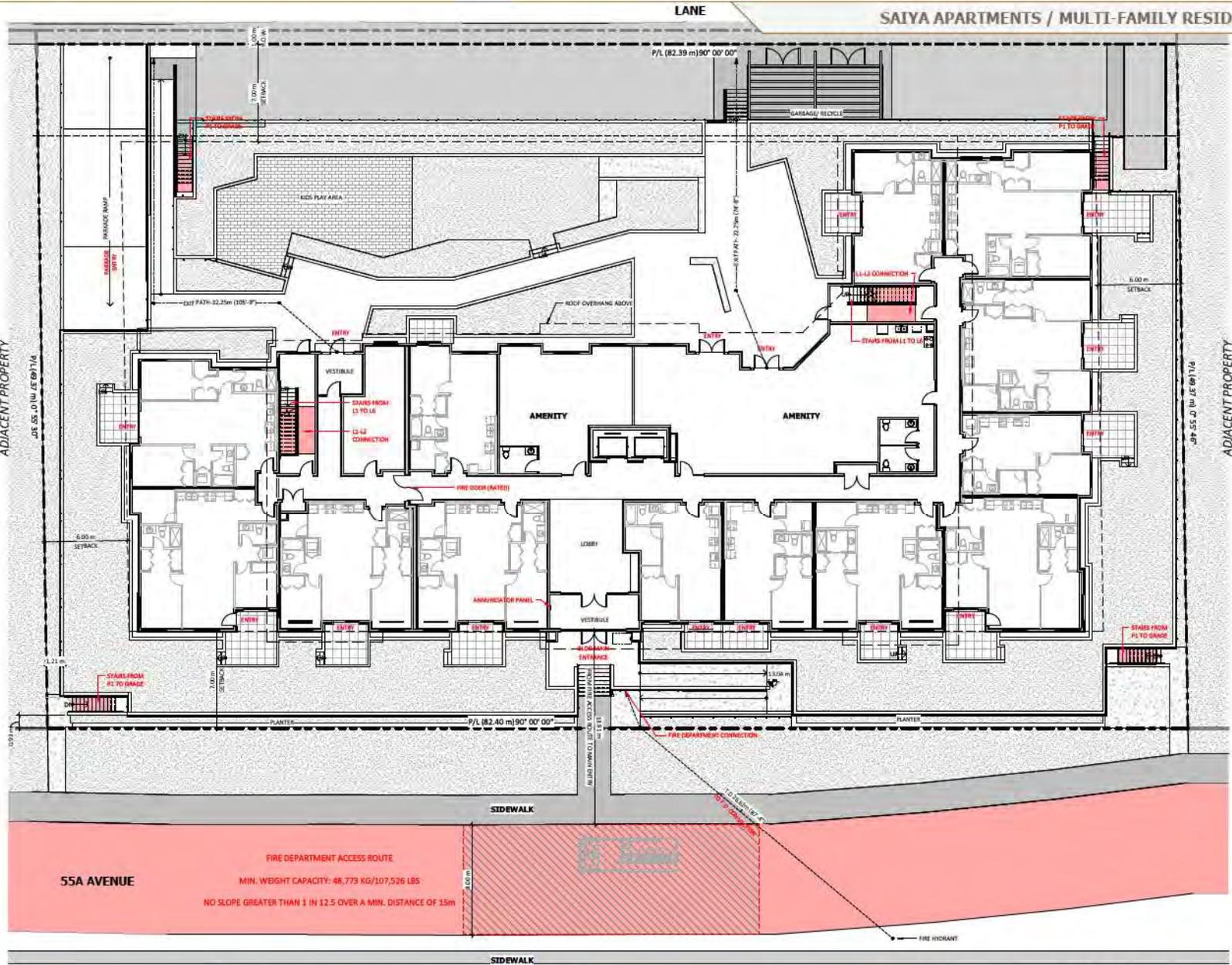
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 CITY OF LANGLEY FILE #
 PROJECT NUMBER: 20-143



SD1.21

SYMBOL LEGEND

	SPRINKLER & WINDOW ALTERNATE SOLUTIONS FOR PROTECTION OF EXIT ROUTE LEVELS 1 & 2
--	--



site plan - fire dept
3/32" = 1'-0"

55A AVENUE

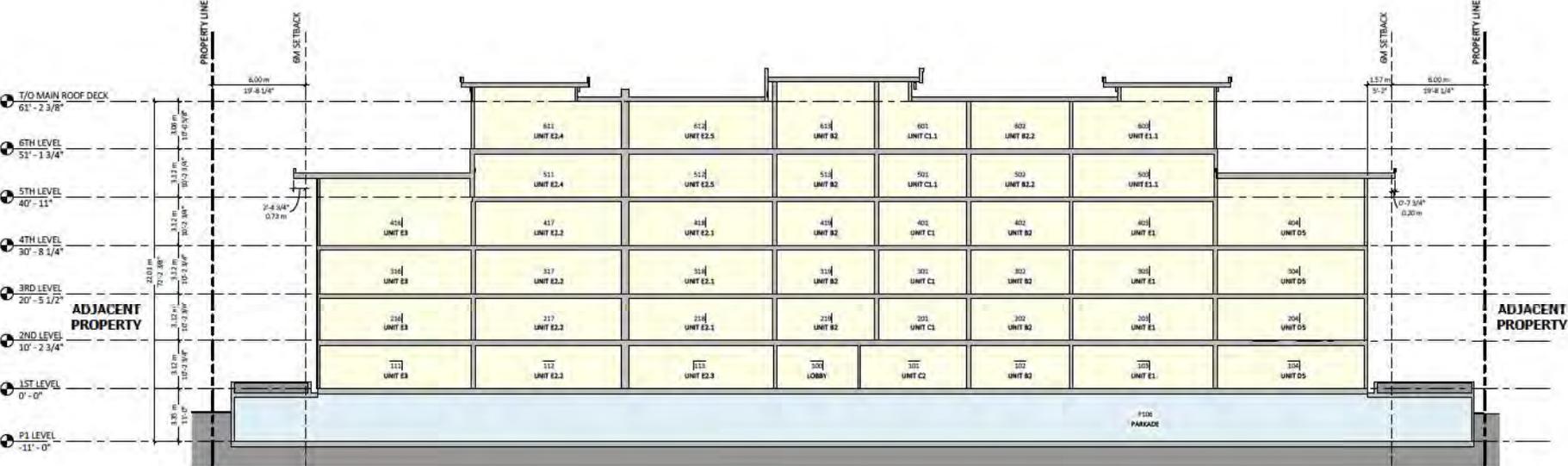
FIRE DEPARTMENT ACCESS ROUTE

MIN. WEIGHT CAPACITY: 48,773 KG/107,526 LBS

NO SLOPE GREATER THAN 1 IN 12.5 OVER A MIN. DISTANCE OF 15M

OCCUPANCIES

- GROUP C - RESIDENTIAL
- GROUP F3 - PARKADE



section a
3/32" = 1'-0"



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SITE SECTIONS
SCALE: 3/32" = 1'-0"

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CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



OCCUPANCIES

- GROUP C - RESIDENTIAL
- GROUP FS - PARKADE



section b

1/8" = 1'-0"



keystonearch.ca

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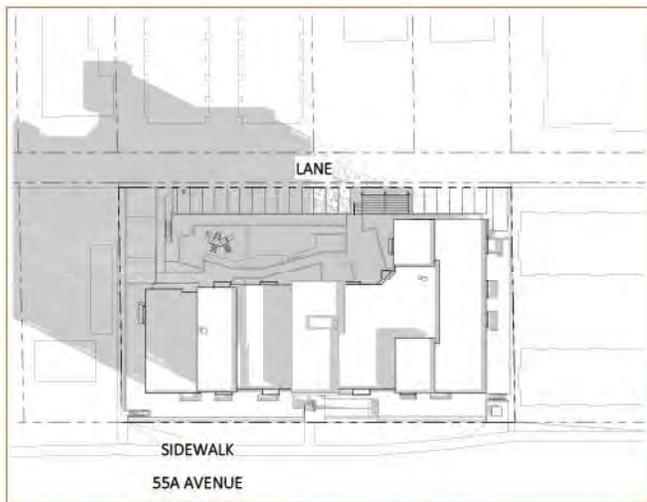
SITE SECTIONS
SCALE: 1/8" = 1'-0"

RE-ISSUED FOR DEVELOPMENT PERMIT

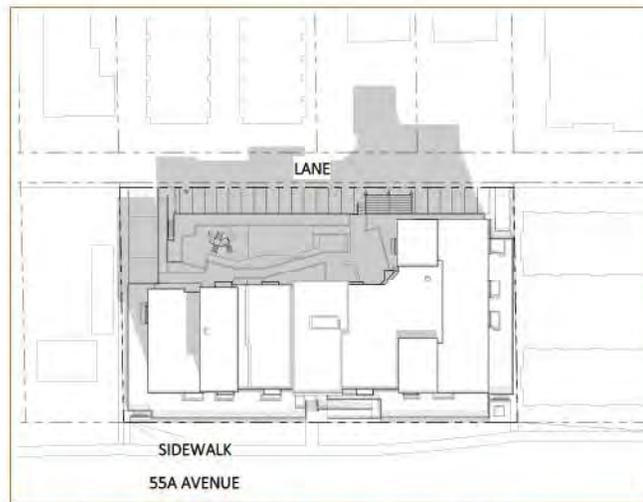
21-10-27 REVISION # 1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD1.24



shadow study - 9am - march 21



shadow study - 12pm - march 21



shadow study - 3pm - march 21



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SHADOW STUDY
SCALE: N.T.S.



RE-ISSUED FOR DEVELOPMENT PERMIT

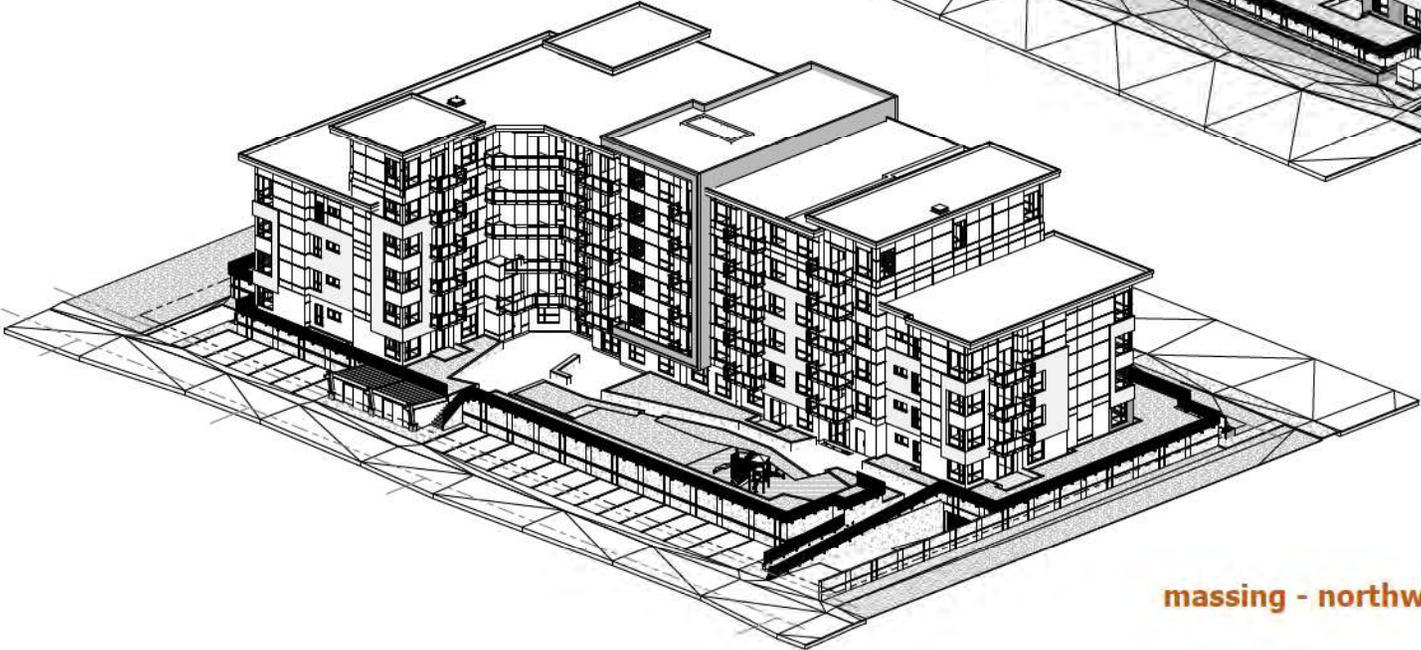
21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD1.31



massing - southeast



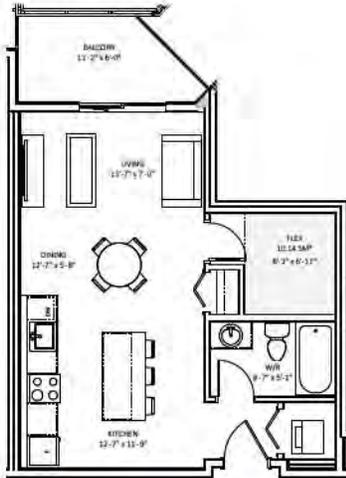
massing - northwest



south elevation

3/32" = 1'-0"

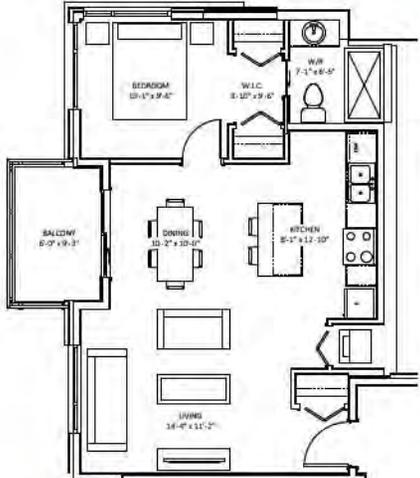




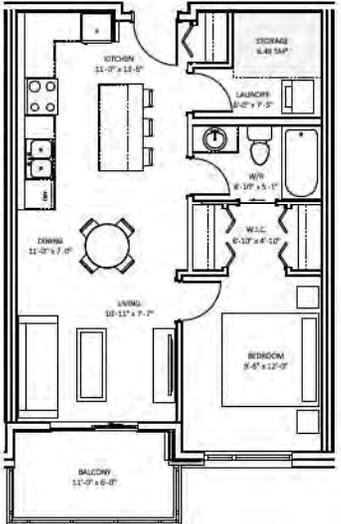
unit A1 510 SF, 1B, 1 BED + FLX.
UNIT COUNT: 5
LEVEL: 2 TO 6
1/4" = 1'-0"



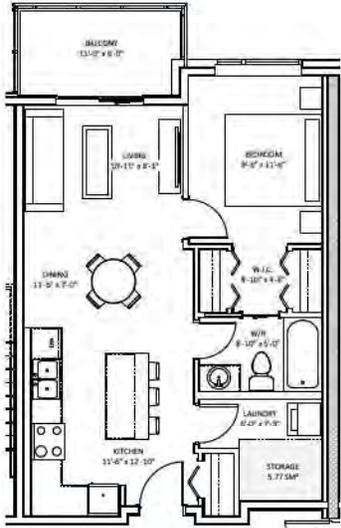
unit B1 684 SF, 2 BED
UNIT COUNT: 4
LEVEL: 1 TO 6
1/4" = 1'-0"



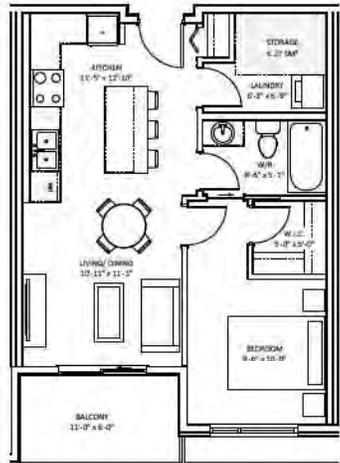
unit B1.1 651 SF, 2 BED
UNIT COUNT: 2
LEVELS: 8 & 9
1/4" = 1'-0"



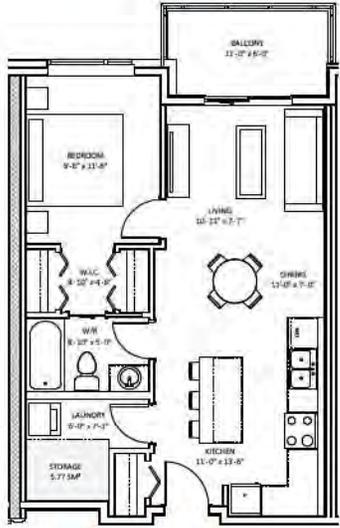
unit B2 654 SF, 1 BED
UNIT COUNT: 8
LEVEL: 1 TO 6
1/4" = 1'-0"



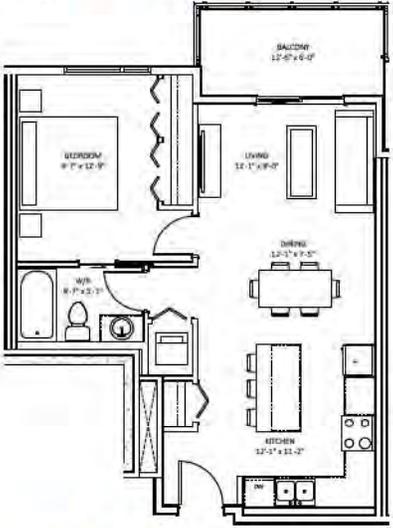
unit B2.1 655 SF, 1 BED
UNIT COUNT: 1
LEVEL: 2
1/4" = 1'-0"



unit B2.2 588 SF, 1 BED
UNIT COUNT: 2
LEVEL: 5 & 6
1/4" = 1'-0"



unit B2.3 648 SF, 1 BED
UNIT COUNT: 5
LEVEL: 1 TO 6
1/4" = 1'-0"



unit B3 660 SF, 1 BED
UNIT COUNT: 5
LEVEL: 2 TO 6
1/4" = 1'-0"



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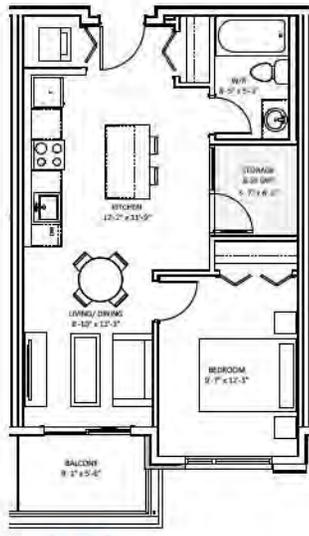
UNIT PLANS
SCALE: 1/4" = 1'-0"

RE-ISSUED FOR DEVELOPMENT PERMIT

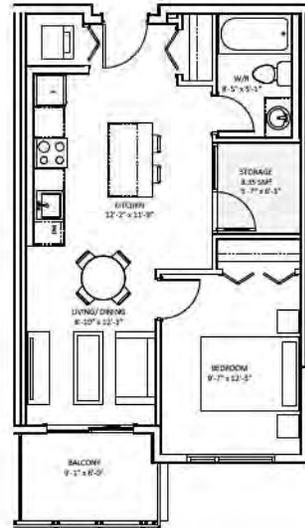
21-09-13, REVISION 8 - 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



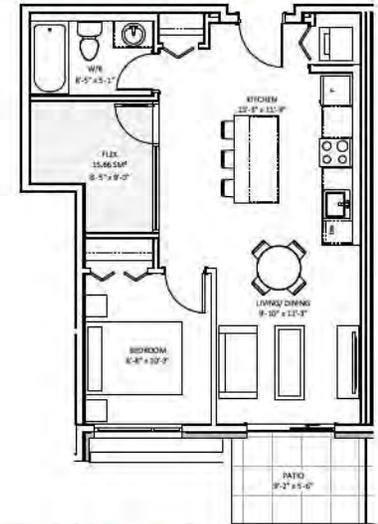
SD2.01



unit C1
1594 SF, 1 BED + FLEX
UNIT COUNT: 7
LEVEL: 1, 10, 4
1/4" = 1'-0"



unit C1.1
1615 SF, 1 BED + FLEX
UNIT COUNT: 1
LEVEL: 1, 10, 4
1/4" = 1'-0"



unit C2
1611 SF, 1 BED + FLEX
UNIT COUNT: 1
LEVEL: 1
1/4" = 1'-0"



unit C3
636 SF, 1 BED + FLEX
UNIT COUNT: 5
LEVEL: 2 TO 6
1/4" = 1'-0"

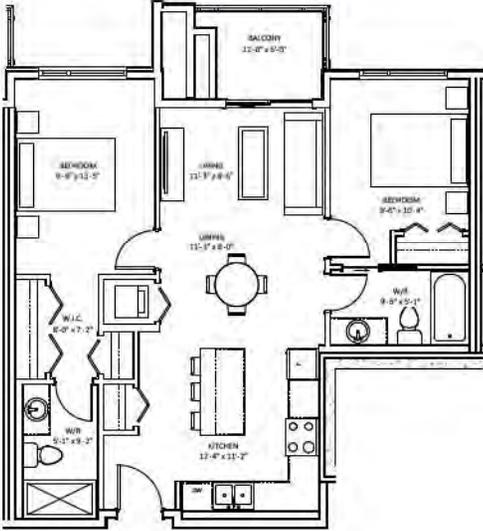


unit D1
760 SF, 2 BED
UNIT COUNT: 2
LEVEL: 3, 9, 4
1/4" = 1'-0"

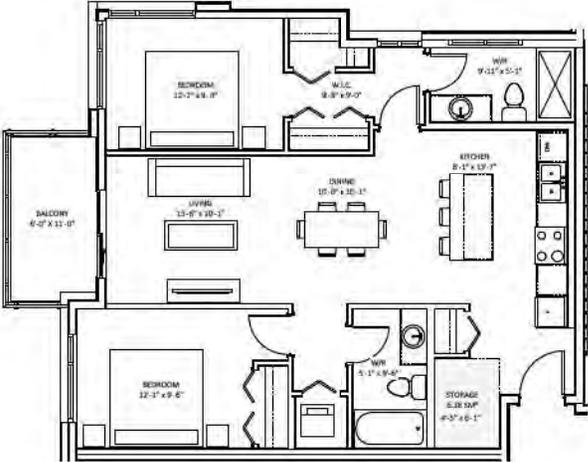


unit D1.1
774 SF, 2 BED
UNIT COUNT: 2
LEVEL: 5, 6, 6
1/4" = 1'-0"





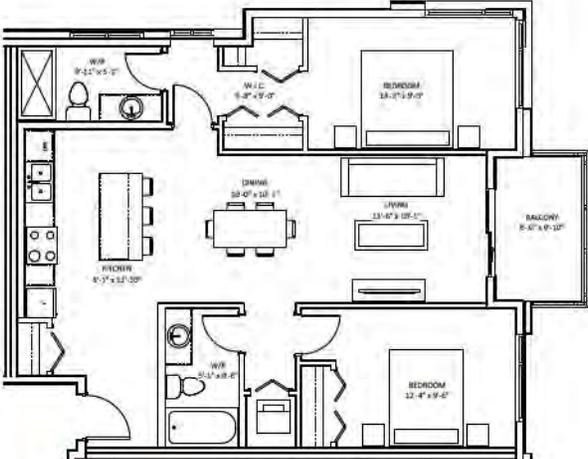
unit D2 871 SF, 3 BED
UNIT COUNT: 10
LEVEL: 3 TO 1
1/4" = 1'-0"



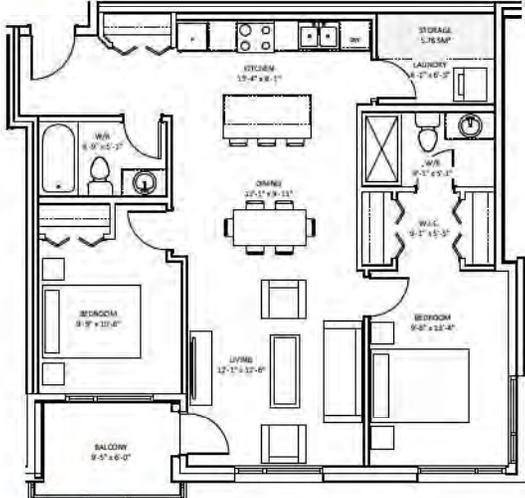
unit D3 1086 SF, 2 BED
UNIT COUNT: 2
LEVEL: 1 TO 2
1/4" = 1'-0"



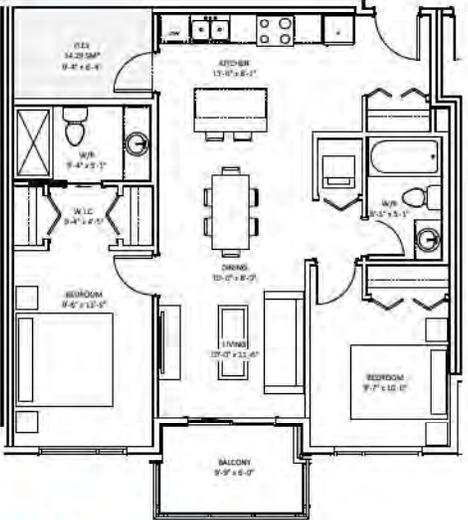
unit D3.1 1086 SF, 2 BED
UNIT COUNT: 2
LEVEL: 3-4
1/4" = 1'-0"



unit D4 996 SF, 2 BED
UNIT COUNT: 4
LEVEL: 1 TO 4
1/4" = 1'-0"



unit D5 889 SF, 2 BED
UNIT COUNT: 4
LEVEL: 1 TO 4
1/4" = 1'-0"



unit E1 931 SF, 3 BED + FLEX
UNIT COUNT: 4
LEVEL: 1 TO 4
1/4" = 1'-0"

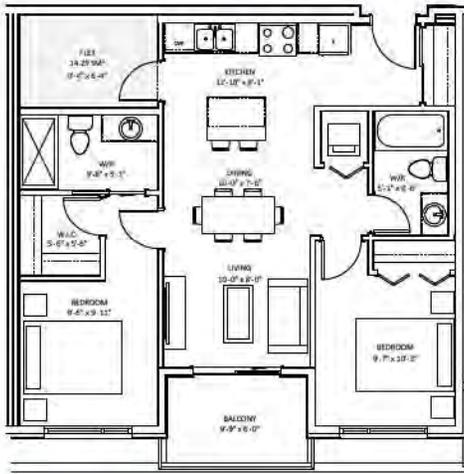


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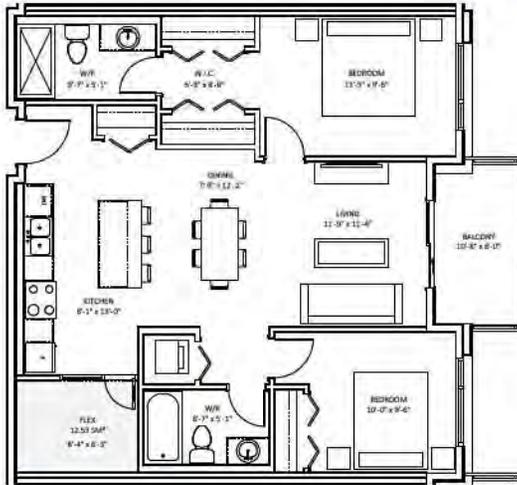
UNIT PLANS
SCALE: 1/4" = 1'-0"

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21-09-13 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143

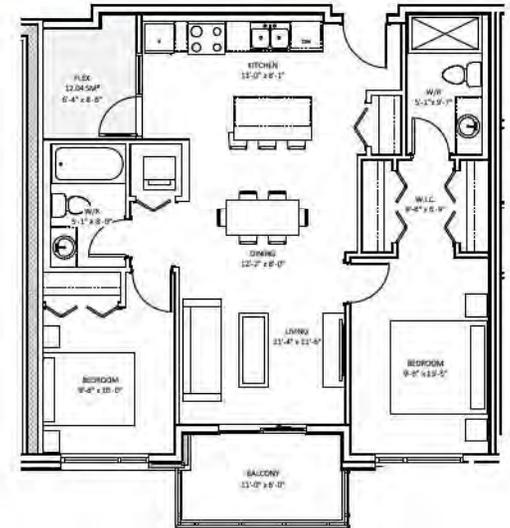




unit E1.1 864 SF 2 BED + FLEX
UNIT COUNT: 2
LEVEL: 5 & 6
1/4" = 1'-0"



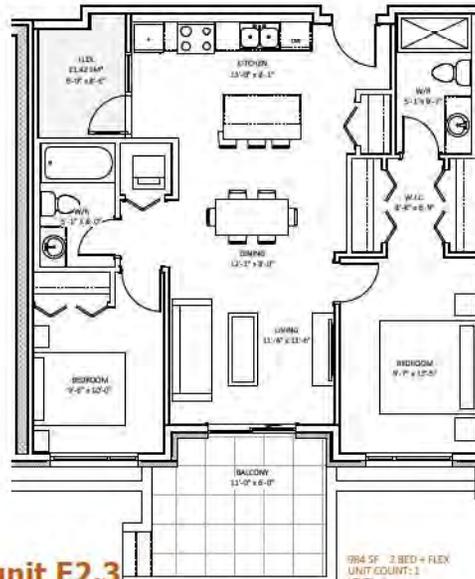
unit E2 976 SF 2 BED + FLEX
UNIT COUNT: 4
LEVEL: 1 TO 4
3/8" = 1'-0"



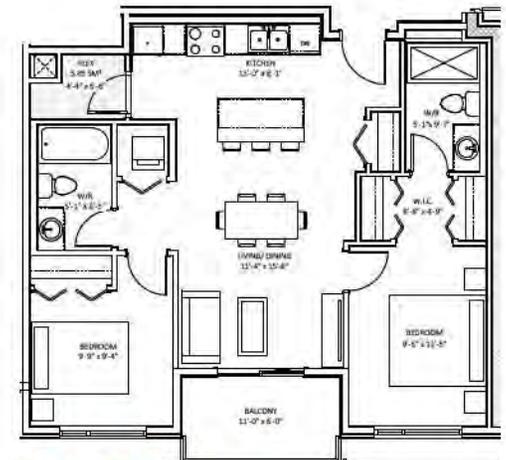
unit E2.1 973 SF 2 BED + FLEX
UNIT COUNT: 3
LEVEL: 2 TO 4
1/4" = 1'-0"



unit E2.2 942 SF 2 BED + FLEX
UNIT COUNT: 4
LEVEL: 1 TO 4
1/4" = 1'-0"



unit E2.3 984 SF 2 BED + FLEX
UNIT COUNT: 2
LEVEL: 1
1/4" = 1'-0"



unit E2.4 878 SF 2 BED + FLEX
UNIT COUNT: 2
LEVEL: 5 & 6
1/4" = 1'-0"



SAIYA APARTMENTS
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UNIT PLANS
SCALE: 1/4" = 1'-0"

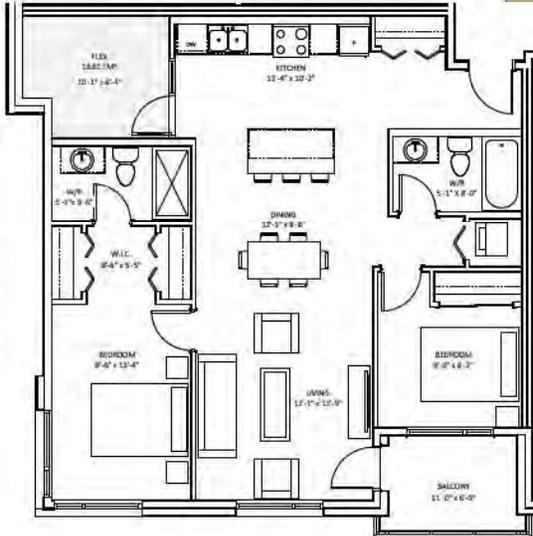
RE-ISSUED FOR DEVELOPMENT PERMIT
21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



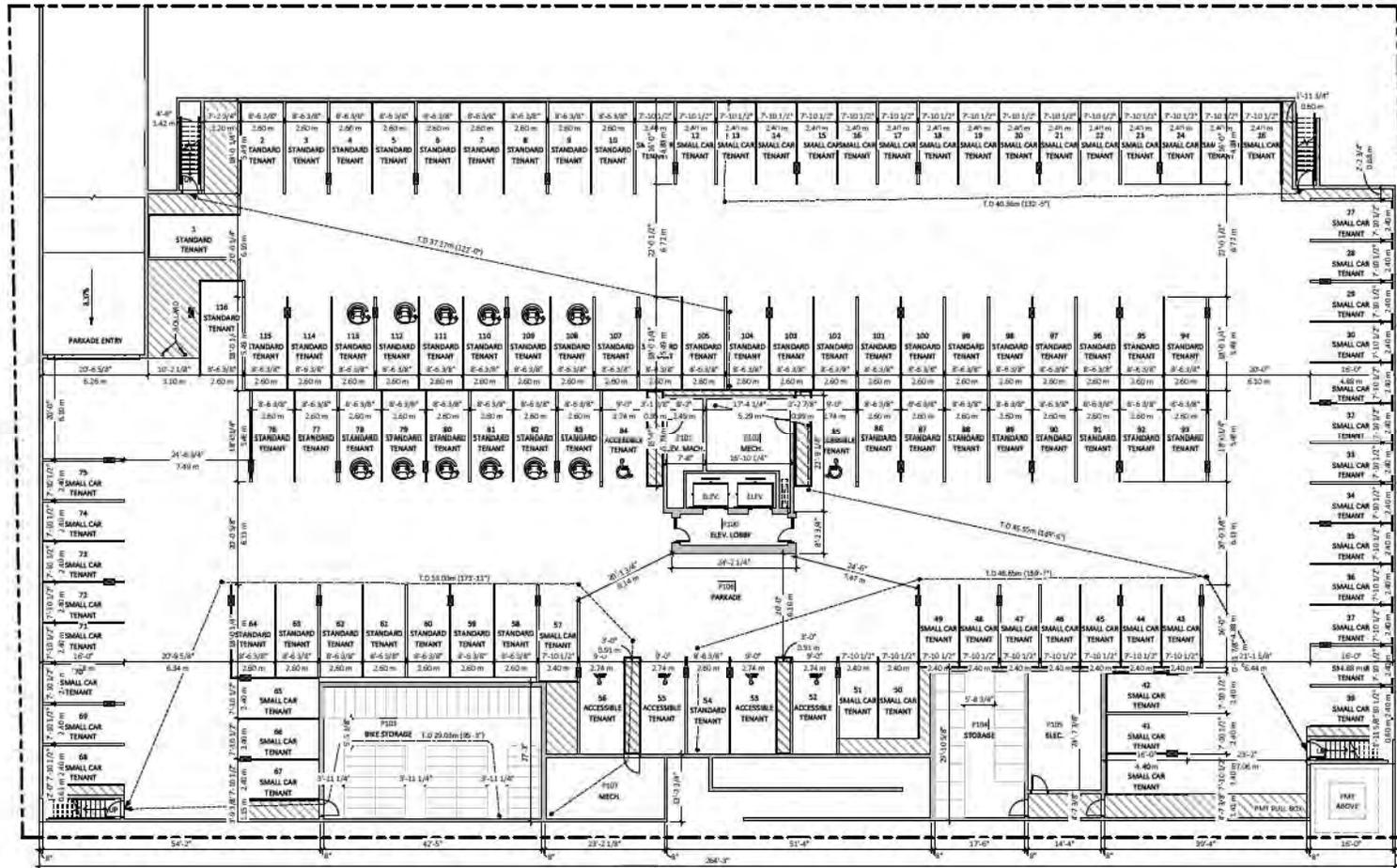
SD2.04



unit E2.5 1051 SF 1 BPT - FLEX
 UNIT COUNT: 2
 LEVELS: 5, 6, 7



unit E3 1076 SF 3 BPT - FLEX
 UNIT COUNT: 4
 LEVELS: 3 TO 4



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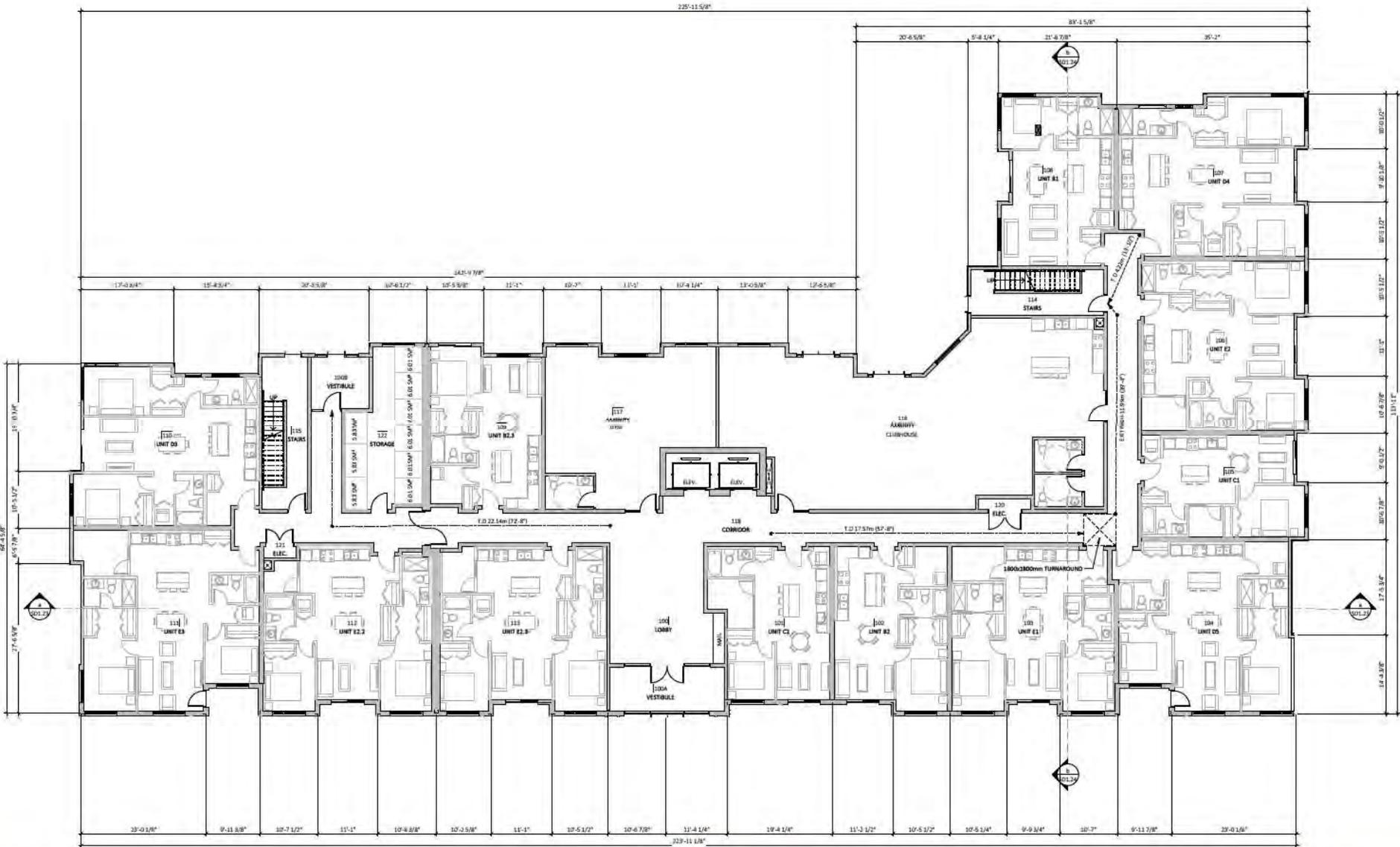
P1 LEVEL PLAN
SCALE: 3/32" = 1'-0"



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SD3.01



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1st LEVEL PLAN
SCALE: 1/8" = 1'-0"

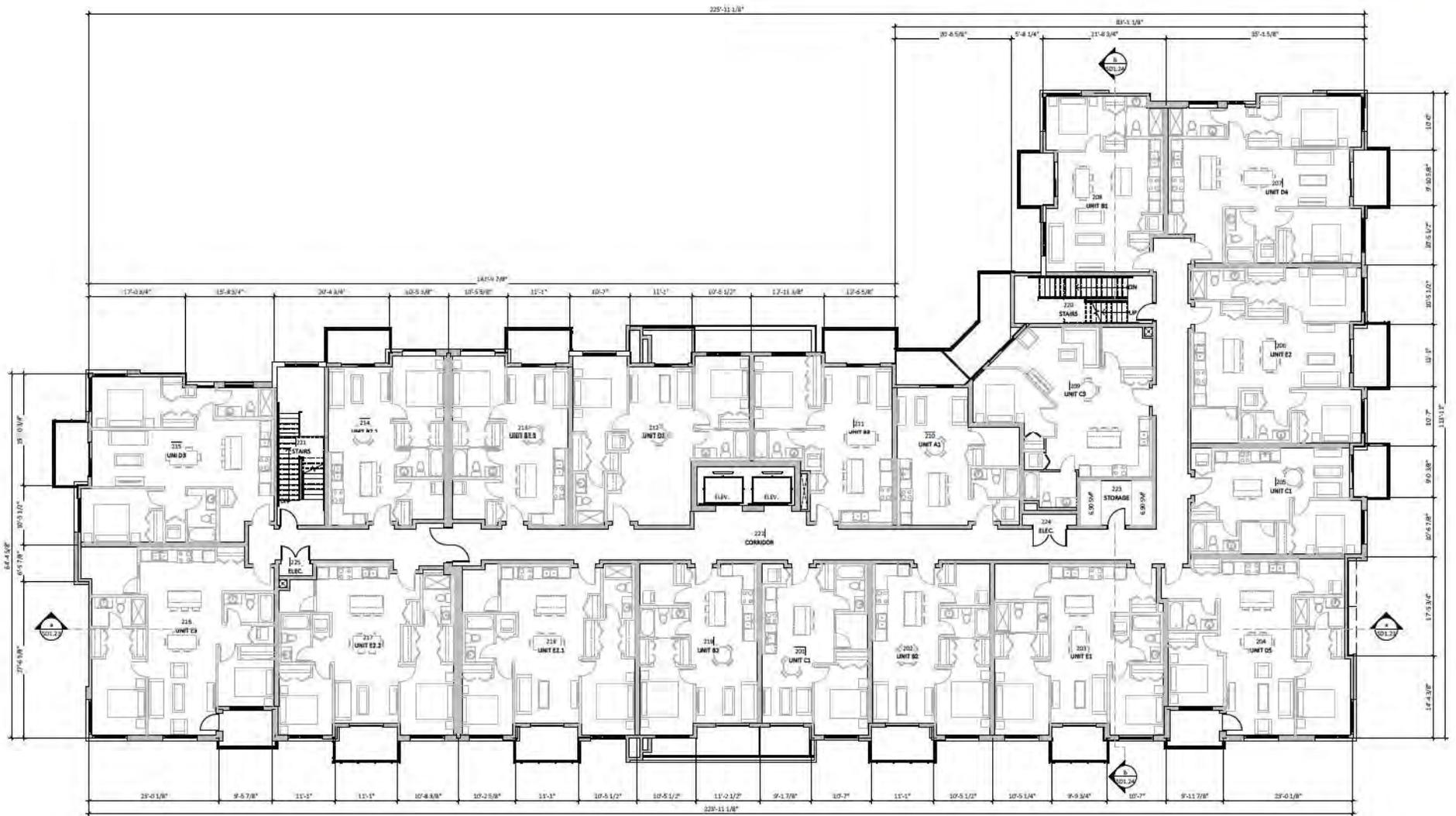


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CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD3.02



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2nd LEVEL PLAN
SCALE: 1/8" = 1'-0"

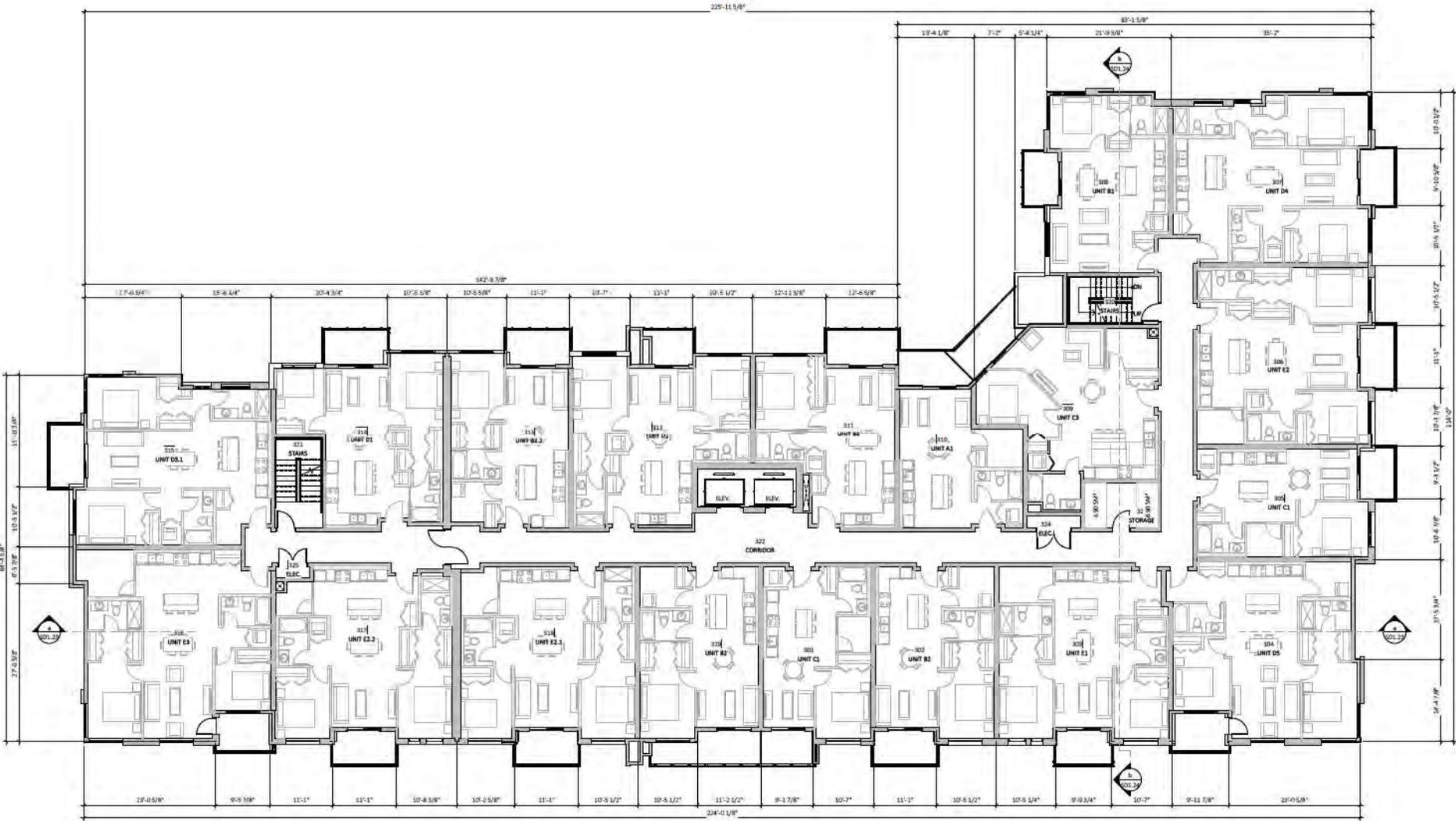


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CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD3.03



SAIYA APARTMENTS

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3rd LEVEL PLAN

SCALE: 1/8" = 1'-0"

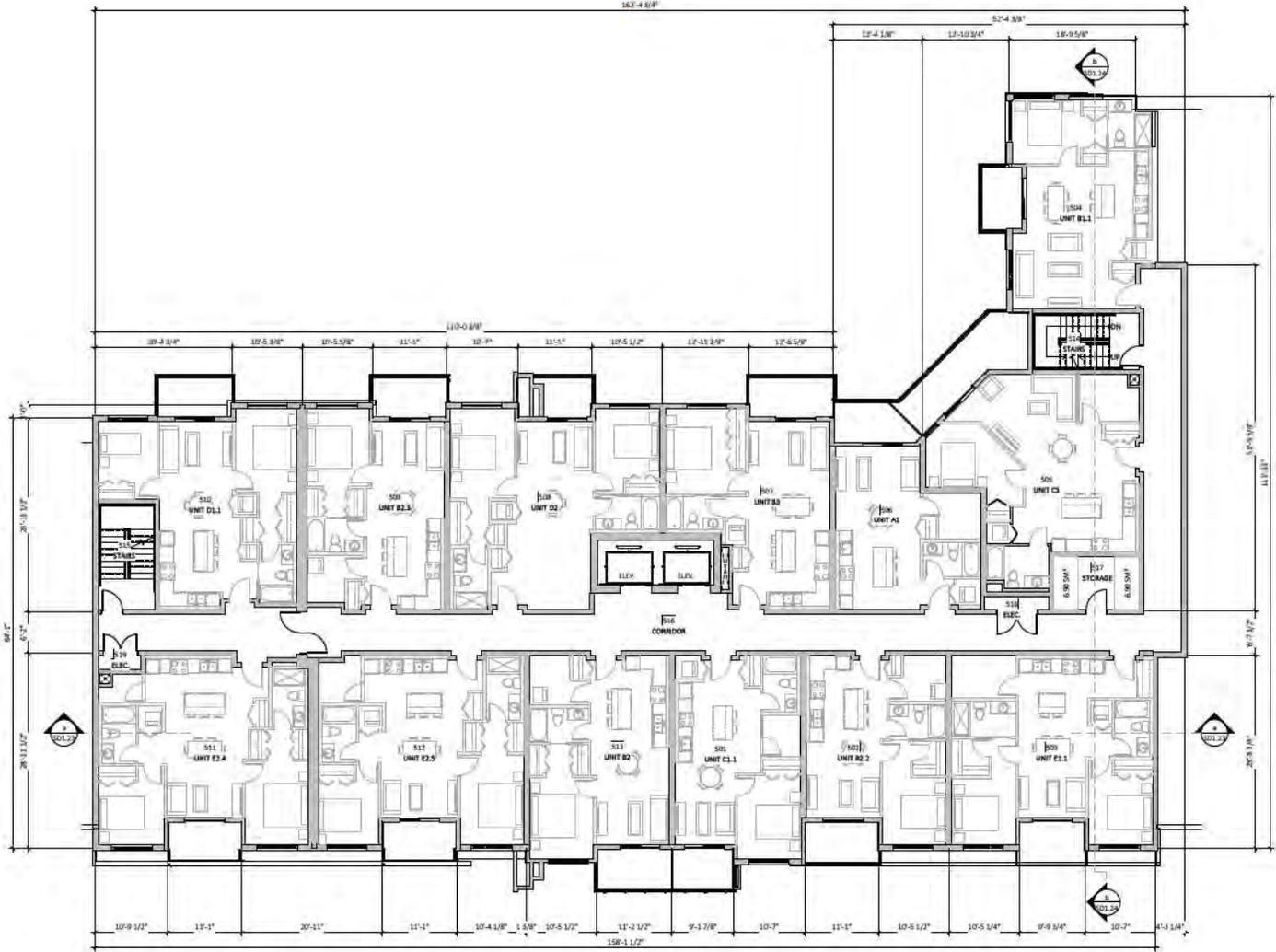


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21-09-13 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD3.04



SAIYA APARTMENTS

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5TH LEVEL PLAN

SCALE: 1/8" = 1'-0"

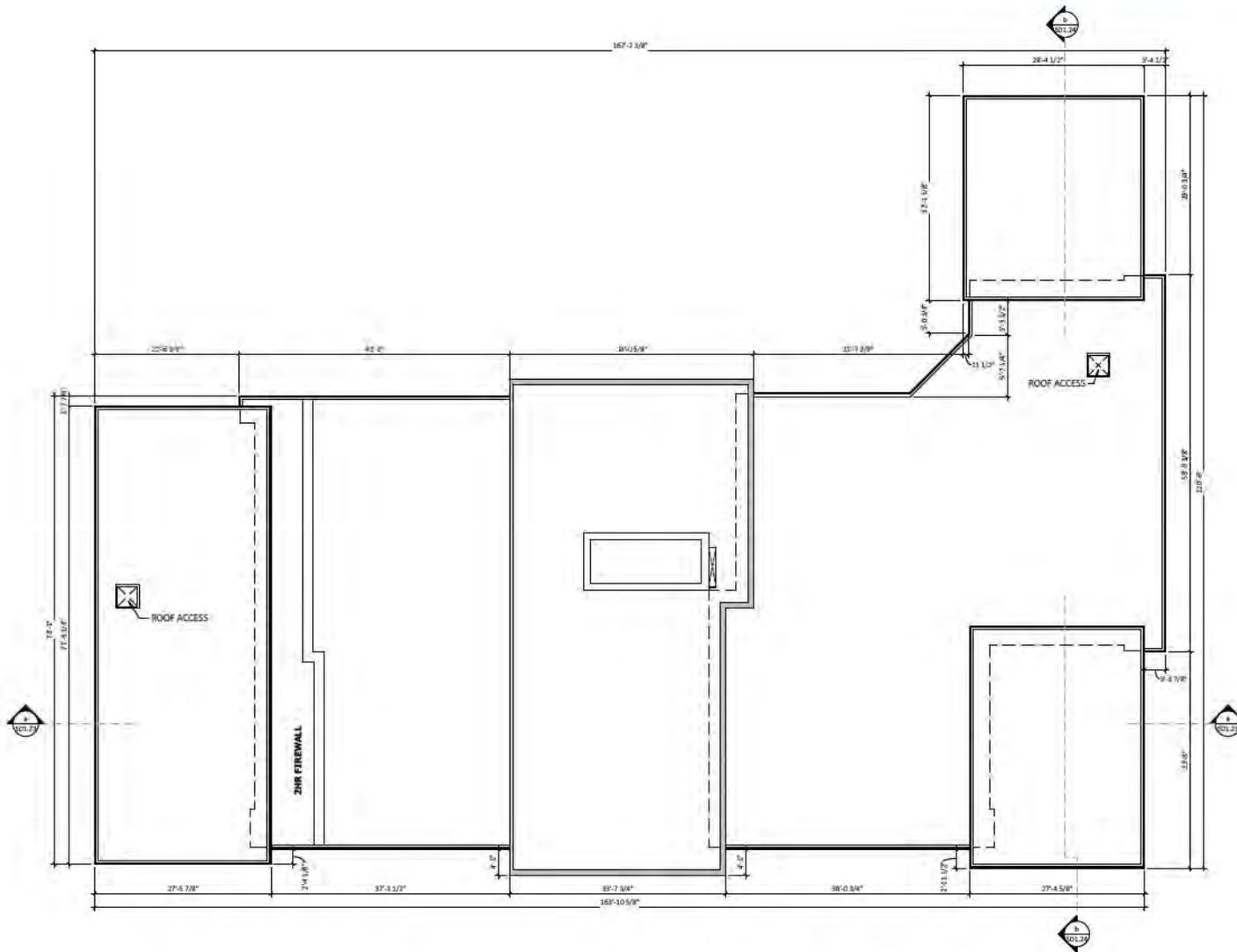


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21-09-13 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD3.06





north elevation

3/32" = 1'-0"

material legend

1. CEMENT BOARD SMOOTH PANEL SIDING (CW COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR CORBELSTONE - EASY TRIM 5/16" REVEAL PANEL SYS.
2. CEMENT BOARD SMOOTH PANEL SIDING (CW COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR GRAY SLATE - EASY TRIM 5/16" REVEAL PANEL SYS.
3. CEMENT BOARD SMOOTH PANEL SIDING (CW COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR IRON GRAY - EASY TRIM 5/16" REVEAL PANEL SYS.
4. CEMENT BOARD SMOOTH PANEL SIDING (CW COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR BLACK ASH - EASY TRIM 5/16" REVEAL PANEL SYS.
5. CERAMIC COATED PANELS:
- CERAGLAD: COLOUR PEARL - 'S-REVEAL' TEXTURE
6. CERAMIC COATED PANELS:
- CERAGLAD: COLOUR ANTOLE RED - 'ANTOLE BRICK' TEXTURE
7. CERAMIC COATED PANELS:
- CERAGLAD: COLOUR CHARCOAL - 'MODERN STRIP' TEXTURE
8. CEMENT BOARD FASCIA BOARD, TEXTURE: 'SMOOTH':
- JAMES HARDIE: COLOUR 'IRON GRAY'
9. CEMENT BOARD CEMANULL HORIZONTAL LAP SIDING (R' EXPOSURE):
- JAMES HARDIE: COLOUR 'IRON GRAY'
10. CEMENT BOARD CEMANULL HORIZONTAL LAP SIDING (R' EXPOSURE):
- JAMES HARDIE: COLOUR 'MATTER BROWN'
11. VINYL BALCONY DOOR:
- COLOUR: 'BLACK EXT. / WHITE INT.'
12. METAL DOOR:
- COLOUR: GRAY PAINTED TO MATCH CEMENT BOARD 'MIST GRAY'
13. CURTAIN WALL (1600 LT SYSTEM 1):
- YAWNEER: COLOUR: 'BLACK ANODIZED', CW GRAY SPANDREL PANEL
14. VINYL WINDOW:
- COLOUR: 'BLACK EXT. / WHITE INT.'
15. ALUMINUM/GLASS BALCONY RAILING:
- COLOUR: 'BLACK ANODIZED'
16. ALUMINUM GUARDRAILING:
- COLOUR: 'BLACK'
17. METAL FLASHING:
- 'GENITY', COLOUR: 'CLEAR ANODIZED'
18. CONCRETE WALL, PAINTED:
- COLOUR: 'MEDIUM GRAY'
19. ALUMINUM/GLASS PATIO PRIVACY SCREEN:
- COLOUR: 'BLACK ANODIZED'
20. ROOF/BALCONY SOFFIT:
- COLOUR: WHITE, PERFORATED VINYL
21. ALUMINUM MECHANICAL EQUIPMENT SCREEN:
- COLOUR: 'CLEAR ANODIZED'
22. ALUMINUM GUTTER:
- COLOUR: 'CLEAR ANODIZED'

NOTES:
1. MATERIAL TERMINATIONS AND INTERSECTIONS WITH OTHER MATERIALS REQUIRE MUCK-UPS AS PER PROJECT MANUAL.
2. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES UNLESS NOTED OTHERWISE.



south elevation

3/32" = 1'-0"



east elevation
3/32" = 1'-0"



west elevation
3/32" = 1'-0"

material legend

1. CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR: OBERSTONE - EASY TRIM 5/16" REVEAL PANEL SYS.
2. CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR: GRAY SLATE - EASY TRIM 5/16" REVEAL PANEL SYS.
3. CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR: IRON GRAY - EASY TRIM 5/16" REVEAL PANEL SYS.
4. CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS):
- JAMES HARDIE: COLOUR: BLACK ASH - EASY TRIM 5/16" REVEAL PANEL SYS.
5. CERAMIC COATED PANELS:
- CERAGLAD: COLOUR: PEARL - 'S-REVEAL' TEXTURE
6. CERAMIC COATED PANELS:
- CERAGLAD: COLOUR: ANTOLE RED - 'ANTIOLE BRICK' TEXTURE
7. CERAMIC COATED PANELS:
- CERAGLAD: COLOUR: CHOCOLATE - 'MODERN STRIP' TEXTURE
8. CEMENT BOARD FASCA BOARD, TEXTURE: 'SMOOTH':
- JAMES HARDIE: COLOUR: 'IRON GRAY'
9. CEMENT BOARD CEMENTWALL HORIZONTAL LAP SIDING (R' EXPOSURE):
- JAMES HARDIE: COLOUR: 'IRON GRAY'
10. CEMENT BOARD CEMENTWALL HORIZONTAL LAP SIDING (R' EXPOSURE):
- JAMES HARDIE: COLOUR: 'MATTER BROWN'
11. VINYL BALCONY DOOR:
- COLOUR: 'BLACK EXT. / WHITE INT.'
12. METAL DOOR:
- COLOUR: 'GRAY PAINTED TO MATCH CEMENT BOARD 'MIGHT GRAY'
13. CURTAIN WALL (1600-LIT SYSTEM 1):
- YAWNEER: COLOUR: 'BLACK ANODIZED', C/W GRAY SPANDREL PANEL
14. VINYL WINDOW:
- COLOUR: 'BLACK EXT. / WHITE INT.'
15. ALUMINUM/GLASS BALCONY RAILING:
- COLOUR: 'BLACK ANODIZED'
16. ALUMINUM GLAZING:
- COLOUR: 'BLACK'
17. METAL FLASHING:
- 'GENITY', COLOUR: 'CLEAR ANODIZED'
18. CONCRETE WALL, PAINTED:
- COLOUR: 'MEDIUM GRAY'
19. ALUMINUM/GLASS RATIO PRIVACY SCREEN:
- COLOUR: 'BLACK ANODIZED'
20. ROOF/BALCONY SOFFIT:
- COLOUR: 'WHITE, PERFORATED VINYL'
21. ALUMINUM MECHANICAL EQUIPMENT SCREEN:
- COLOUR: 'CLEAR ANODIZED'
22. SIMULATED GLITTER:
- COLOUR: 'CLEAR ANODIZED'

NOTES:
1. MATERIAL TERMINATIONS AND INTERSECTIONS WITH OTHER MATERIALS REQUIRE MUCK-UPS AS PER PROJECT MANUAL.
2. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES UNLESS NOTED.



south elevation



north elevation



SAIYA APARTMENTS
19701 - 19729 55A AVENUE, LANGLEY, B.C.

RENDERED ELEVATIONS
SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT
21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD4.04



main building entrance



amenity entrance



keystonearch.ca

SAIYA APARTMENTS
19701 - 19729 55A AVENUE, LANGLEY, B.C.

RENDERED ELEVATIONS
SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT
21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD4.05



55A AVENUE - WEST



55A AVENUE - EAST



LANE - EAST



LANE - WEST



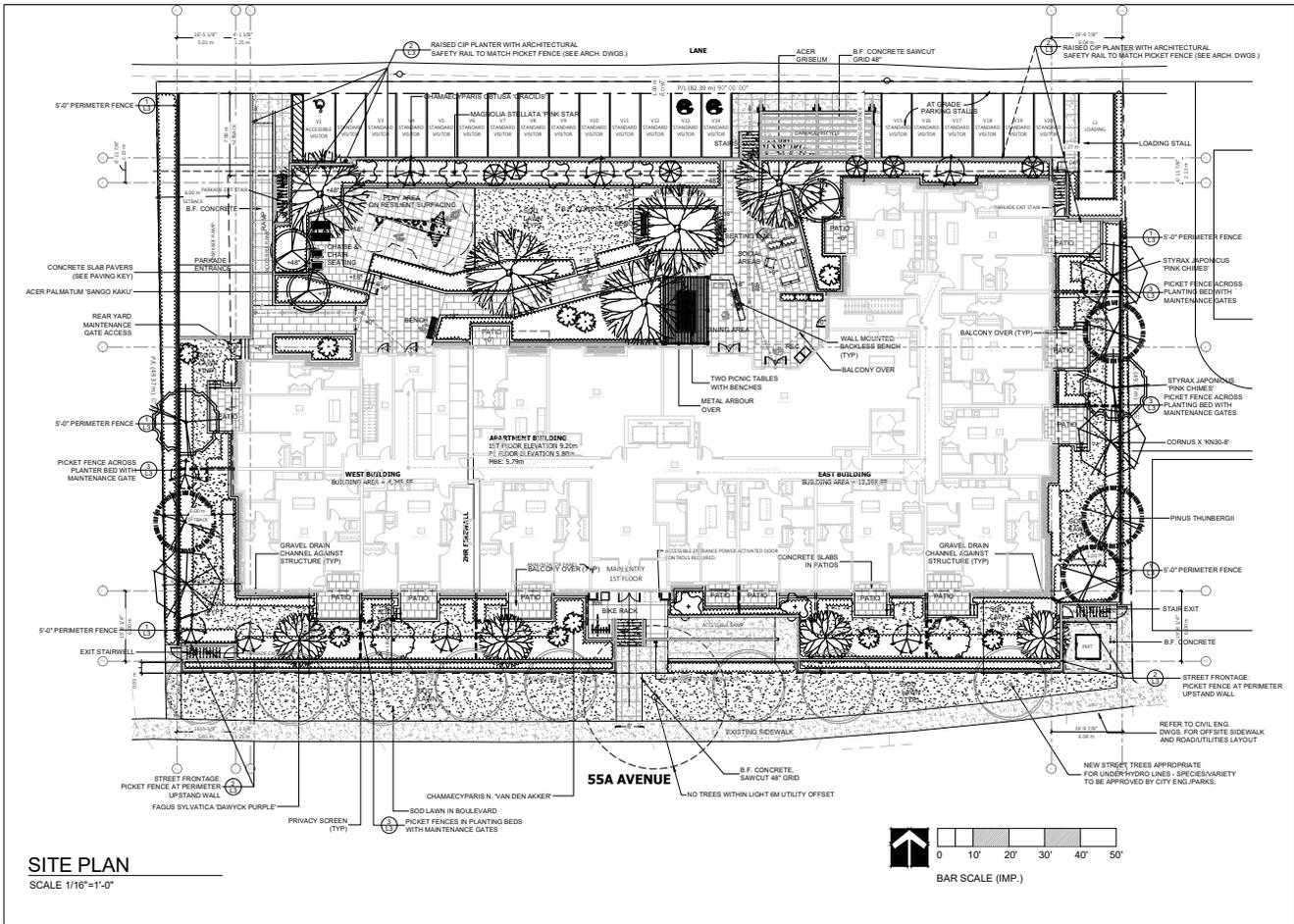
SAIYA APARTMENTS
19701 - 19729 55A AVENUE, LANGLEY, B.C.

RENDERINGS
SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT
21-10-27 REVISION # 2
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-143



SD5.01



PLANT SCHEDULE				PMG PROJECT NUMBER: 21-056	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
TR	5	ACER GRISEUM	PAPERBARK MAPLE	8CM CAL, 1.8M STD, B&B	
3	ACER PALMATUM 'SANGO KAKU'	CORAL BARK MAPLE	2.0M HT, B&B		
4	CARPINUS FRANS FONTAINE'	FRANS FONTAINE EUROPEAN HORNBEAM	8CM CAL, 1.8M MIN STD, B&B		
10	CHAMAECYPARIS 'VAN DEN AKKER'	VAN DEN AKKER FALSECYPRESS	2.0M HT, B&B		
6	CHAMAECYPARIS OBTRUSA 'GRACILIS'	HINDKI FALSE CYPRESS	#15 POT, UPRIGHT FORM		
7	CORNUS X 'VENUS'	VENUS FLOWERING DOGWOOD	8CM CAL, 1.8M STD, B&B		
4	FAGUS SYLVATICA 'DAWYCK PURPLE'	DAWYCK PURPLE BEECH	10CM CAL, 1.8M STD, B&B		
6	MAGNOLIA KOBUS 'STELLATA PINK STAR'	PINK STAR MAGNOLIA	#15 POT, TREE FORM		
4	PICEA GLAUCA 'BRUNTS'	BRUNS WHITE SPRUCE	2.5M HT, B&B		
4	PNINUS THUNBERGII	JAPANESE BLACK PINE	2.5M HT, B&B		
2	STYRAX JAPONICUS 'SNOWCONE'	STREET TREE	8CM CAL, 1.8M STD, B&B		
3	STYRAX JAPONICUS 'SNOWCONE'	SNOWCONE JAPANESE SNOWBELL	8CM CAL, 1.8M STD, B&B		
AB	37	ABELIA X 'EDWARD GLOUCHER'	EDWARD GLOUCHER ABELIA	#3 POT, 50CM	
AK	25	ABELIA X 'KALEIDOSCOPE'	KALEIDOSCOPE ABELIA	#3 POT, 50CM	
AU	51	AUCUBA JAPONICA 'ROZANNE'	ROZANNE JAPANESE AUCUBA	#3 POT, 40CM	
B	102	BILUUS SEMPERVIRENS	COMMON BOWWOOD	#2 POT	
COM	10	CAMELLIA SASANGUA 'GREEN 94-036'	OCTOBER MAGIC CAMELLIA	#3 POT, 60 CM	
CS	5	CAMELLIA SASANGUA 'SH SH GASHRKA'	SH SH GASHRKA CAMELLIA	#3 POT, 50CM	
CO	5	CORNUS 'ARCTIC FIRE'	ARCTIC FIRE DOGWOOD	#3 POT, 50CM	
E	7	EUCONYMIUS ALATA 'COMPACTUS'	COMPACT WINGED BURNING BUSH	#3 POT, 50CM	
HM	18	HYDRANGEA MACROPHYLLA 'NOTSCHWANZ'	NOTSCHWANZ HYDRANGEA	#3 POT	
K	9	KALAMA LATIFOLIA 'OSTBO RED'	OSTBO RED MOUNTAIN LAUREL	#3 POT, 50CM	
MA	58	MARONIA AQUIFOLIUM 'COMPACTA'	COMPACT CRESON GRAPE HOLLY	#3 POT, 40CM	
MD	3	MICROBOTA DECUSATA	RUSSIAN CYPRESS	#3 POT, 50CM	
ND	35	NANDINA DOMESTICA 'MOON BAY'	MOON BAY NANDINA	#3 POT	
P	15	PNINUS MUGO 'PUMILO'	DIWAR MUGO PINE	#3 POT, 50CM	
Z	93	PRUNUS LAUROCEPERSUS 'ZABELIANA'	ZABELIA LAUREL	#2 POT, 30CM	
R1	13	RHOODOENDRON 'ELIZABETH HOBBE'	ELIZABETH HOBBE RHOODOENDRON	#3 POT, 50CM	
RD	42	ROSA 'SCARLET MEDIAN'	SCARLET MEDIAN ROSE	#3 POT, 50CM	
SP	8	SPREIRA X 'BUMALDA 'GOLDRAME'	GOLDRAME SPREA	#2 POT, 45CM	
SOP	37	SPREIRA X 'NCS2'	DOUBLE FLAY DOZZE SPREA	#2 POT	
Y	80	TAXUS X MEDIA 'KICKSB'	HICKS YEW	1.0M HT, B&B	
SHY	40	TAXUS X MEDIA 'STONEHENGE SKINNY'	STONEHENGE SKINNY YEW	#3 POT	
TH	66	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.75M HT, B&B	
D	35	VIERNUM DAVIDII	DAVID'S VIERNUM	#2 POT, 30CM	
GRASS	90	CALAMAGROSTIS A. KARL FOERSTER'	KARL FOERSTER FEATHERREED GRASS	#2 POT, FILL	
M	33	MISCANTHUS SINENSIS 'MORNING LIGHT'	MORNING LIGHT SILVER GRASS	#2 POT	
PERENNIAL	AS	23	ASTILE 'MONTGOMERY'	MONTGOMERY ASTILE	#1 POT, 30CM
HE	54	HEMEROCALLIS 'STELLA D'ORO'	STELLA D'ORO DAYLILY	#1 POT, 1-2 FAN	
LI	148	LIRIOPE MUSCARI	BLUE LILY-TURP	#1 POT	
GC	CA	28	CAREX X 'ICE DANCE'	ICE DANCE SEDGE	#1 POT
DK	34	DRYOPTERIS 'FERN THE KING'	THE KING MALE FERN	#2 POT	
DAB	44	DRYOPTERIS ERYTHROSORA 'BRILLIANCE'	AUTUMN BRILLIANCE FERN	#2 POT	
EG	102	EUCONYMIUS FORTUNII 'EMERALD AND GOLD'	EMERALD AND GOLD WINTERCREEPER	#1 POT	
FW	49	POA YETICHAN MANTULUM	SNOWD FERN	#2 POT	

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. ** 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: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. IDENTIFICATION OF CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIALS AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.

PROPOSED TREES



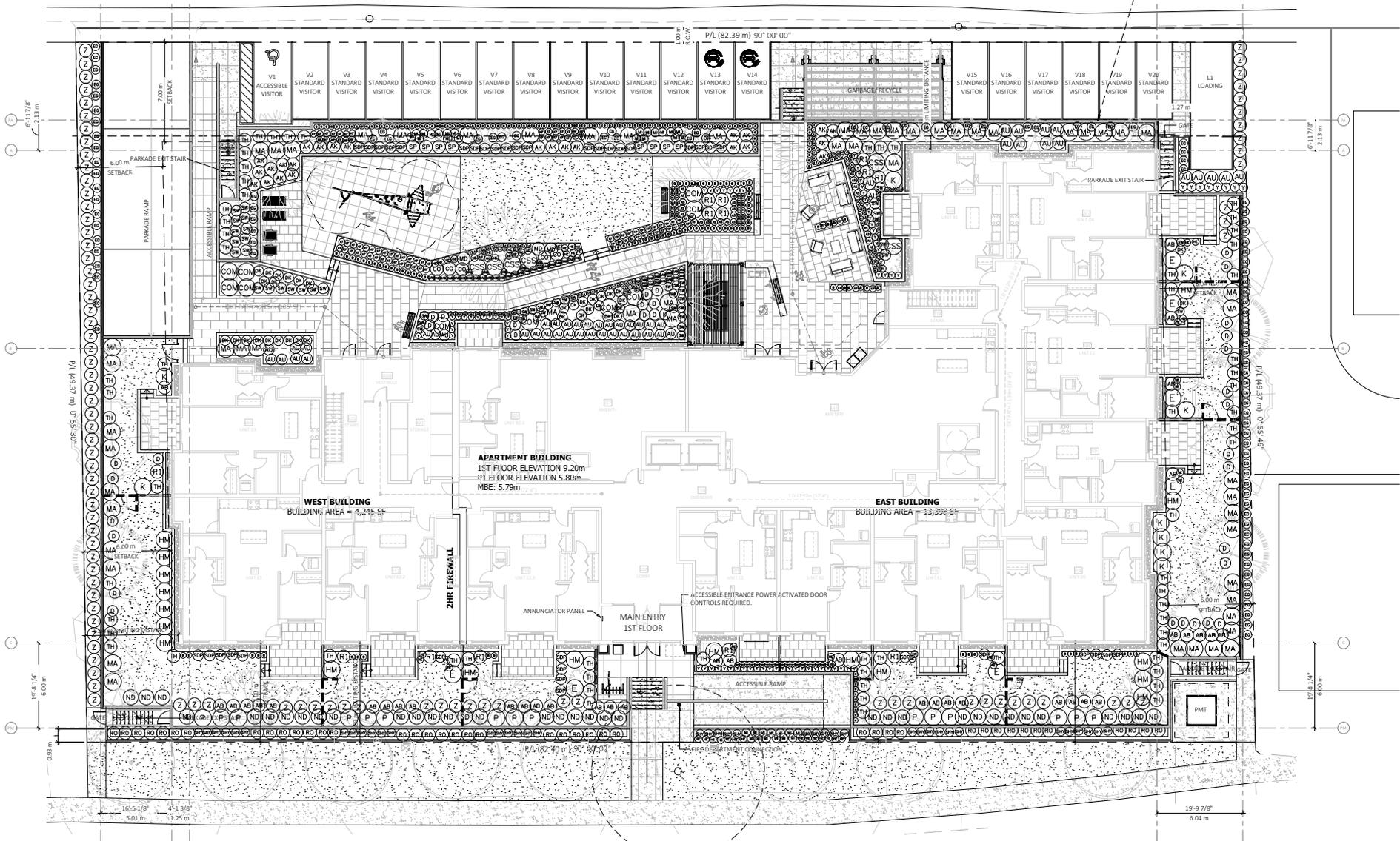
CLIENT: KEystone ARCHITECTURE

PROJECT: SAIYA APARTMENTS
19701 - 19729 55A AVENUE
LANGLEY, BC

SEAL: [Signature] DATE: 21.MAR.25
DRAWING TITLE: LANDSCAPE PLAN
SCALE: VARIES
DRAWN: BJ
DESIGN: PCM
CHKD: PCM
DRAWING NUMBER: L1 OF 3
PMG PROJECT NUMBER: 21-056

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NO.	DATE	REVISION DESCRIPTION	DR.
3	21.03.25	BENCH REMOVED	BJ
2	21.AUG.11	REV. SITE PLAN	BJ
1	21.APR.20	REV. TO AMENITY AREA	BJ



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CLIENT: **KEYSTONE ARCHITECTURE**

PROJECT: **SAIYA APARTMENTS**
 19701 - 19729 55A AVENUE
 LANGLEY, BC

SEAL: [Professional Seal]
 DRAWING TITLE: **SHRUB PLANTING PLAN**

DATE: 21.MAR.25
 SCALE: 1"=10'-0"
 DRAWN: BJ
 DESIGN: BJ
 CHKD: PCM

NO.	DATE	REVISION DESCRIPTION	DR.
3	21.03.25	BENCH REVIEWED	BJ
2	21.AUG.11	REV. SITE PLAN	BJ
1	21.APR.20	REV. TO AMENITY AREA	BJ



DRAWING NUMBER: **L2**
 OF 3
 PMG PROJECT NUMBER: **21-056**

PROPOSED FURNITURE AND SITE AMENITIES



METAL ARBOUR OVER DINING AREA



KOMPAN GALAXY 902 'ENIF' ON RESILIENT SAFETY TILES



MAGLIN BENCH 870 SERIES, CHARCOAL HDPE



MAGLIN WALL MOUNTED BENCH 870 SERIES, CHARCOAL HDPE



MAGLIN PICNIC TABLE AND BENCHES 1050 SERIES, CHARCOAL HDPE



MAGLIN LOUNGE CHAIRS AND CHAISE 7200 SERIES, COLOURED METAL



CORA BIKE RACK - W5808 STAINLESS STEEL, 6-8 BIKE CAPACITY



MAGLIN WASTE RECEPTACLE 1050 SERIES, CHARCOAL HDPE



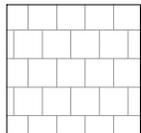
MAGLIN RECYCLING UNIT 1500 SERIES, METAL



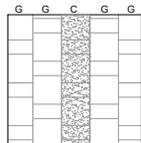
GREEN THEORY PLANTER POWDERCOAT ALUMINUM

NOTE: ALL FURNISHINGS TO BE SURFACE MOUNTED TO CONCRETE HOUSEKEEPING SLAB, LOCATION AND SIZE TO BE COORDINATED WITH ARCHITECT, STRUCTURAL ENG.

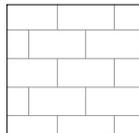
PROPOSED PAVING



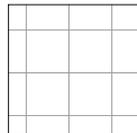
PATIOS: MUTUAL MATERIALS VANCOUVER BAY CONCRETE SLAB RUNNING BOND 24X24, CHARCOAL COLOUR ALIGN AS SHOWN



SOCIAL SPACES: MUTUAL MATERIALS VANCOUVER BAY CONCRETE SLAB MODIFIED RUNNING BOND 24X24, 12X24 ALTERNATING, PATTERN OF COLOUR BANDS: 3 GRAY, 1 CHARCOAL ALIGN AS SHOWN

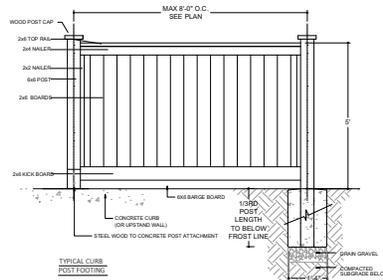


WALKWAYS: MUTUAL MATERIALS VANCOUVER BAY CONCRETE SLAB RUNNING BOND 12X24, GREY COLOUR ALIGN AS SHOWN



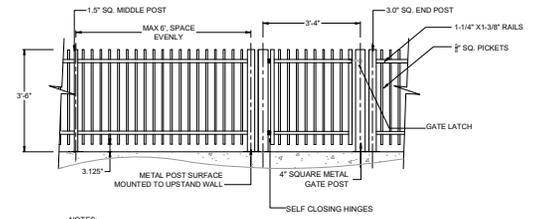
ENTRY: BROOM FINISHED CONCRETE SAWCUT 48X48 GRID, CENTRED NATURAL GREY ALIGN AS SHOWN

NOTE: PAVERS TO BE INSTALLED ON PEDESTALS, OVER WATERPROOFED, PREPARED SLAB. (TO BE CONFIRMED BY ARCHITECT.)



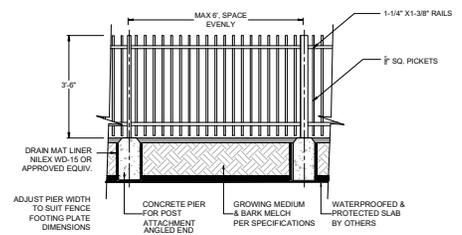
- NOTES:
1. ALL WOOD P.T. HEMLOCK
 2. STAIN TWO COATS PREMIUM WEATHERPROOFING STAIN, COLOUR TO BE PRE-APPROVED BY OWNER OR ARCHITECT
 3. ALL HARDWARE HOT DIPPED GALVANIZED AND HEAVY GAUGE.
 4. LOCATE FENCE FULLY WITHIN PROPERTY LINE
 5. STEP FENCE TO MAINTAIN A MAXIMUM GAP OF 6" BETWEEN THE BOTTOM BOARDS AND THE GRADE, IN EVEN INCLEMENTS.
 6. FENCE FOOTING DETAIL ON CURB TO BE CONFIRMED FOR WIND LOAD.

1 PERIMETER FENCE SCALE: 1/2"=1'-0"



- NOTES:
1. ALL METAL TO BE ALUMINUM, BLACK POWDER COAT TO MATCH ARCHITECTURAL RAILINGS
 2. GATE HARDWARE TO BE COMMERCIAL DUTY.

2 42" ALUMINUM FENCE & GATE SCALE: 1/2"=1'-0"



- NOTES:
1. ALL METAL TO BE ALUMINUM, BLACK POWDER COAT TO MATCH ARCHITECTURAL RAILINGS
 2. GATE HARDWARE TO BE COMMERCIAL DUTY.

3 42" ALUMINUM FENCE IN RAISED BED SCALE: 1/2"=1'-0"



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CLIENT: KEYSTONE ARCHITECTURE

NO.	DATE	REVISION DESCRIPTION	DR.
1	21.OCT.25	BENCH REMOVED	BJ
2	21.AUG.13	REV. SITE PLAN	BJ
3	21.APR.20	REV. TO AMENITY AREA	BJ

PROJECT: SAIYA APARTMENTS
19701 - 19729 55A AVENUE
LANGLEY, BC

SEAL:



DRAWING TITLE: LANDSCAPE IMAGES

DATE: 21.APR.01
SCALE: VARIES
DRAWN: BJ
DESIGN: PCM
CHKD: PCM

DRAWING NUMBER:

L3

OF 3

PMG PROJECT NUMBER:

21-056



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 12-21
OCP Amendment Application OCP 08-21
Land Use Contract Discharge LUC 01-21
(20785 Fraser Highway)**

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3196,3197
Doc #:

Date: November 3, 2021

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit, OCP amendment, and Land Use Contract discharge applications by Luc Gosselin for a 6-storey, 200-apartment unit and 1,488 m² commercial mixed-use development at 20785 Fraser Highway.

POLICY:

The subject property is currently zoned C1 Downtown Commercial in Zoning Bylaw No. 2100 and designated "Medium-Density Residential" in the Official Community Plan (OCP) Land Use Designation Map. In the proposed new OCP, which received 3rd Reading by Council on July 26, 2021, this property is proposed to be designated as "Mixed Use." The applicant is applying to amend the subject property's designation accordingly ahead of the adoption of the new OCP. All lands designated for commercial and multi-family residential uses are subject to a Development Permit (DP) to address building form and character.

The proposed mixed-use residential and commercial development is not consistent with the uses permitted in the subject property's Medium-Density Residential OCP designation or Land Use Contract (LUC 03-73) and requires an OCP amendment and Land Use Contract discharge to accommodate it.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Luc Gosselin
Owner:	C.D.Z Development Ltd.
Civic Address:	20785 Fraser Highway
Legal Description:	Lot 115, District Lot 36, Group 2, New Westminster District, Plan 45255
Site Area:	5,420.5 m ² (1.34 acres)
Number of Units:	200 apartments
Commercial Floor Area:	1,488.2 m ² (16,019 ft ²)
Residential Density:	369 units/ha (149 units/acre)
Gross Floor Area:	16,154.4 m ² (173,884 ft ²)
Floor Area Ratio:	2.93
Lot Coverage:	58.4%
Total Parking Required:	328 spaces (including 16 h/c spaces)
Parking Provided:	
Resident	205 spaces
Visitor Only	20 spaces
Commercial Only	12 spaces
<u>Visitor/Commercial</u>	<u>10 spaces</u>
Total	247 spaces (including 12 h/c spaces)
Existing OCP Designation:	Medium-Density Residential
Proposed OCP Designation:	Mixed Use
Variances Requested:	Front residential setback – 2 m (6 m min.) Rear residential setback – 0 m (6 m min.) East residential setback – 0 m (6 m min.) West residential setback – 2 m (6 m min.) Resident parking – 205 spaces (240 min.) Accessible stall length – 5.5 m (5.8 m min). Sharing parking spaces for both residential visitor and commercial users (required to be provided separately) 55% small car spaces (max. 40%) Bicycle parking – provided through storage lockers (required to be separate) Indoor amenity – multiple areas (single area required)
Development Cost Charges:	\$2,655,626.58 (City - \$1,685,366.10, GVS&DD - \$623,132.98, SD35 - \$74,340.00, TransLink - \$272,787.50)
Community Amenity Contributions (CACs):	\$400,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey mixed-use building of 200 apartments and 1,488.2 m² of commercial space on a site that currently hosts a 3-storey mixed-use building, with commercial space and apartments on the ground and upper floors respectively, at 20785 Fraser Highway. This site is designated as Medium-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM2 Multiple Residential Medium Density Zone, which allows for medium-density residential development of up to four storeys in height and a density of up to 173 units/hectare. Despite the current land use designation, the site is zoned C1 Downtown Commercial and is also affected by Land Use Contract 03-73, which accommodates the existing mixed-use development.

Council gave 3rd Reading to a proposed new OCP on July 26, 2021. The land use plan proposed for the new OCP identifies the site as Mixed Use, which would allow for higher density mixed-use development of up to twelve storeys, a Floor Area Ratio (FAR) of up to 3.5, and no unit density maximums. To enable a mixed-use development, as currently exists on site but is inconsistent with the current OCP land use designation, the applicant has applied to amend the land use designation of the property from the current Medium-Density Residential designation to the Mixed Use designation proposed in the new OCP. The applicant held a virtual Public Information Meeting on October 12, 2021 to receive public input on the application. This consultation is considered "early and ongoing," as typically required for OCP amendment applications.

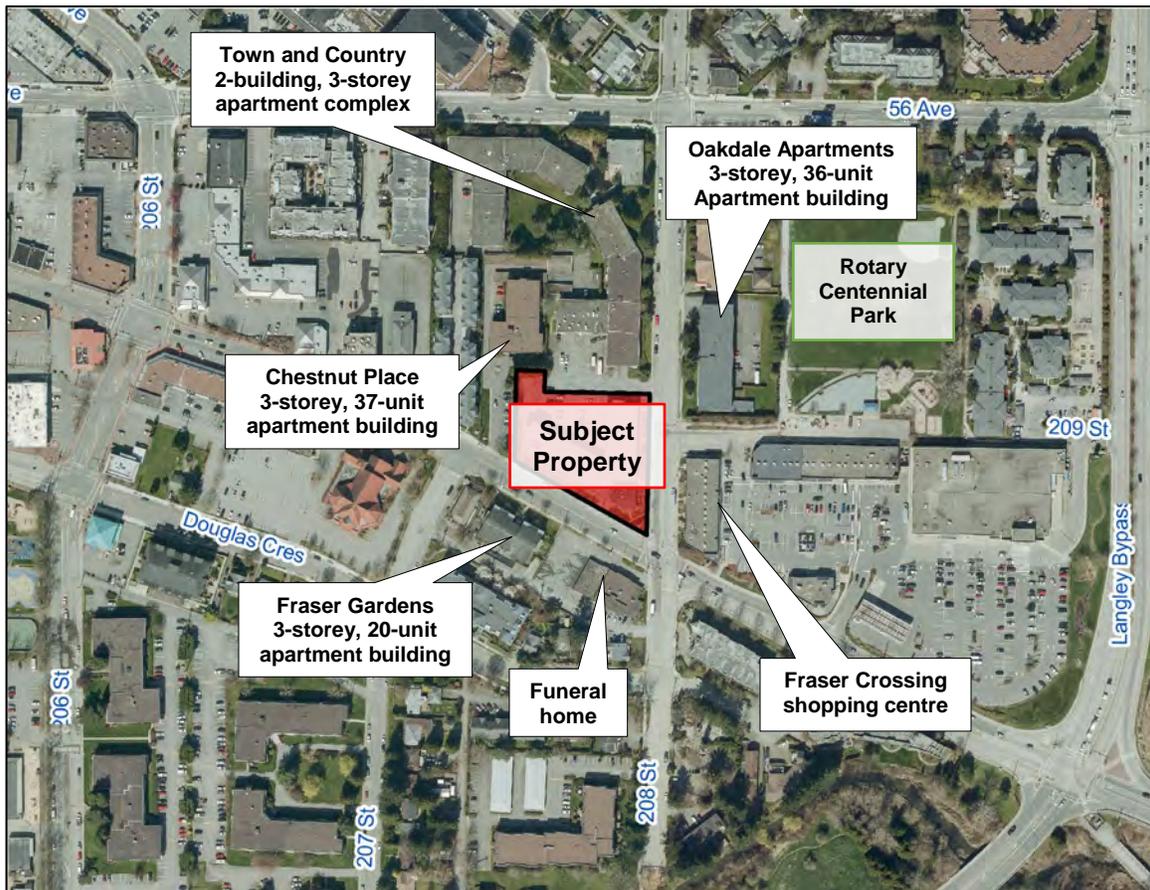
The development site is located in an area proposed in the draft new OCP to transition into a high-density mixed-use neighbourhood that complements the City's Downtown and focuses future growth around the planned 203 Street SkyTrain station. The site stands on a prominent intersection, with the immediate area currently consisting of a mix of residential and commercial buildings. Fraser Highway, a major arterial road, forms its boundary to the south and separates the site from a funeral home and Fraser Gardens, a 3-storey 20-unit, non-market apartment building. The site's eastern border is formed by 208 Street, a collector road across from which are located the Fraser Crossing shopping centre, Rotary Centennial Park, and Oakdale Apartments (3-storey, 36-unit building completed in 1981). To the north, the site is separated from the 2-building, 3-storey, 144-unit Town and Country apartment complex (completed 1972) by a public lane, and is abutted to the west by Chestnut Place Apartments, a 3-storey, 37-unit building completed in 1971.

The site is well positioned with pedestrian connections to Downtown retail and service establishments in its immediate vicinity. The site is also located near several transit services, including:

- The frequent service Fraser Highway Express bus (5-to-10-minute walk);
- The Langley Centre bus exchange serving 15 routes (5-to-10-minute walk); and
- The planned 203 Street SkyTrain station and its associated bus exchange (10-minute walk).

Additionally, the site is located near various neighbourhood amenities, including:

- Rotary Centennial Park (less than 5-minute walk);
- Douglas Park Elementary School (5-to-10-minute walk); and
- Timms Community Centre (10-minute walk).



Site Context

2. Land Use Contract Discharge and the Official Community Plan (OCP)

The proposed development site is currently zoned C1 Downtown Commercial and is designated as Medium-Density Residential in the OCP. It is also affected by a Land Use Contract (LUC 03-73), which was registered to accommodate the existing development specifically as a 3-storey building with ground floor commercial uses and 24 apartment units on the floors above. As noted above, a new OCP received 3rd Reading by Council on July 26, 2021 and is proposing to designate the subject property, along with the remainder of the block and properties across the streets to its south and east, as Mixed Use, with the properties kitty-corner from the site to the southeast proposed to be designated as Low Rise Residential. If these proposed land use designations are adopted by Council, the Mixed Use designation would allow the development of mixed-use buildings of up to twelve storeys and a FAR of up to 3.5, and the Low Rise Residential designation would allow residential buildings of up to six storeys and a FAR of up to 2.1. The applicant has tailored their development to the existing C1 zoning and proposed Mixed Use designation and has applied for a Land Use Contract discharge to be able to make use of C1 zoning provisions, as Land Use Contract regulations supersede those in the Zoning Bylaw. A new Zoning Bylaw is currently under development and it is anticipated that, as part of its future adoption, all Land Use Contracts in the City would be discharged, as required (by 2024) and enabled in the *Local Government Act*.

In addition, the proponent has applied to amend the OCP to the proposed Mixed Use designation in order to enable the Land Use Contract discharge, make the property's existing C1 zoning consistent with the OCP, and allow their development to proceed through the approval process ahead of the expected fall 2021 adoption of the new OCP. Should the new OCP be adopted prior to the OCP amendment application being completed, the OCP amendment application will become unnecessary and therefore canceled.

3. Tenant Relocation Plan

As the current building contains existing residential rental units, the applicant is undertaking a Tenant Relocation Plan, as required by Policy 1.18 (*Tenant Relocation Plans*) in the proposed new OCP. A separate explanatory memo detailing the applicant's efforts and communications with tenants to date will be provided to Council when the application is considered by Council. The Provincial *Residential Tenancy Act* legislation also applies in this case.

4. Design

The applicant is proposing a U-shaped building in order to maximize Downtown and transit-supportive density in close proximity to existing frequent transit, the

planned 203 Street SkyTrain station, and the Historic Downtown. The residential lobby is located on the building's south and is wrapped with commercial units positioned parallel to both Fraser Highway and 208 Street, which activate these streets while screening the site's interior surface parking area. A breezeway connects the parking area to the residential lobby and both streets to provide convenient access for customers arriving by vehicle to the street-facing storefronts. The flat-roofed wood-frame building rises above the surface parking area and commercial units on columns to host five levels of apartments.

The main building entrance is located between commercial units on the south of the building, with access provided from both Fraser Highway and the internal surface parking area. The two-level parkade features one level partially extruding above grade, due to the property's location in the area affected by the City's Floodplain Elevation Bylaw, and one open-air level at-grade, with each served by a separate entrance located off the lane on the site's north. The western entrance provides access to the underground resident parking area, and the east entrance provides access to additional resident parking along with commercial and residential visitor spaces. The at-grade parking area is wrapped by the building on its south, east, and west, and left open to the north.

On the street frontages, the extruded parkade is clad with a brick veneer to add texture and warmth to the street frontages, with brick vertical sections of different tones climbing from it up the façade in varying heights to ground the development and create a sense of individual buildings along the property's long frontages and create continuity with the height and character of buildings located further west along Fraser Highway. The raised parkade level requires walkways to be integrated into it with stairs and ramps to provide access to the commercial units, while also contributing to a unique corner plaza design with large planters (accommodating two red maple and one dogwood tree) and seating areas built into the parkade box. The building's brick base sections are capped off by prominent cornice lines above which a similar vertically-articulated pattern emerges with sections of different-coloured fibre cement and composite paneling continuing from the vertical sections on the bottom floors. These paneled sections continue on the west and north elevations, as well as in the courtyard, of the building and end in striking offset diagonal rooflines to further break up the building's horizontal massing and complete a modern design.

In addition to the public outdoor plaza facing the intersection of Fraser Highway and 208 Street, the site is landscaped with 6 paperbark maple trees lining Fraser Highway to the south. Additional open space on the property is provided by two private outdoor amenity spaces for building residents: one on the west end of the second floor covering a portion of the surface parking level below and the other on the southeast corner of the building roof. Both areas feature lounge and dining furniture along with a combined 18 potted flame amur maple trees.

Accessibility is incorporated through accessible ramps along both street frontages leading into the storefront walkways and breezeways to the residential lobby and parking area beyond. In addition, 12 accessible parking spaces are provided, including 11 resident spaces broken up into 7 in the underground level and 4 at-grade near the elevator lobbies, and 1 shared commercial/residential visitor space on the surface parking level.

Sustainability has been implemented into the proposal through multiple actions including incorporating non-water dependent landscaping and providing fourteen Level II electric vehicle (EV) charging stations, with the remaining stalls pre-ducted for future EV charger installation.

Within the building, residential unit sizes range from 43 m² to 91 m² (464 ft² to 979 ft²). The unit type distribution includes 175 one-bedroom apartment types (1-bedroom or 1-bedroom + flex room) and 25 two-bedroom apartment types (2-bedroom or 2-bedroom + flex room). 10 of the units are adaptable. Tenant storage facilities are provided in common areas on the residential floors as well as through in-unit storage rooms.

541 m² (5,819 ft²) of indoor amenity space is provided over 5 rooms located on floors 2-6. All units have balconies. A 2-elevator core services the building.

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

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

- Front residential setback reduction to 2 metres (6 metres minimum);
- Rear residential setback reduction to 0 metres (6 metres minimum);
- East side residential setback reduction to 2 metres (6 metres minimum);
- West side residential setback reduction to 0 metres (6 metres minimum);
- Bike parking shared with storage lockers (required to be separate);
- Resident parking reduction to 205 spaces (240 spaces minimum);
- Sharing parking spaces for both residential visitor and commercial users (required to be provided separately);
- Share of small car spaces increased to 55% (maximum 40%);
- Accessible stall length reduced to 5.5 metres (5.8 metres minimum); and

- Indoor amenity provided in separate areas (required to be in one area).

These variances are requested in recognition of the changes being considered to current requirements in the new OCP and Zoning Bylaw based on the work done by staff on these projects to date.

The requested setback variances are generally consistent with the updated setbacks staff are considering for the C1 Downtown Commercial Zone in the new Zoning Bylaw. Based on the principle of ensuring a minimum of 12 metres of separation between building faces to preserve privacy, light, and air access, 2-metre front and exterior (road-fronting) side residential setbacks are being considered to allow for a denser and more urban frontage while maintaining adequate separation between residential units, the street, and any development across from it. Similarly, a 0-metre rear residential setback for properties abutted by a lane is supported by staff as, in this instance, it refers to extruded balconies, with the residential walls and windows themselves set back approximately 1 metre from the rear property line and north lane. Similar reduced setbacks are being contemplated for the new Zoning Bylaw to provide additional development room while taking advantage of the separation created by the lane width to maintain the minimum 12-metre distance between building faces. At this location, the public lane is wider (9.2 metres) than the City's typical standard (8.0 metres), which further supports this setback.

0-metre interior side setbacks are being considered by staff to allow for party-wall development to enable additional density and create a consistent engaging street wall. The proposed development makes use of a zero lot line setback on its southwest corner to enable future redevelopment on the properties to the west to be located directly adjacent to the subject site. North of this corner, residential units facing west are setback over 6 metres, as is currently required in the C1 Zone, which will enable the minimum 12-metre separation between residential building faces (a minimum 6-metre setback will be required for residential façades on the site to the west as well).

The separation of the indoor amenity space into five rooms, with one on each residential floor, provides more convenient access for residents while using the building's unique U-shape more efficiently to make space for additional housing.

Though the applicant is providing 86 of the required 100 bicycle parking spaces in bicycle-specific spaces, the remaining 14 bicycle spaces are proposed to be shared with storage lockers. Staff note that many of the storage lockers provided exceed the minimum 5.67 m³ volume required in the Zoning Bylaw, and that shared bicycle parking and storage lockers are currently being considered in the new Zoning Bylaw to allow for more flexibility in their configuration.

Proposed Parking

The applicant's proposed overall parking amount is 24.7% less than required under the current Zoning Bylaw. Given the site's location Downtown, proximity to frequent transit, and being within a 10-minute walk from the planned 203 Street station, this proposed reduction reflects the highly-accessible nature of the area. Comparing this proposed reduction to nearby communities, Abbotsford allows parking reductions of up to 20 percent for applications on the South Fraser Way transit corridor and Delta allows reductions up to 15 percent for those on the Scott Road transit corridor. This proposed reduction is also consistent with preliminary parking rates that are being considered for the new Zoning Bylaw, as described in detail below.

Residential Parking

The proposed residential parking amount of 205 spaces (less 35 spaces or a 14.6% reduction from the current Zoning Bylaw) is supported by the site's location in the Shoulder area as proposed in the new OCP, as well as by the existing rates in the C1 Zone. The applicant's proposed residential parking rates of 1.0 space per 1-bedroom unit (currently 1.2 spaces per 1-bedroom unit) and 1.2 spaces per 2-bedroom unit (unchanged from the current requirement) are supported by staff, as the 1-bedroom rate is consistent with the requirement being considered for the new Zoning Bylaw and the 2-bedroom rate is consistent with the C1 Zone requirement in the current Zoning Bylaw. These rates are being contemplated based on research work conducted by 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 and British Columbia. A similar variance for residential parking has recently been approved by Council at 20230 56 Avenue (11.3%), and Council has also recently given Third Reading ("approval-in-principle") to applications with similar or greater residential parking variances at 20059 Fraser Highway (15.3%) and 20137-20139 Fraser Highway (11.6%).

Visitor and Commercial Parking

The applicant is proposing a shared commercial and visitor parking area at grade as an innovative way to provide sufficient parking for residential visitors and commercial users while maximizing site and parkade area efficiency. This is a proposed variance as the current Zoning Bylaw requires residential visitor and commercial parking spaces to be provided separately. However, this shared approach is supported by research done for previous applications, which noted that commercial and residential visitor parking have opposing peak hours, with residential visitor parking demand dropping during the day when commercial parking demand is at its highest, and residential parking demand peaking in the evening when commercial demand is at its lowest (i.e. "the stores are closed").

Staff note that a residential visitor parking rate of 0.15 spaces per unit and a commercial parking rate of 1.5 spaces per 100 square metres of commercial floor area are being considered for the new Zoning Bylaw for properties in the Shoulder area and Mixed Use OCP designation. The current Zoning Bylaw requires 0.20 spaces per unit for residential visitor parking and 3.0 spaces per 93 square metres of commercial floor space. Applying the proposed new Zoning Bylaw rates to this application, 30 visitor and 22 commercial parking spaces are required, for a total visitor and commercial amount of 52 spaces.

The applicant is proposing 20 dedicated residential visitor and 12 dedicated commercial spaces, and 10 additional shared spaces to be used from the morning to the evening for commercial use, and from the evening to the morning for residential visitors, thus achieving the 52-space requirement through the combination of the dedicated spaces and the 10 shared commercial/residential visitor spaces. This approach results in a minimum of 22 commercial spaces being available for commercial use during the day and a minimum of 30 residential visitor spaces being available for visitor use in the evening, which would meet the proposed parking regulations in the new Zoning Bylaw. This coincides with the anticipated demand for these spaces, i.e. commercial use during the day and visitor parking in the evenings, and meets the intent of the new parking rates being considered for the new Zoning Bylaw.

This shared parking approach enables higher density development and more efficient use of parkade space while also ensuring anticipated parking demand is met. Staff note this shared parking approach is being used and/or considered in other high-density, mixed-use nodes located near SkyTrain stations elsewhere in the region (such as Richmond and Coquitlam). Staff support for this approach is contingent on the applicant securing their proposed shared parking spaces through a covenant registered on the property title, which can only be amended with agreement from both the property owner and City. Shared parking approaches similar to this are also being considered for the new Zoning Bylaw, given the potential improved site efficiencies for urban mixed-use sites.

Small Car Spaces

55% of on-site parking spaces are being proposed as small car spaces. The current Zoning Bylaw allows a maximum of 40% small car spaces, but staff are considering increasing this to a maximum of 60% for Core and Shoulder areas in the new Zoning Bylaw. This can significantly improve parkade space efficiency for developments of 100 units or more, as the use of slightly narrower individual spaces often results in the creation of additional parking spaces on the same amount of land without needing to further reduce parking rates. This in turn allows additional site density and maintains reasonable parking supply.

Additionally, given the over-width rear lane (9.2 metres vs the standard 8.0 metres), the small car visitor spaces and shared commercial/visitor spaces located along the lane can be considered “standard” in length as a result of the extra room provided, but must be classified as “small car” due to their width being below the 2.6 metre standard requirement, while remaining wider than the 2.4-metre small car width being considered by staff for the new Zoning Bylaw.

Accessible Stall Length

A variance is required for the provision of accessible parking spaces at the standard length of 5.5 metres compared to the required 5.8 metres. Staff support this variance as the 5.5-metre length is consistent with the City’s standard parking space dimension requirements and, in a review of nearby municipalities, found that all used the same parking stall length for both standard and accessible spaces. Staff are considering aligning standard and accessible stall length requirements in the new Zoning Bylaw currently in development.

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

7. Summary

The proposed development is consistent with the City’s proposed new OCP policies and Development Permit Area guidelines for this area, and presents a high-density development with a pedestrian-friendly, high-quality, landmark design that will enhance the high-profile Fraser Highway corridor and strengthen the City’s east 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 Specifications & MMCD Standards.

These requirements have been issued to reflect the application for development for a proposed **200 Unit Mixed Use Development located at 20751-95 Fraser Hwy.**

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:

1. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
2. A storm water management plan for the site is required. Rainwater detention measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw. All calculations shall be based on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the tabulated data to account for climate change. A safety factor of 10% shall be added to the calculated storage volume. *Pre-development release rates shall not include climate change effect.*
3. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
4. 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.
5. 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. 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." Any upgrades required to service the site shall be designed by the Developer's consultant and installed at the Developer's expense.
6. The Developer's Consultant shall demonstrate that all downstream storm sewer infrastructures for a distance of up to 500m are capable of conveying the projected 5-year runoff flows created by the proposed Subdivision/Development within the catchment area and under the ultimate land use (OCP) conditions.
7. 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.
8. Fraser Hwy. frontage of the project shall be designed to the City's SS-R01 standard. The Developer's consultant shall contact Engineering Services to

- obtain the City's road cross-section design standards and any modification details (if applicable).
9. A 3m dedication will be required on the project's Fraser Hwy. frontage. No dedication requirement for 208 St.
 10. A 5m corner truncation will be required at the corner of Fraser Hwy. and 208 St. A 4m truncation will be required at the corner of 208 St. and the lane north of the proposed development.
 11. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip. The Developer's consultant shall contact Engineering Services to obtain City's Landscaping design standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
 12. If the proposed development will generate more than 50 additional peak direction trips (inbound and outbound) to or from the site during the peak hour, then a basic traffic impact assessment (TIA) will be required; between 30 and 40 trips – reduced scope TIA; 50 and greater trips – TIA. Prior to hiring a traffic engineering consultant, the Developer shall contact Engineering Services Division for the required scope of work.
 13. The condition of the existing pavement along the proposed project's entire frontage shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated at the developer's cost.
 14. 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.
 15. A dedicated on-site loading zone shall be provided by the developer.
 16. Existing and proposed street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and lighting levels meet current City of Langley standards.
 17. Eliminate the existing overhead electrical/telecommunication wiring and poles along the development's Fraser Hwy. frontage by replacing with underground electrical/telecommunication infrastructure.

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

1. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.

2. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
3. A deposit for a storm, sanitary and water connection is required, which will be determined after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
4. The City will require a \$40,000 bond for the installation of a water meter to current standards.
5. Permanent pavement restoration of all pavement cuts, all associated deposits and fees, shall be as per the City of Langley's pavement cut policy by the developer's contractor at the developer's expense.

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

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

1. Undergrounding of hydro, telephone and cable services to the development site is required, complete with underground or at-grade transformer.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.
3. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's current water meter specifications at the developer's cost.
4. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
5. A *Stormceptor* or equivalent oil separator is required to treat site surface drainage.
6. A complete set of as-built drawings, service record cards, a completed tangible capital asset form (TCA) and a completed pavement cut form all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in *.pdf* and *.dwg* formats shall also be submitted. 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 "Drawing Specifications" that will be provided to the Developer's Consulting Engineer.
7. The selection, location and spacing of street trees and landscaping are subject to the approval of the Director of Engineering, Parks & Environment
8. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.

To: Advisory Design Panel

Date: November 3, 2021

Subject: Development Permit Application DP 12-21, OCP Amendment Application OCP 08-21, & Land Use Contract Discharge Application LUC 01-21

Page 15

9. Garbage and recycling enclosures shall accommodate on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update"

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place to accommodate fire apparatus and personnel including the public lane on the north side of the property. A construction fire safety plan shall be completed, and the location of fire hydrants, the fire department connection, standpipes, and annunciator panel shall be confirmed between the applicant and the Fire Department. A Fire safety Plan will be required before occupancy as well as a FD lock box. Location to be finalized at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, rezoning and DP application will be reviewed by the Advisory Design Panel (ADP) at the November 10, 2021 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP advice and recommendations will be presented to Council through the ADP meeting minutes, and if applicable through an additional City staff report, prior to Council consideration of the proposed Zoning Bylaw amendment and Development Permit applications.

A copy of the ADP minutes will be presented to Langley City Council at a future Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$1,685,366.10 to City Development Cost Charge accounts and \$400,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov
Planning Assistant II

Concurrence:



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

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



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

Concurrence:



Scott Kennedy, Deputy Fire Chief

Attachments



DEVELOPMENT PERMIT APPLICATION DP 12-21 OCP AMENDMENT APPLICATION OCP 08-21 LUC DISCHARGE APPLICATION LUC 01-21

Civic Address: 20785 Fraser Highway
Legal Description: Lot 115, District Lot 36, Group 2, New Westminster District, Plan 45255
Applicant: Luc Gosselin
Owner: C.D.Z Development Ltd.





sheet schedule

SD0.01 COVER PAGE
 SD1.01 CONTEXT PLANS
 SD1.10 PROJECT DATA
 SD1.11 PROJECT DATA
 SD1.12 FSR PLANS
 SD1.13 FSR PLANS
 SD1.20 DESIGN RATIONALE
 SD1.21 RENDERINGS
 SD2.01 SITE PLAN
 SD2.10 1ST LEVEL PLAN
 SD2.11 2ND LEVEL PLAN
 SD2.12 3RD-4TH LEVEL PLAN
 SD2.13 5TH LEVEL PLAN
 SD2.14 6TH LEVEL PLAN
 SD2.15 ROOF PLAN
 SD2.20 PARKADE PLAN
 SD3.01 BUILDING ELEVATIONS
 SD3.02 BUILDING ELEVATIONS

SD3.03 BUILDING ELEVATIONS
 SD4.01 MATERIALS BOARD
 SD5.10 SHADOW STUDY
 SD5.11 SHADOW STUDY
 SD5.20 3D MASSING PERSPECTIVES
 SD5.21 3D MASSING PERSPECTIVES
 SD6.01 SITE SECTIONS
 SD6.02 SITE SECTIONS
 SD7.01 SURVEY PLAN
 SD7.02 SITE LAYOUT PLAN

ST-1 L-1 LANDSCAPE DETAILS STREET TREE PLAN
 P-1 L-1 LANDSCAPE CONCEPT PLAZA/PARKING
 L-1A L-1 ROOFTOP AMENITY

whitetail homes ltd.

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keystone architecture & planning ltd.

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 F 1.855.398.4578 | abbotsford, bc v2s 2b1
 T 587.391.4768 | 210 - 2120 4th street sw
 calgary, ab t2s 1w7

e-mail: mail@keystonearch.ca
 website: keystonearch.ca

KEYSTONE
 ARCHITECTURE



GOSELIN MIXED USE ON 208 STREET

20785 FRASER HWY, LANGLEY CITY, BC

COVER PAGE

SCALE: N.T.S.

ISSUED FOR ADVISORY DESIGN PANEL

2021-11-04 REVISION # 1

PROJECT NUMBER: 21-153.1



SD0.01



208th looking southwest



fraser hwy x 208th looking northwest



fraser hwy at sw corner looking north



208th looking north

location

THE PROPOSED DEVELOPMENT IS LOCATED IN THE CITY OF LANGLEY ON FRASER HWY AND 208 STREET. WEST OF THE SITE LIES FRASER CROSSING CENTRE. TO THE SOUTH IS A MIX OF LOW-RISE RESIDENTIAL & PRIVATE INSTITUTIONAL BUSINESSES. ONE BLOCK EAST IS THE ROTARY CENTENNIAL PARK AND TWO BLOCKS TO THE WEST IS A COMMERCIAL RETAIL MALL.

anytime fitness

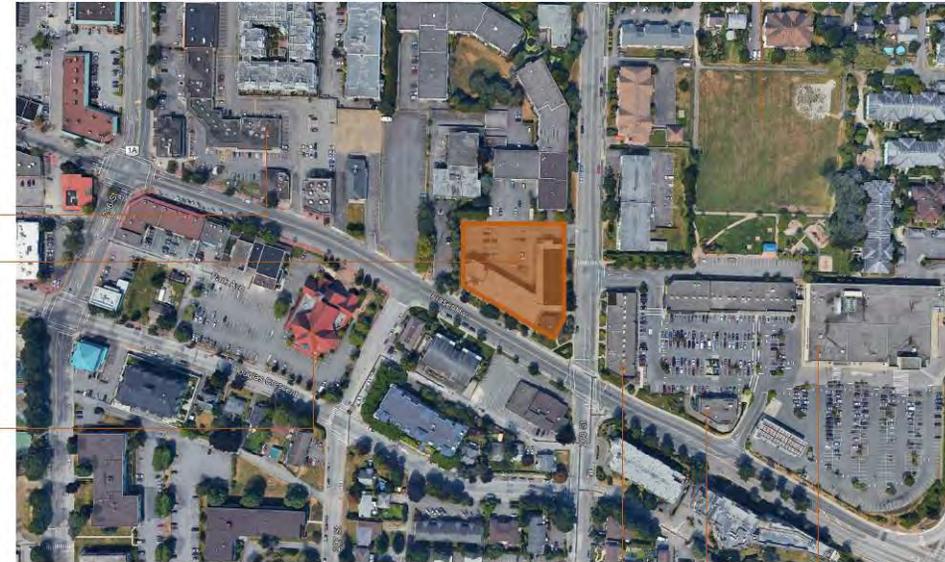
gosselin mixed use development location

st. joseph's catholic church

safeway

gosselin mixed use development location

st. joseph's catholic church

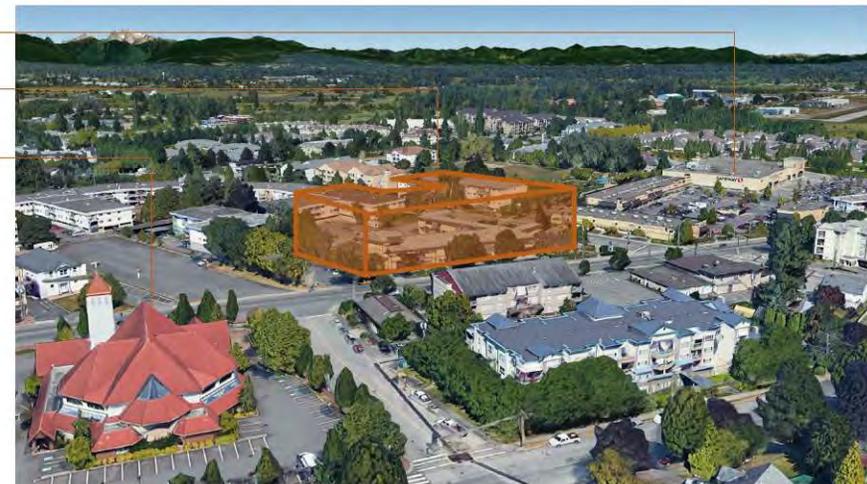


location map

original joe's

safeway

starbucks



aerial view looking northeast



GOSELIN MIXED USE ON 208 STREET
20785 FRASER HWY, LANGLEY CITY, BC

CONTEXT PLANS
SCALE: N.T.S.



ISSUED FOR ADVISORY DESIGN PANEL

2021-11-04 REVISION # 1
PROJECT NUMBER: 21-153.1



SD1.01

0.1.0 project data

PROJECT:	GOSELIN MIXED USE ON 208
PROPOSED ZONING:	CD (COMPREHENSIVE DEVELOPMENT ZONE)
CIVIC ADDRESS:	20785 FRASER HIGHWAY, CITY OF LANGLEY, BC
LEGAL DESCRIPTION:	TOPOGRAPHIC PLAN LOT 115, DISTRICT LOT 36 GROUP 2, NEW WESTMINSTER DISTRICT PLAN 45255
PARCEL IDENTIFIER (PID):	008-031-606
VARIANCES APPLIED FOR:	1) PROPOSED RESIDENT PARKING STALL FACTOR AS 1.0 PER 1 BED AND 1.2 PER 2 BED, RESULTING IN REDUCED REQUIREMENT OF 47 RESIDENTIAL STALLS. 2) PROPOSED COMMERCIAL PARKING STALL FACTOR AS 1.5 PER 100 SM, RESULTING IN REDUCED REQUIREMENT OF 23 COMMERCIAL STALLS. 3) PROPOSED VISITOR PARKING STALL FACTOR AS 0.15 SPACES PER UNIT, RESULTING IN REDUCED REQUIREMENT OF 10 VISITOR STALLS. 4) ADDITIONAL TO ITEMS 1 - 3 ABOVE, TOTAL PROVIDED STALL COUNT OF 247 STALLS IS DEFICIENT OF PROPOSED REQUIRED STALLS OF 257 (-10). PROPOSE SHARED PARKING SCHEME BETWEEN VISITOR AND COMMERCIAL PARKING STALLS USING TIME-SIGNED STALLS TO OFFSET DEFICIENT COMMERCIAL STALL NEEDS DURING THE DAY AND VISITOR STALLS AT NIGHT. 5) REQUEST INCREASING FROM 40% UP TO 80% TOTAL ALLOWABLE SMALL CAR TO ACHIEVE PROVIDED STALLS, SEE 0.6.0 PARKING STALL SUMMARY. 6) SOUTH, LEVELS 2 - 6: RESIDENTIAL UNITS INTERMITTENTLY OVERHANG UP TO 1 m INTO 2 m SETBACK; SEE SITE LAYOUT AND SITE SECTIONS. 7) SOUTH, LEVELS 2 - 4: WHERE RESIDENTIAL BALCONIES ARE LOCATED AT FEATURE BRICK STRUCTURES ALONG SOUTH PROPERTY LINE, SOUTH EDGE OF BALCONIES ENVIROACH 2 m SETBACK 1.68 m (5'-5"); SEE SITE LAYOUT AND SITE SECTIONS. 8) EAST, LEVELS 2 - 6: RESIDENTIAL SETBACK ALIGNS WITH COMMERCIAL SETBACK BELOW AT 2 m FROM PROPERTY LINE.
BYLAW EXEMPTIONS:	N/A
BUILDING AREA DEFINITION (BCBC 2018):	THE GREATEST HORIZONTAL AREA OF A BUILDING ABOVE GRADE WITHIN THE OUTSIDE SURFACE OF EXTERIOR WALLS OR WITHIN THE OUTSIDE SURFACE OF EXTERIOR WALLS AND THE CENTER-LINE OF FIREWALLS.
FLOOR SPACE RATIO (FSR - ZONING):	THE GROSS FLOOR AREA (GFA) DIVIDED BY THE SITE'S (LOTS) AREA.
GROSS FLOOR AREA (ZONING):	MEANS ALL THE AREA OF THE FLOOR ENCLOSED BY THE OUTSIDE EDGE OF THE EXTERIOR WALLS OF A BUILDING, INCLUDING STAIRWAYS, ELEVATOR SHAFTS, STORAGE ROOMS AND MECHANICAL ROOMS.
FINISHED GRADE (ZONING):	MEANS FOR THE RS1 SINGLE FAMILY RESIDENTIAL ZONE AND THE RS2 SINGLE FAMILY ESTATE RESIDENTIAL ZONE, THE LOWEST GROUND ELEVATION AT ANY POINT ADJOINING ANY ONE EXTERIOR WALL OF A BUILDING OR STRUCTURE, AND FOR ALL OTHER USES, THE LOWEST AVERAGE LEVELS OF THE PROPOSED GRADES ADJACENT TO EACH EXTERIOR WALL OF A BUILDING.
PROPOSED GRADE (ZONING):	THE AVERAGE BETWEEN THE ELEVATIONS IMMEDIATELY ADJACENT TO THE EXTERIOR BUILDING WALL AND THE NATURAL ELEVATION AT THE PROPERTY LINE. THESE MEASUREMENTS SHALL BE TAKEN AT 5.0 METRE INTERVALS ALONG THE EXTERIOR BUILDING WALLS AT RIGHT ANGLES TO THE WALLS, EXCLUDING DRIVEWAYS, STAIRS AND RAMPS.
STOREY (ZONING):	THE SPACE BETWEEN A FLOOR LEVEL AND STOREY (ZONING): THE CEILING DIRECTLY ABOVE IT.
FIRST STOREY (ZONING):	THE UPPERMOST STOREY HAVING IT FIRST STOREY (ZONING). A FLOOR ELEVATION NOT MORE THAN 2.0 METRES ABOVE THE FINISHED GRADE, AND SHALL NOT BE MORE THAN 2.5 METRES ABOVE THE CROWN OF THE ROAD ADJACENT TO THE PROPERTY.
HEIGHT DEFINITION (ZONING):	THE VERTICAL DISTANCE MEASURED HEIGHT DEFINITION (ZONING): IN METRES FROM THE FLOOR OF THE FIRST STOREY TO THE CEILING OF THE UPPERMOST STOREY; AND FOR ALL OTHER USES WHERE MEASURED IN STOREYS, THE NUMBER STOREYS FROM THE FIRST STOREY TO THE UPPERMOST STOREY.
LOT COVERAGE (ZONING):	THE HORIZONTAL AREA COVERED BY LOT COVERAGE (ZONING): ALL BUILDINGS AND ENCLOSED STRUCTURES AND IS EXPRESSED AS A PERCENTAGE OF THE LOT AREA.
AMENITY SPACE (ZONING):	AN INDOOR SPACE, PROVIDED IN A SINGLE LOCATION WITHIN A MULTIPLE-UNIT RESIDENTIAL DEVELOPMENT, SPECIFICALLY DESIGNED FOR USE BY ALL OF ITS RESIDENTS FOR CULTURAL, SOCIAL OR RECREATIONAL PURPOSES AND DOES NOT INCLUDE GUEST SUITES.
MAXIMUM BUILDING HEIGHT (ZONING & BCBC 2018):	ZONING: 4 STOREYS FOR RMS; TBD BY FUTURE CD BCBC (3.2.2.50): 6 STOREYS, 18m
MAXIMUM LOT COVERAGE (ZONING & BCBC 2018):	CURRENT ZONING C1: 90% FUTURE CD ZONING: TBD
MINIMUM BUILDING ELEVATION:	PROPOSED - TBD BY CIVIL
DESIGNATED FLOOR LEVEL (DFL):	7.98 m
FLOOD CONSTRUCTION LEVEL (FCL):	8.58 m
MAIN FLOOR ELEVATION (MFE):	9.00 m
LOWEST AVERAGE GRADE (BCBC 2018):	8.54m
PROPOSED BUILDING HEIGHT (BCBC 2018 & ZONING):	6 STOREY; BCBC: 20.78m; ZONING: 19.44m
1ST STOREY TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 18m [BCBC 2018, GROUP C 3.2.2.50 (1)(c)]; PROPOSED - 16.74m
1ST STOREY TO UPPERMOST COMBUSTIBLE ROOF:	MAXIMUM - 25m [BCBC 2018, GROUP C 3.2.2.50 (2)(c)]; NON-COMBUSTIBLE ROOF CONSTRUCTION IF > 25m; PROPOSED - 24.6m AT SOUTH AND EAST...
FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 20m [BCBC 2018 3.2.5.6(2)]; +/- 17.89m AT SOUTH, REFER TO ELEVATION
SITE (LOT) AREA:	GROSS: 58,346 SF (5,420.5 SM) (0.54205 HA) NET (AFTER DEDICATIONS): 55,370 SF (5,144.04 SM)
LOT COVERAGE:	32,359 / 58,346 = 0.5546 = 55.5% (BASED ON 'GROSS' SITE AREA) WEST: 14,224 SF (1,321.5 SM) EAST: 18,135 SF (1,684.8 SM); ADDITIONAL FIREWALL TO BE ADDED FOR SUB-1,500 SM AREA TOTAL: 32,359 SF (3,006.3 SM)
BUILDING AREA:	173,884 SF (16,154.37 SM)
GROSS FLOOR AREA (EXCLUDING PARKADE) :	50,599 SF (4,700.78 SM)
GROSS FLOOR AREA (PARKADE ONLY):	173,884 SF - 3,219 SF (ABOVE-GRADE STORAGE TOTAL) = 170,665 SF / 58,346 = 2.93
FLOOR SPACE RATIO (FSR):	200/0.54205 = 369 UNITS PER HECTARE
DENSITY (UNITS/HECTARE):	SOUTH: 3.0m; NO OTHER DEDICATIONS SOUTH & EAST: 2.0m; NORTH & WEST: 0m; SOUTHEAST: 5m X 5m TRUNCATION; NORTHEAST: 4m X 4m TRUNCATION
DEDICATIONS:	REQUIRED: INDOOR AMENITY SPACE 2.3 SM (24.76 SF) PER DWELLING UNIT FOR ALL BUILDINGS CONTAINING MORE THAN 20 UNITS. 24.76 SF X 200 = 4,952 SF (460 SM). PROVIDED: 5,594 SF (519.68 SM)
SETBACKS:	REQUIRED: 5% OF TOTAL UNITS = 0.05(200) = 10 UNITS TOTAL. PROVIDED: 10 UNITS (SEE 0.3.0 UNIT COUNT SUMMARY).
AMENITY SPACE:	
ADAPTABLE UNITS:	

GOSELIN MIXED USE

0.2.0 gross floor area summary (levels above grade)

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
1ST LEVEL				
CIRCULATION	1661 SF	154.29 m ²	1.0%	
COMMERCIAL	16019 SF	1488.22 m ²	9.2%	
SERVICE ROOMS/SHAFTS	1829 SF	169.92 m ²	1.1%	
	19509 SF	1812.44 m²	11.2%	
2ND LEVEL				
CIRCULATION	3961 SF	312.24 m ²	1.9%	
INDOOR AMENITY	959 SF	89.08 m ²	0.6%	
RESIDENTIAL	25493 SF	2368.42 m ²	14.7%	
SERVICE ROOMS/SHAFTS	246 SF	22.86 m ²	0.1%	
STORAGE	673 SF	62.50 m ²	0.4%	
	30732 SF	2855.10 m²	17.7%	
3RD LEVEL				
CIRCULATION	3234 SF	300.49 m ²	1.9%	
INDOOR AMENITY	1153 SF	107.08 m ²	0.7%	
RESIDENTIAL	25621 SF	2380.26 m ²	14.7%	
SERVICE ROOMS/SHAFTS	52 SF	4.83 m ²	0.0%	
STORAGE	673 SF	62.50 m ²	0.4%	
	30733 SF	2855.15 m²	17.7%	
4TH LEVEL				
CIRCULATION	3234 SF	300.48 m ²	1.9%	
INDOOR AMENITY	1153 SF	107.08 m ²	0.7%	
RESIDENTIAL	25621 SF	2380.26 m ²	14.7%	
SERVICE ROOMS/SHAFTS	52 SF	4.83 m ²	0.0%	
STORAGE	673 SF	62.50 m ²	0.4%	
	30733 SF	2855.15 m²	17.7%	
5TH LEVEL				
CIRCULATION	3234 SF	300.48 m ²	1.9%	
INDOOR AMENITY	1153 SF	107.08 m ²	0.7%	
RESIDENTIAL	25621 SF	2380.26 m ²	14.7%	
SERVICE ROOMS/SHAFTS	52 SF	4.83 m ²	0.0%	
STORAGE	673 SF	62.50 m ²	0.4%	
	30733 SF	2855.15 m²	17.7%	
6TH LEVEL				
CIRCULATION	3351 SF	311.36 m ²	1.9%	
INDOOR AMENITY	1180 SF	109.62 m ²	0.7%	
RESIDENTIAL	25621 SF	2380.26 m ²	14.7%	
SERVICE ROOMS/SHAFTS	52 SF	4.83 m ²	0.0%	
STORAGE	528 SF	49.08 m ²	0.3%	
	30733 SF	2855.15 m²	17.7%	
T/O MAIN ROOF DECK				
CIRCULATION	713 SF	66.22 m ²	0.4%	
	713 SF	66.22 m²	0.4%	
AREA GRAND TOTAL	173884 SF	16154.37 m²	100.0%	

0.2.0a gross floor area summary (levels below grade)

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
P1 LEVEL				
BIKE STORAGE	1798 SF	167.00 m ²	3.6%	
CIRCULATION	926 SF	86.06 m ²	1.8%	
PARKADE	47684 SF	4430.00 m ²	94.2%	
SERVICE ROOMS/SHAFTS	191 SF	17.72 m ²	0.4%	
	50599 SF	4700.78 m²	100.0%	
AREA GRAND TOTAL	50599 SF	4700.78 m²	100.0%	

0.4.0 unit floor area summary notes

- ALL UNIT AREAS ARE MEASURED TO THE FOLLOWING: A) EXTERIOR WALL: EXTERIOR SIDE OF SHEATHING. B) PARTY WALL: CENTER OF WALL. C) CORRIDOR/STAIR/ELEVATOR WALL: FULL THICKNESS OF WALL.
- AREAS GIVEN ON DRAWINGS AND IN SCHEDULES ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREAS BY SURVEY ON SITE.



GOSELIN MIXED USE ON 208 STREET
20785 FRASER HWY, LANGLEY CITY, BC

PROJECT DATA
SCALE:

ISSUED FOR ADVISORY DESIGN PANEL

2023-11-04 REVISION # 1
PROJECT NUMBER: 21-153.1



SD1.10

0.3.0 unit count summary

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
1 BED	81	40.5%	
1 BED (ADAPTABLE)	5	2.5%	
1 BED + FLEX	89	44.5%	
2 BED	10	5.0%	
2 BED (ADAPTABLE)	5	2.5%	
2 BED + FLEX	10	5.0%	
TOTAL UNITS: 200		100.0%	

0.4.0 unit floor area summary

UNIT	UNIT TYPE	COUNT	UNIT AREA SF (1SF)	UNIT AREA m ² (1m ²)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m ²
UNIT A	1 BED	4	464 SF	43 m ²	1854 SF	172.27 m ²
UNIT A	1 BED	1	485 SF	45 m ²	485 SF	45.06 m ²
UNIT B	1 BED + FLEX	40	679 SF	63 m ²	27178 SF	2524.94 m ²
UNIT B	1 BED + FLEX	5	680 SF	63 m ²	3398 SF	315.71 m ²
UNIT B	1 BED + FLEX	10	681 SF	63 m ²	6807 SF	632.42 m ²
UNIT B	1 BED + FLEX	5	684 SF	64 m ²	3419 SF	317.66 m ²
UNIT B	1 BED + FLEX	5	685 SF	64 m ²	3426 SF	318.28 m ²
UNIT B1	1 BED	15	498 SF	46 m ²	7470 SF	693.89 m ²
UNIT B1	1 BED	15	499 SF	46 m ²	7484 SF	695.31 m ²
UNIT B1	1 BED	5	504 SF	47 m ²	2519 SF	234.04 m ²
UNIT B1	1 BED	1	506 SF	47 m ²	506 SF	47.00 m ²
UNIT B1.1	1 BED	4	507 SF	47 m ²	2026 SF	188.26 m ²
UNIT B1.1	1 BED	1	509 SF	47 m ²	509 SF	47.25 m ²
UNIT B1.1	1 BED	4	515 SF	48 m ²	2061 SF	191.43 m ²
UNIT B1.1	1 BED	1	517 SF	48 m ²	517 SF	48.05 m ²
UNIT B1.2	1 BED	5	483 SF	45 m ²	2416 SF	224.49 m ²
UNIT B1.3	1 BED	5	553 SF	51 m ²	2766 SF	256.99 m ²
UNIT B2	1 BED	1	554 SF	51 m ²	554 SF	51.49 m ²
UNIT B2	1 BED	4	555 SF	52 m ²	2220 SF	206.22 m ²
UNIT B2	1 BED	5	560 SF	52 m ²	2801 SF	260.25 m ²
UNIT B3	1 BED + FLEX	5	692 SF	64 m ²	3461 SF	321.58 m ²
UNIT B4	1 BED	5	568 SF	53 m ²	2838 SF	263.66 m ²
UNIT B5	1 BED	5	626 SF	58 m ²	3128 SF	290.64 m ²
UNIT B6	1 BED + FLEX	4	638 SF	59 m ²	2550 SF	236.90 m ²
UNIT B7	1 BED (ADAPTABLE)	5	686 SF	64 m ²	3428 SF	318.49 m ²
UNIT B.1	1 BED + FLEX	8	674 SF	63 m ²	5395 SF	501.19 m ²
UNIT B.1	1 BED + FLEX	2	676 SF	63 m ²	1353 SF	125.68 m ²
UNIT B.2	1 BED + FLEX	5	622 SF	58 m ²	3108 SF	288.77 m ²
UNIT C	2 BED	5	845 SF	79 m ²	4227 SF	392.71 m ²
UNIT C	2 BED	5	852 SF	79 m ²	4260 SF	395.81 m ²
UNIT C1	2 BED (ADAPTABLE)	5	893 SF	83 m ²	4463 SF	414.63 m ²
UNIT C2	2 BED + FLEX	5	880 SF	82 m ²	4399 SF	408.72 m ²
UNIT C3	2 BED + FLEX	4	974 SF	90 m ²	3895 SF	361.88 m ²
UNIT C3	2 BED + FLEX	1	979 SF	91 m ²	979 SF	90.91 m ²
UNIT TOTALS: 200					127904 SF	11882.66 m²

0.5.0 storage summary

STORAGE LOCKER REQUIREMENT BUILDING WITH ELEVATORS: A MINIMUM OF 5.67m³ (200 F³) PER UNIT WITH A LOCKER HEIGHT OF AT LEAST 1.8m (5.9ft)

UNIT TYPE	ROOM NAME	VOLUME	# OF UNIT	COMMENTS
A	STORAGE LOCKER	-	5	STORAGE LOCKER (4'-4" W X 6' D X 8' H = 208 F ³ /5.89m ³) IN STORAGE ROOM OFF CORRIDOR
B	FLEX ROOM, STORAGE	7.39m ³ /261 F ³	65	
B.1	FLEX ROOM, STORAGE	7.39m ³ /261 F ³	10	
B.2	W/D STORAGE + CLOSET	6.77m ³ /239 F ³	5	
B1	STORAGE LOCKER	-	36	STORAGE LOCKER (4'-4" W X 6' D X 8' H = 208 F ³ /5.89m ³) IN STORAGE ROOM OFF CORRIDOR
B1.1	STORAGE LOCKER	-	10	STORAGE LOCKER (4'-4" W X 6' D X 8' H = 208 F ³ /5.89m ³) IN STORAGE ROOM OFF CORRIDOR
B1.2	STORAGE LOCKER	-	5	STORAGE LOCKER (4'-4" W X 6' D X 8' H = 208 F ³ /5.89m ³) IN STORAGE ROOM OFF CORRIDOR
B1.3	STORAGE LOCKER	-	5	STORAGE LOCKER (4'-4" W X 6' D X 8' H = 208 F ³ /5.89m ³) IN STORAGE ROOM OFF CORRIDOR
B2	W/D STORAGE + CLOSET	6.12m ³ / 215	10	
B3	W/D STORAGE	7.07m ³ /250 F ³	5	
B4	W/D STORAGE	8.18m ³ /289 F ³	5	
B5	W/D STORAGE	5.67m ³ /200 F ³	5	
B6	W/D STORAGE	7.5m ³ /265 F ³	4	
B7	W/D STORAGE	5.67m ³ /200 F ³	5	
C	W/D STORAGE	5.67m ³ /200 F ³	5	
C1	STORAGE LOCKER	-	5	STORAGE LOCKER (4'-4" W X 6' D X 8' H = 208 F ³ /5.89m ³) IN STORAGE ROOM OFF CORRIDOR
C2	FLEX ROOM, STORAGE	5.67m ³ /200 F ³	5	
C3	FLEX ROOM, STORAGE	7.35m ³ /260 F ³	5	
TOTAL			200	66 STORAGE LOCKERS REQUIRED; 71 STORAGE LOCKERS PROVIDED

0.6.0 parking stall summary

VEHICLE PARKING STALL DATA	UNITS/AREA	PREVIOUS FACTOR	PREVIOUSLY REQUIRED STALLS	PROPOSED FACTOR	PROPOSED REQUIRED (PROVIDED)
RESIDENTIAL (1 BED & 1 BED FLEX)	175 UNITS	*1.2	210 STALLS	*1.0	175 + 30 = 205 STALLS [205 STALLS PROVIDED]
RESIDENTIAL (2 BED)	25 UNITS	*1.3	32.5 = 33 = STALLS	*1.2	
VISITOR	200 UNITS	*0.20	0.20(200) = 40 STALLS	*0.15	30 STALLS [20 STALLS PROVIDED; -10]
RESIDENTIAL			288 STALLS		285 STALLS [225 STALLS PROVIDED; -10]
COMMERCIAL	1,494.42 SM (16,086 SF)	3.0 STALLS / 100 SM (1,076 SF)	44.9 = 45 STALLS	1.5 STALLS / 100 SM (1,076 SF)	(1,488.3/100)1.5 = 22.32 = 22 COMMERCIAL STALLS [12 STALLS PROVIDED; -10]
SHARED					[10 SHARED STALLS W/ SIGNS- COMMERCIAL DAY USE; RESIDENTIAL VISITOR NIGHT USE]
TOTAL STALLS			328 PREVIOUSLY REQUIRED		257 [247]; -10 STALLS TOTAL PROVIDED
ACCESSIBLE		PREVIOUSLY REQUIRED 5% OF TOTAL STALLS	FACTOR/SIZE 0.05(328) = 16.4 = 16 STALLS	PROPOSED FACTOR 5% OF TOTAL STALLS	0.05(247) = 12.35 = 12 STALLS
SMALL CAR (RESIDENT)		40% MAX OF TOTAL STALLS	0.40(328) = 131.2 = 131 STALLS	UP TO 60% MAX OF TOTAL STALLS	0.60(247) = 148.2 = 148 STALLS MAX. [140 STALLS = 56.7%]
LOADING	2		9m x 3m x 3.6m (LWH)		1 STALL MEETING ALL DIMS. (OPEN TO ABOVE); 1 STALL AT DIM. (3.35m MAX. CLEAR HT.)
ELECTRIC VEHICLE CHARGING			14 INSTALLED- REMAINING STALLS TO BE EV-READY		14 INSTALLED- REMAINING STALLS TO BE EV-READY
BIKE PARKING STALL DATA TENANT (SECURE)	200 UNITS	FACTOR *0.5	REQUIRED 100 (60% FLOOR-MOUNT STALLS MIN.)	FACTOR NO CHANGE; REMAINS THE SAME	PROVIDED - P103 BIKE STORAGE (NW OF P1) = 61 STALLS (36 FLOOR : 25WALL) - P105 BIKE STORAGE (SE OF P1) = 25 STALLS (25 FLOOR : 0 WALL) - RESIDENTIAL STORAGE ROOMS 246, 346, 446, 546, & 646 @ SW CORRIDOR = 20 STALLS (10 FLOOR : 10WALL)
VISITOR		6 SPACES PER BUILDING	6 x 2 = 12		12 SURFACE
COMMERCIAL (RETAIL) - EMPLOYEE	1,496.5 SM	1 PER 500 SM	3		6 SURFACE
COMMERCIAL (RETAIL) - VISITOR	UP TO 6 UNITS (4 SHOWN)	*6	36		36 SURFACE
TOTAL			100 SECURE; 51 SURFACE		106 SECURE (67% FLOOR); 54 SURFACE

0.7.0 garbage requirements

GARBAGE / RECYCLING AREA REQUIRED - MULTI-FAMILY	REQUIRED	PROVIDED
METRO VANCOUVER SPECIFICATIONS FOR RECYCLING AND GARBAGE AMENITIES IN MULTI-FAMILY AND COMMERCIAL DEVELOPMENTS		
MULTI-FAMILY MINIMUM CENTRALIZED GARBAGE & RECYCLING STORAGE SPACE REQUIRED: (0.31 S.M. X 200 UNITS) + 8 SM =	70.00 SM (754 SF)	
WITHIN ABOVE - MINIMUM SIZE OF CENTRALIZED RECYCLING STORAGE SPACE REQUIRED: (0.16 S.M. X 200 UNITS) + 8 SM =	40.00 SM (431 SF)	SEE TOTAL BELOW
IN ADDITION TO ABOVE - MINIMUM SIZE OF "FLEX SPACE" REQUIRED: 40.00 SM X 0.5 =	20.00 SM (215 SF)	
TOTAL	90.00 SM (969 SF)	
GARBAGE / RECYCLING AREA REQUIRED - COMMERCIAL		PROVIDED
METRO VANCOUVER SPECIFICATIONS FOR RECYCLING AND GARBAGE AMENITIES IN MULTI-FAMILY AND COMMERCIAL DEVELOPMENTS		
COMMERCIAL MINIMUM CENTRALIZED GARBAGE & RECYCLING STORAGE SPACE REQUIRED: (0.0182 X 1,496.5 SM) + 3.7 SM =	30.94 SM (333 SF)	
WITHIN ABOVE - COMMERCIAL MINIMUM CENTRALIZED RECYCLING STORAGE SPACE REQUIRED: (0.014 X 1,496.5 SM) + 3 SM =	23.95 SM (258 SF)	SEE TOTAL BELOW
TOTAL	30.94 SM (333 SF)	
GRAND TOTAL	120.94 SM (1,302 SF)	123.28 SM (1,327 SF)



GOSSELIN MIXED USE ON 208 STREET
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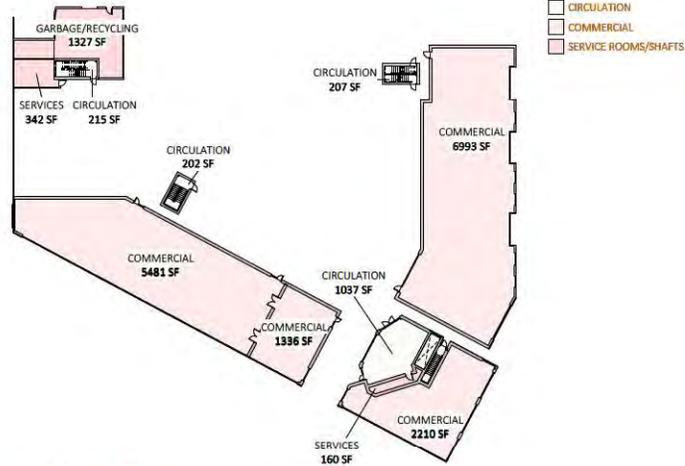
PROJECT DATA
SCALE:

ISSUED FOR ADVISORY DESIGN PANEL

2021-11-04 REVISION # 1
PROJECT NUMBER: 21-153.1



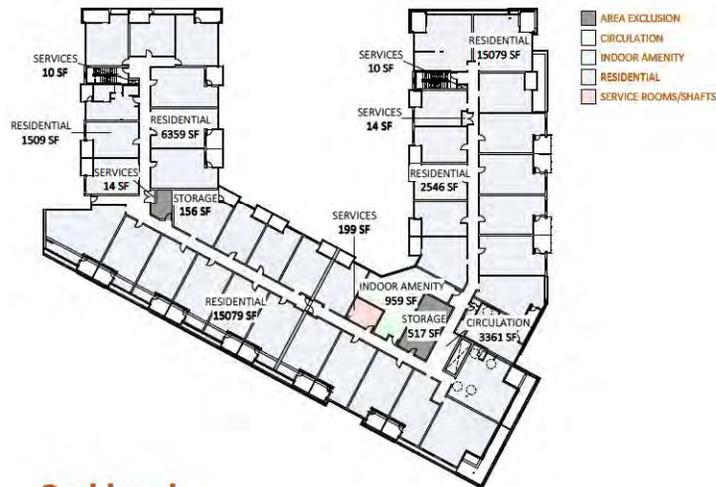
SD1.11



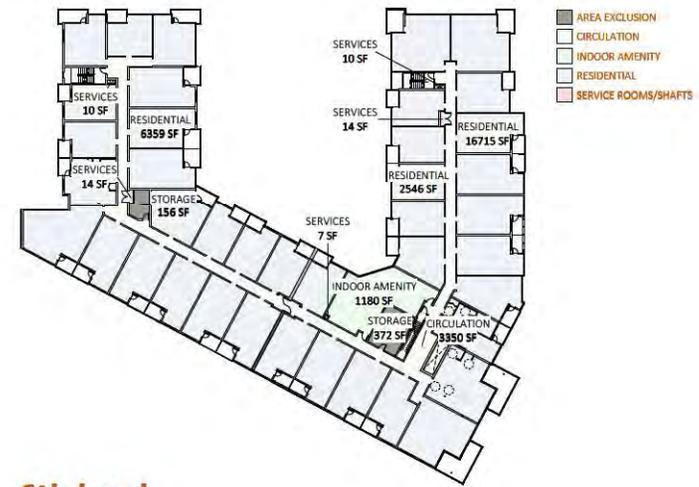
1st level
1" = 30'-0"



3rd/ 4th/ 5th level
1" = 30'-0"



2nd level
1" = 30'-0"



6th level
1" = 30'-0"



0.6.0 fsr floor area summary notes

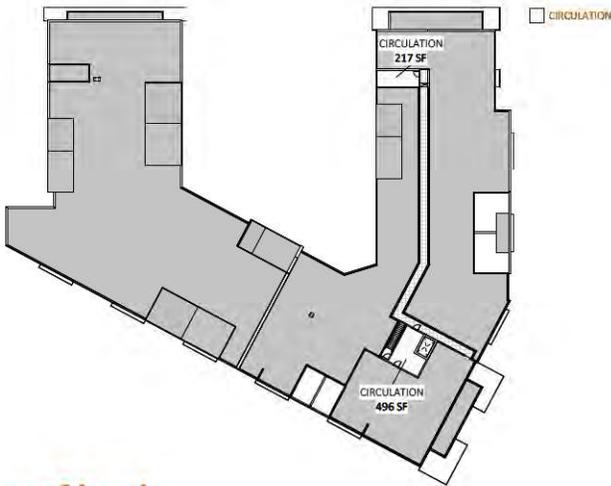
1. FSR IS MEASURED TO OUTSIDE FACE OF SHEATHING
2. EXCLUSIONS: ABOVE GRADE STORAGE SPACE DUE TO FLOOD CONSTRUCTION AREA NOT PERMITTING STORAGE BELOW FLOOD ELEVATION LEVEL; ALSO, BELOW GRADE PARKADE

0.6.1 fsr floor area summary

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
SERVICE ROOMS/SHAFTS				
1ST LEVEL	1829 SF	169.92 m ²	1.1%	
2ND LEVEL	246 SF	22.86 m ²	0.1%	
3RD LEVEL	53 SF	4.92 m ²	0.0%	
4TH LEVEL	53 SF	4.92 m ²	0.0%	
5TH LEVEL	53 SF	4.92 m ²	0.0%	
6TH LEVEL	53 SF	4.92 m ²	0.0%	
	2287 SF	212.46 m²	1.3%	
RESIDENTIAL				
2ND LEVEL	25493 SF	2368.42 m ²	14.7%	
3RD LEVEL	25620 SF	2380.21 m ²	14.7%	
4TH LEVEL	25620 SF	2380.21 m ²	14.7%	
5TH LEVEL	25620 SF	2380.21 m ²	14.7%	
6TH LEVEL	25621 SF	2380.26 m ²	14.7%	
	127976 SF	11889.32 m²	73.6%	
INDOOR AMENITY				
2ND LEVEL	959 SF	89.08 m ²	0.6%	INDOOR AMENITY
3RD LEVEL	1152 SF	106.99 m ²	0.7%	INDOOR AMENITY
4TH LEVEL	1152 SF	106.99 m ²	0.7%	INDOOR AMENITY
5TH LEVEL	1152 SF	106.99 m ²	0.7%	INDOOR AMENITY
6TH LEVEL	1180 SF	109.64 m ²	0.7%	INDOOR AMENITY
	5594 SF	519.68 m²	3.2%	
COMMERCIAL				
1ST LEVEL	16020 SF	1488.30 m ²	9.2%	
	16020 SF	1488.30 m²	9.2%	
CIRCULATION				
1ST LEVEL	1661 SF	154.29 m ²	1.0%	
2ND LEVEL	3361 SF	312.24 m ²	1.9%	
3RD LEVEL	3234 SF	300.48 m ²	1.9%	
4TH LEVEL	3234 SF	300.48 m ²	1.9%	
5TH LEVEL	3234 SF	300.48 m ²	1.9%	
6TH LEVEL	3350 SF	311.25 m ²	1.9%	
T/O MAIN ROOF DECK	713 SF	66.22 m ²	0.4%	
	18788 SF	1745.45 m²	10.8%	
AREA EXCLUSION				
2ND LEVEL	673 SF	62.50 m ²	0.4%	
3RD LEVEL	673 SF	62.50 m ²	0.4%	
4TH LEVEL	673 SF	62.50 m ²	0.4%	
5TH LEVEL	673 SF	62.50 m ²	0.4%	
6TH LEVEL	528 SF	49.08 m ²	0.3%	
	3219 SF	299.09 m²	1.9%	
AREA GRAND TOTAL	173884 SF	16154.31 m²	100.0%	

0.6.2 fsr calculation

1. 173,884 SF - 3,219 SF (ABOVE-GRADE STORAGE TOTAL) = 170,665 SF / 58,346 = 2.93



roof level

1" = 30'-0"



design rationale

project description

THIS PROPOSED DEVELOPMENT IS A SIX-STOREY, MIXED-USE BUILDING WITH 5 LEVELS OF WOOD-FRAMED RESIDENTIAL UNITS ATOP A CONCRETE COMMERCIAL RETAIL AND OPEN-AIR PARKING PODIUM. THERE IS ALSO ONE (1) LEVEL OF UNDERGROUND PARKING WHICH FILLS THE FOOTPRINT OF THE SITE AREA.

massing, form & character

THE BUILDING'S DESIGN IS INFORMED BY ITS WEDGE-SHAPED SITE AND ADJACENCY TO LOW-RISE RESIDENTIAL AND COMMERCIAL RETAIL STRIPS ALONG THE INTERSECTION OF 208 STREET AND FRASER HIGHWAY. THIS CONTEXT PROVIDES THE IDEAL LOCATION TO DENSIFY AND CREATE A WELCOMING, ATTRACTIVE MIXED-USE DEVELOPMENT ALONG THE CITY OF LANGLEY'S FUTURE TRANSIT-ORIENTED CORRIDOR.

LIKE BUILDINGS ALONG THE FRASER HIGHWAY BEFORE IT, THE MASS AND FORM OF THE BUILDING BEGINS BY FILLING THE OUTER EDGES OF ITS SITE, AND RESULTS IN AN AIRY, U-SHAPED COURTYARD. THE LENGTH AND MASS OF THE BUILDING IS BROKEN DOWN IN SCALE BY DISTINCT 'BUILDINGS WITHIN A BUILDING'; RECALLING A SENSE OF A STREETScape DEVELOPED OVER TIME. THIS RESULTS IN A VARIETY OF STREET-LEVEL INTERFACES AND PEDESTRIAN EXPERIENCES AS ONE MOVES PAST, AROUND AND THROUGH THE SITE.

THE FACADES INCREASE IN INTEREST, PRESENCE, AND DETAIL RESOLUTION ON BOTH STREETS AS ONE MOVES TOWARD THE CULMINATION AT THE SOUTHEAST PLAZA, WHICH ENGAGES RESIDENTS AND PASSERSBY ALIKE. LARGELY OPEN AROUND ITS BASE, VIEWS OF AND ACCESS TO THE COMMERCIAL RETAIL UNITS ALONG THE SOUTH AND EAST ARE GLAZED FOR VISIBILITY, INTEREST, AND INTERACTION WITH PEDESTRIANS.

ADDITIONALLY, THE BUILDING HAS INDOOR AMENITY ROOMS, STAIRWELLS WITH NATURAL LIGHT, OUTDOOR AMENITY SPACES, AND RESIDENT STORAGE.

environmental sustainability

- THE DEVELOPMENT DEMONSTRATES ENVIRONMENTAL SUSTAINABILITY THROUGH:
- RECESSED BALCONIES THROUGHOUT TO REDUCE SOLAR HEAT GAIN AND ENERGY USE FROM AIR CONDITIONING DURING COOLING SEASONS;
 - REDUCED OVERALL FENESTRATION TO WALL RATIO WITH SMALLER, MORE PRIVATE BEDROOM WINDOWS;
 - LIGHT POLLUTION REDUCTION BY MEANS OF DARK SKY COMPLIANT EXTERIOR LIGHTING SYSTEMS;
 - EFFICIENT WATERING AND PLUMBING SYSTEMS;
 - NATURAL VENTILATION THROUGH OPERABLE WINDOWS;
 - ENERGY-EFFICIENT HVAC SYSTEMS;
 - STORAGE AND COLLECTION OF RECYCLABLE AND COMPOSTABLE MATERIALS;
 - AND THE USE OF HIGHER ALBEDO ROOFING MATERIALS.

crime prevention

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTD) PRINCIPLES HAVE BEEN CONSIDERED AND INCORPORATED BY BOTH NATURAL AND ELECTRONIC MEANS OF SURVEILLANCE THROUGHOUT THE SITE. LARGE WINDOWS AND BALCONIES PROVIDE CLEAR VIEWING LINES FROM RESIDENCES OUT ONTO PERIMETER PUBLIC SPACES AND MORE SEMI-PUBLIC INTERIOR COURTYARD, PARKING, AND AMENITY SPACES. POTENTIAL DARK AREAS AND ACCESSES/EXITS WILL BE BRIGHTLY LIT, WHILE THE MAIN ENTRANCE IS CLEARLY DEFINED, SECURE, AND ACCESSIBLE.

REFER ALSO TO THE ENCLOSED CPTD REPORT.



south to southeast plaza corner



north courtyard



northeast corner



GOSELIN MIXED USE ON 208 STREET
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DESIGN RATIONALE
SCALE:

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SD1.20



south view plaza



southeast plaza corner to east



south view



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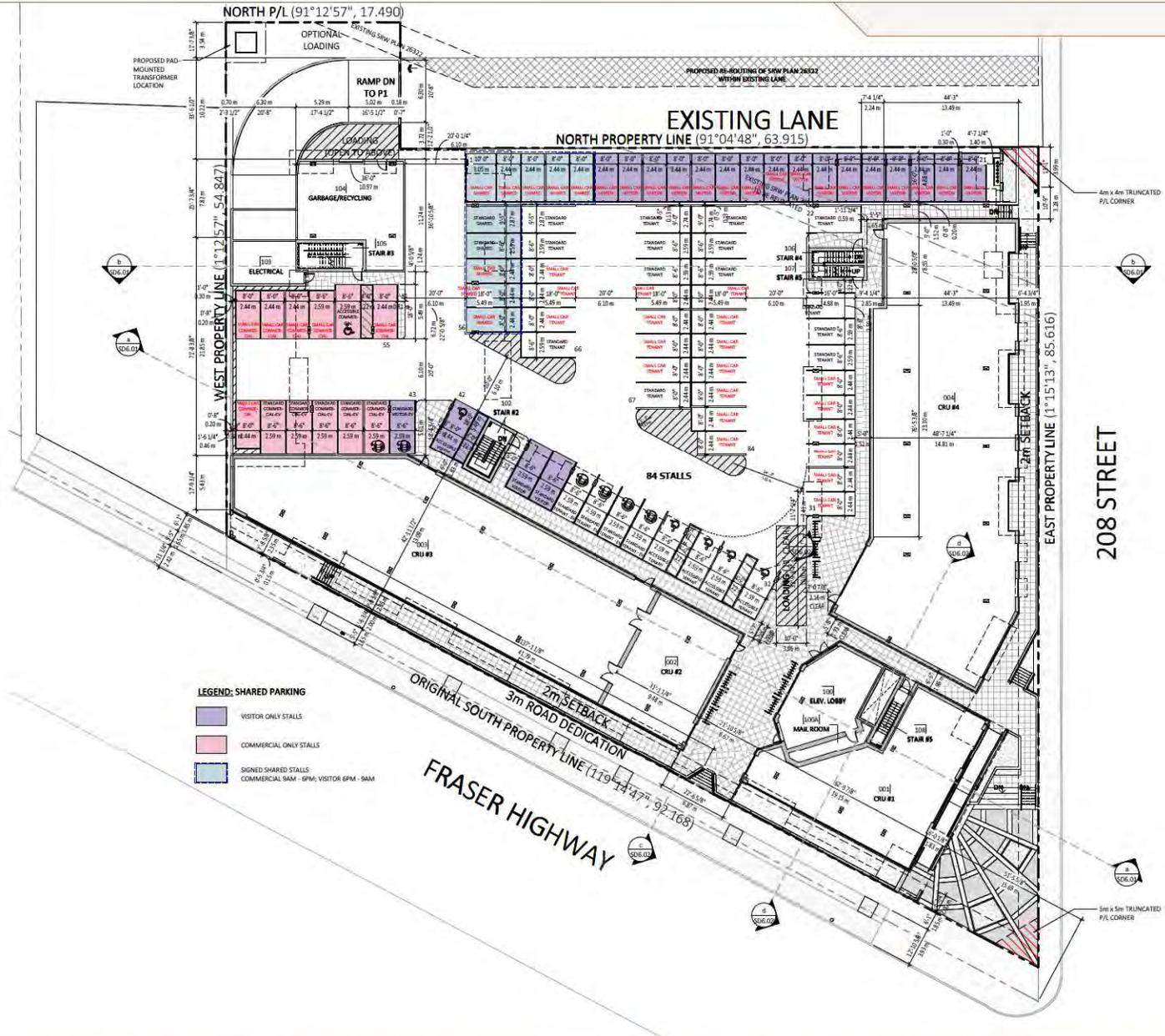
RENDERINGS
SCALE: N.T.S.

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2021-11-04 REVISION #:
PROJECT NUMBER: 21-153.1



SD1.21



LEGEND: SHARED PARKING

- VISITOR ONLY STALLS
- COMMERCIAL ONLY STALLS
- SIGNED SHARED STALLS
COMMERCIAL SAM - 6PM; VISITOR 6PM - 9AM



GOSELIN MIXED USE ON 208 STREET
20785 FRASER HWY, LANGLEY CITY, BC

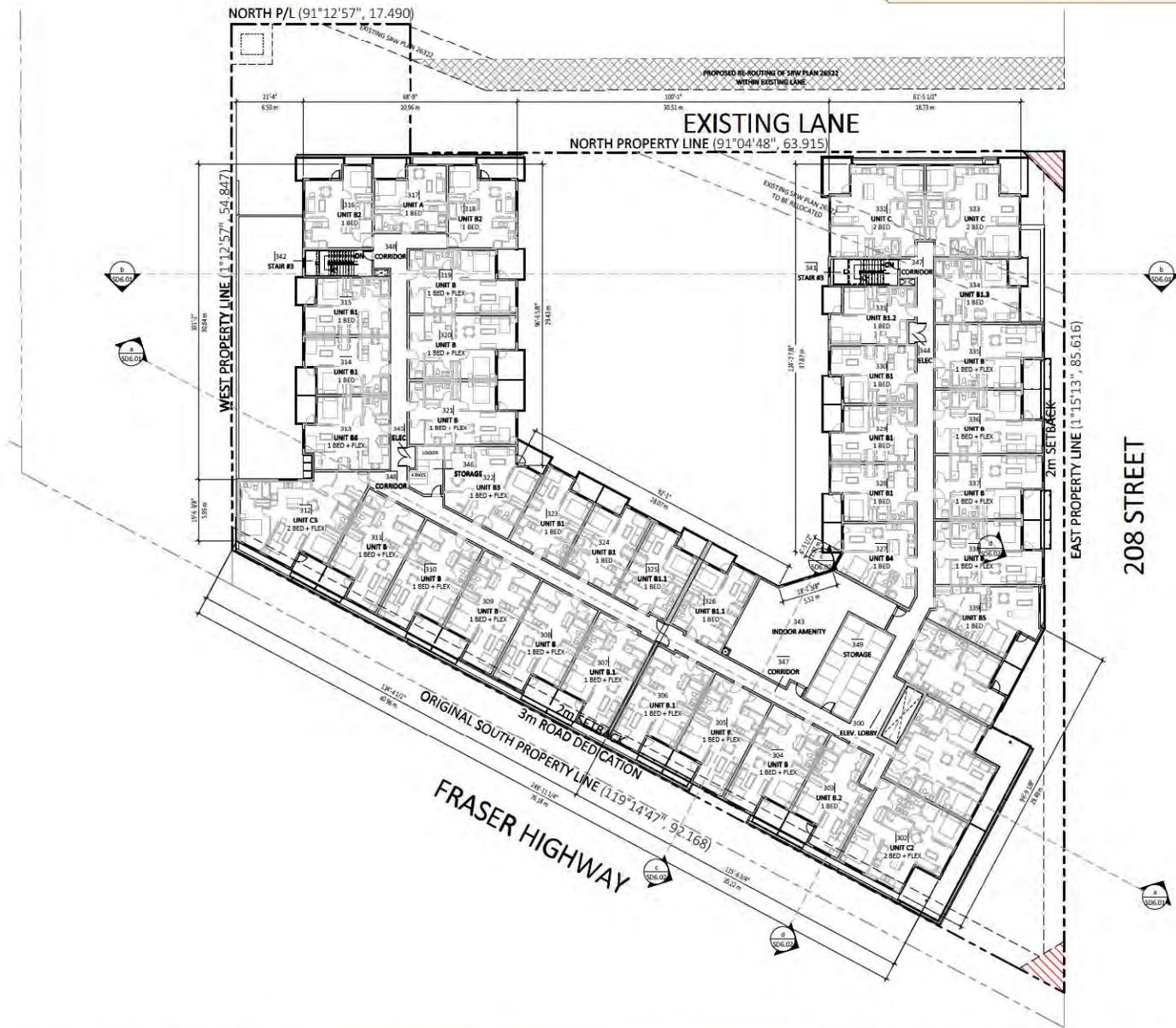
1ST LEVEL PLAN
SCALE: 1/16" = 1'-0"

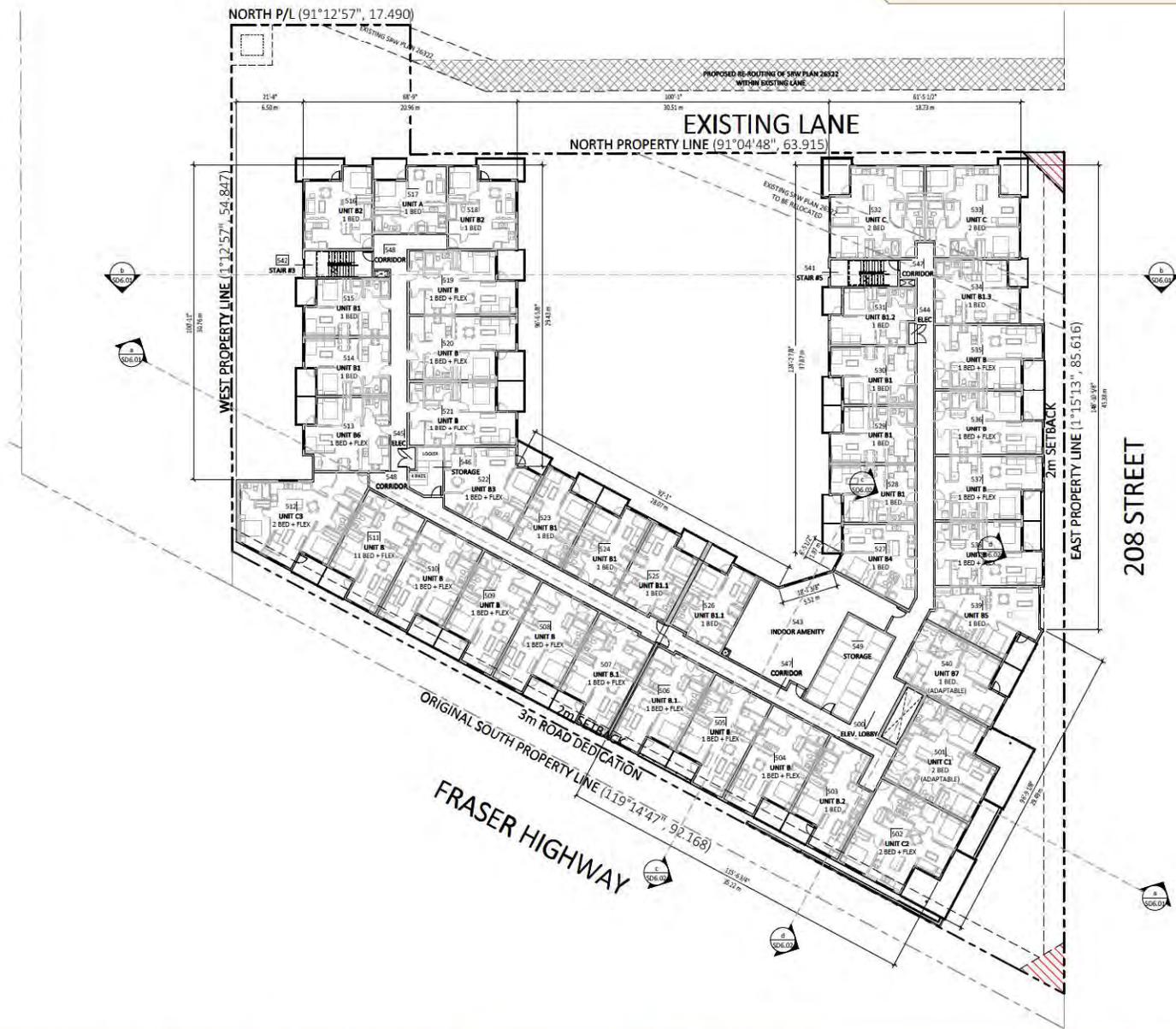


ISSUED FOR ADVISORY DESIGN PANEL
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PROJECT NUMBER: 21-153.1



SD2.10









south elevation
3/32" = 1'-0"



east elevation
3/32" = 1'-0"

NOTES:
1. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES U.N.O.



north elevation

3/32" = 1'-0"



west elevation

3/32" = 1'-0"

materials legend

- 1 FIBRE-CEMENTITIOUS PANEL SIDING (C/W COLOUR-MATCHED REVEALS & FLASHINGS)
"CREATY": COLOUR: GREYBEARD, TEXTURE: CONTEMPORARY SMOOTH
- 2 FIBRE-CEMENTITIOUS PANEL SIDING (C/W COLOUR-MATCHED REVEALS & FLASHINGS)
"CREATY": COLOUR: MEXICAN SPICE, TEXTURE: CONTEMPORARY SMOOTH
- 3 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED REVEALS & TRIMS)
-JAMES HARDIE: COLOUR: ARCTIC WHITE
- 4 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED REVEALS & TRIMS)
-JAMES HARDIE: COLOUR: IRON GRAY
- 5 BRICK:
"TKL": COLOUR: EXECUTIVE IRONSPOT
MORTAR COLOUR: MEDIUM GRAY, TEXTURE: SMOOTH
- 6 BRICK:
"TKL": COLOUR: DARK IRONSPOT
MORTAR COLOUR: MEDIUM GRAY, TEXTURE: SMOOTH
- 7 BRICK:
"TKL": COLOUR: STONE GREY KLAYDAT
MORTAR COLOUR: LIGHT GRAY, TEXTURE: SMOOTH; PATTERN: SOLDIER COURSE
- 8 BRICK:
"TKL": COLOUR: STEEL GREY KLAYDAT
MORTAR COLOUR: MEDIUM GRAY
TEXTURE: SMOOTH; PATTERN: SOLDIER COURSE
- 9 CEMENT BOARD FASCIA BOARD, TEXTURE: SMOOTH:
-JAMES HARDIE: COLOUR: PEARL GRAY
- 10 STOREFRONT ALUMINUM GLAZED SYSTEM W/ CANOPY AT 1ST LEVEL
-COLOUR: 'BLACK ANODIZED'; SPANDREL: COLOUR TO MATCH ITEM '3'
- 11 WINDOW:
-COLOUR: 'BLACK EXT. / WHITE INT.'
- 12 DOOR, BALCONY - SWING
-COLOUR: 'BLACK EXT. / WHITE INT.'
- 13 DOOR, BALCONY - SLIDING
-COLOUR: 'BLACK EXT. / WHITE INT.'
- 14 ALUMINUM/GLASS GUARD/RAILING:
-COLOUR: 'BLACK ANODIZED'
- 15 METAL PICKET GUARD/RAILING:
-COLOUR: 'BLACK'
- 16 ALUMINUM/GLASS BALCONY SCREEN:
-COLOUR: 'BLACK ANODIZED'; FROSTED GLASS
- 17 POST
-COLOUR: TO MATCH ITEM '4'
- 18 CONCRETE WALL:
-COLOUR: 'CLEAR SEALER'
- 19 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED REVEALS & TRIMS):
-JAMES HARDIE: COLOUR: PEARL GRAY
- 20 CONCRETE COLUMN:
-COLOUR: TO MATCH ITEM '3'

NOTES:

1. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES U.N.O.



north-facing courtyard elevation

3/32" = 1'-0"



east-facing courtyard elevation

3/32" = 1'-0"



west-facing courtyard elevation

3/32" = 1'-0"

materials legend

- 1 FIBRE-CEMENTITIOUS PANEL SIDING (C/W COLOUR-MATCHED REVEALS & FLASHINGS)
-CREATY- COLOUR: GREYBEARD, TEXTURE: CONTEMPORARY SMOOTH
- 2 FIBRE-CEMENTITIOUS PANEL SIDING (C/W COLOUR-MATCHED REVEALS & FLASHINGS)
-CREATY- COLOUR: MEXICAN SPICE, TEXTURE: CONTEMPORARY SMOOTH
- 3 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED REVEALS & TRIMS)
-JAMES HARDIE- COLOUR: ARCTIC WHITE
- 4 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED REVEALS & TRIMS)
-JAMES HARDIE- COLOUR: IRON GRAY
- 5 BRICK:
-TKL- COLOUR: EXECUTIVE IRONSPOT
MORTAR COLOUR: MEDIUM GRAY, TEXTURE: SMOOTH
- 6 BRICK:
-TKL- COLOUR: DARK IRONSPOT
MORTAR COLOUR: MEDIUM GRAY, TEXTURE: SMOOTH
- 7 BRICK:
-TKL- COLOUR: STONE GREY KLAYCOAT
MORTAR COLOUR: LIGHT GRAY, TEXTURE: SMOOTH; PATTERN: SOLDIER COURSE
- 8 BRICK:
-TKL- COLOUR: STEEL GREY KLAYCOAT
MORTAR COLOUR: MEDIUM GRAY
TEXTURE: SMOOTH; PATTERN: SOLDIER COURSE
- 9 CEMENT BOARD FASCIA BOARD, TEXTURE: SMOOTH;
-JAMES HARDIE- COLOUR: PEARL GRAY
- 10 STOREFRONT ALUMINUM GLAZED SYSTEM W/ CANOPY AT 1ST LEVEL
-COLOUR: BLACK ANODIZED; SPANDRELS: COLOUR TO MATCH ITEM '1'
- 11 WINDOW:
-COLOUR: BLACK EXT. / WHITE INT.
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-COLOUR: BLACK EXT. / WHITE INT.
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-COLOUR: BLACK EXT. / WHITE INT.
- 14 ALUMINUM/GLASS GUARD/RAILING:
-COLOUR: BLACK ANODIZED
- 15 METAL PICKET GUARD/RAILING:
-COLOUR: BLACK
- 16 ALUMINUM/GLASS BALCONY SCREEN:
-COLOUR: BLACK ANODIZED; FROSTED GLASS
- 17 POST
-COLOUR: TO MATCH ITEM '4'
- 18 CONCRETE WALL:
-COLOUR: CLEAR SEALER
- 19 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED REVEALS & TRIMS)
-JAMES HARDIE- COLOUR: PEARL GRAY
- 20 CONCRETE COLUMN
-COLOUR: TO MATCH ITEM '3'

NOTES:

1. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES U.N.O.



GOSELIN MIXED USE ON 208 STREET
20785 FRASER HWY, LANGLEY CITY, BC

BUILDING ELEVATIONS
SCALE: 3/32" = 1'-0"

ISSUED FOR ADVISORY DESIGN PANEL

2021-11-04 REVISION # 1

PROJECT NUMBER: 21-153.1



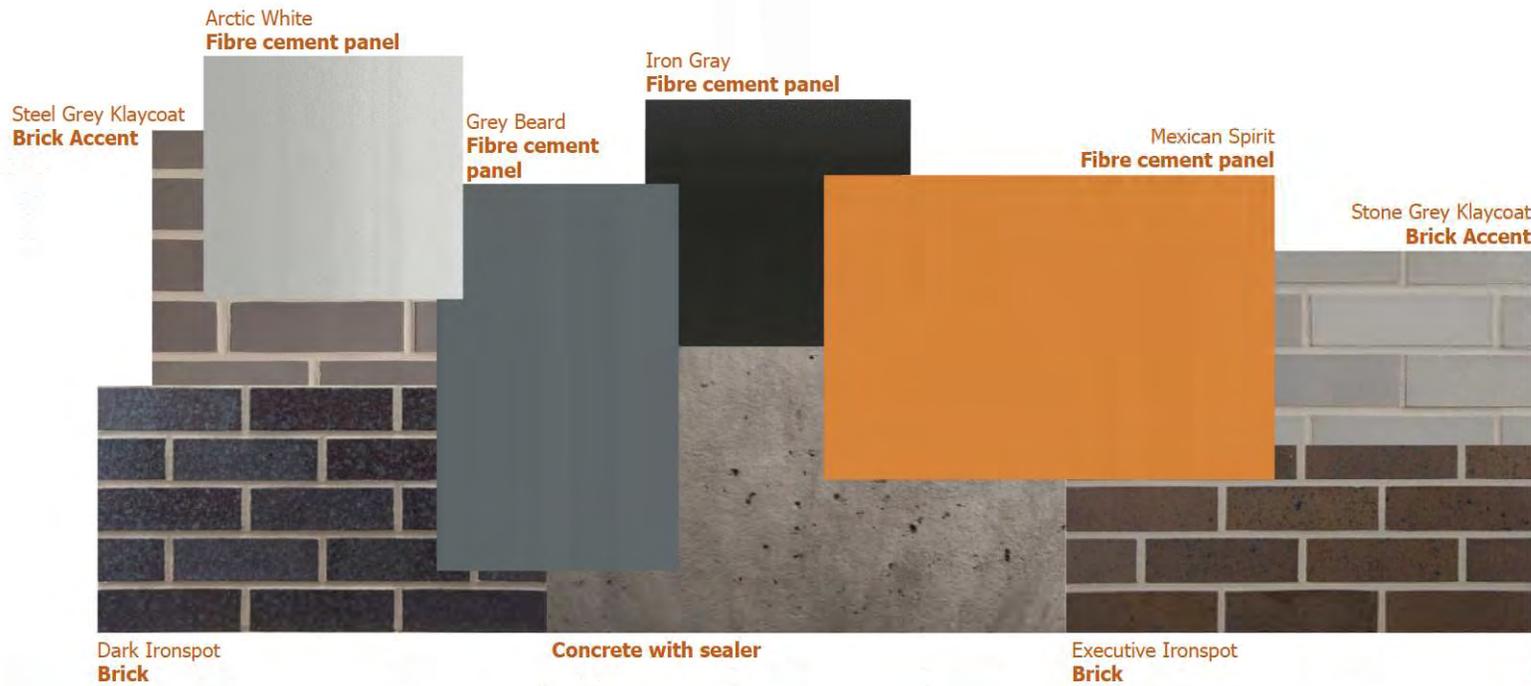
SD3.03



materials legend

- 1 FIBRE-CEMENTITIOUS PANEL SIDING (C/W COLOUR-MATCHED REVEALS & FLASHINGS);
'CREATV'; COLOUR: GREYBEARD; TEXTURE: CONTEMPORARY SMOOTH
- 2 FIBRE-CEMENTITIOUS PANEL SIDING (C/W COLOUR-MATCHED REVEALS & FLASHINGS);
'CREATV'; COLOUR: MEXICAN SPIRIT; TEXTURE: CONTEMPORARY SMOOTH
- 3 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED
REVEALS & TRIMS);
-JAMES HARDIE; COLOUR: ARCTIC WHITE
- 4 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED
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TKL COLOUR: EXECUTIVE IRONSPOT
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TKL COLOUR: STONE GREY KLAYCOAT
MORTAR COLOUR: LIGHT GRAY; TEXTURE: SMOOTH; PATTERN: SOLDIER COURSE
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TKL COLOUR: STEEL GREY KLAYCOAT
MORTAR COLOUR: MEDIUM GRAY
TEXTURE: SMOOTH; PATTERN: SOLDIER COURSE
- 9 CEMENT BOARD FASCIA BOARD; TEXTURE: SMOOTH;
-JAMES HARDIE; COLOUR: PEARL GRAY
- 10 STOREFRONT ALUMINUM GLAZED SYSTEM W/ CANOPY AT 1ST LEVEL
- COLOUR: BLACK ANODIZED; SPANDREL: COLOUR TO MATCH ITEM '1'
- 11 WINDOW;
- COLOUR: BLACK EXT. / WHITE INT.
- 12 DOOR; BALCONY - SWING
- COLOUR: BLACK EXT. / WHITE INT.
- 13 DOOR; BALCONY - SLIDING
COLOUR: BLACK EXT. / WHITE INT.
- 14 ALUMINUM/GLASS GUARD/RAILING;
- COLOUR: BLACK ANODIZED
- 15 METAL PICKET GUARD/RAILING;
- COLOUR: BLACK
- 16 ALUMINUM/GLASS BALCONY SCREEN;
- COLOUR: TO MATCH ITEM '4'
- 17 POST
- COLOUR: TO MATCH ITEM '4'
- 18 CONCRETE WALL;
- COLOUR: CLEAR SEALER
- 19 FIBRE-CEMENTITIOUS BOARD SMOOTH PANEL SIDING (C/W COLOUR-MATCHED
REVEALS & TRIMS);
-JAMES HARDIE; COLOUR: PEARL GRAY
- 20 CONCRETE COLUMN
- COLOUR: TO MATCH ITEM '3'

NOTES:
1. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES U.N.O.

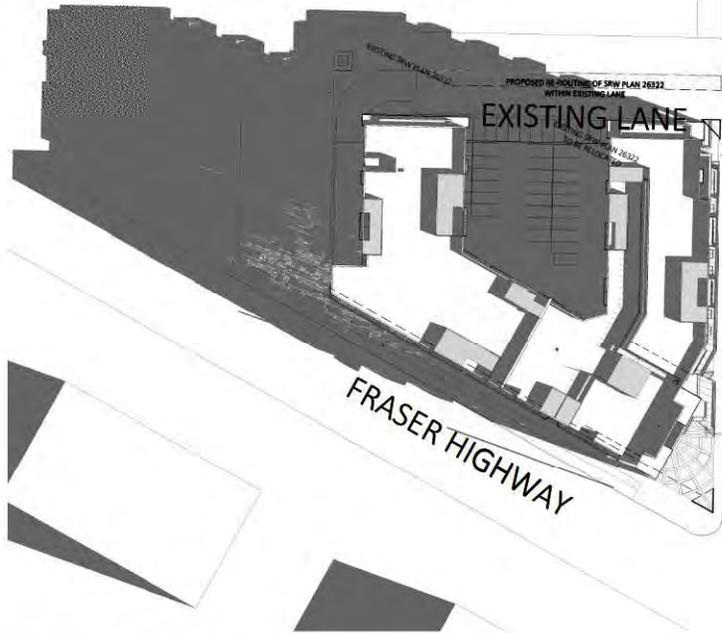




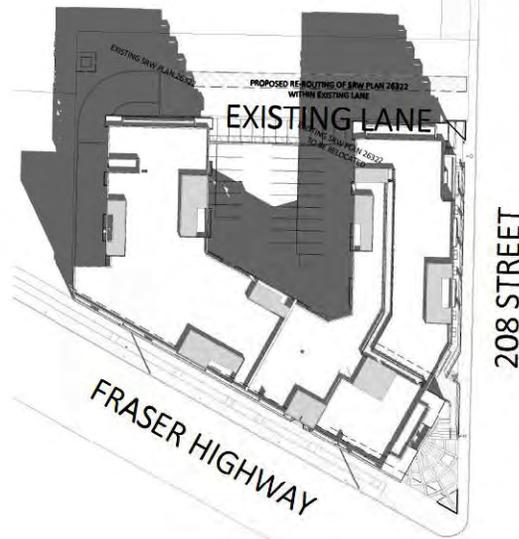
June 21- 9am
1" = 40'-0"

June 21- 12pm
1" = 40'-0"

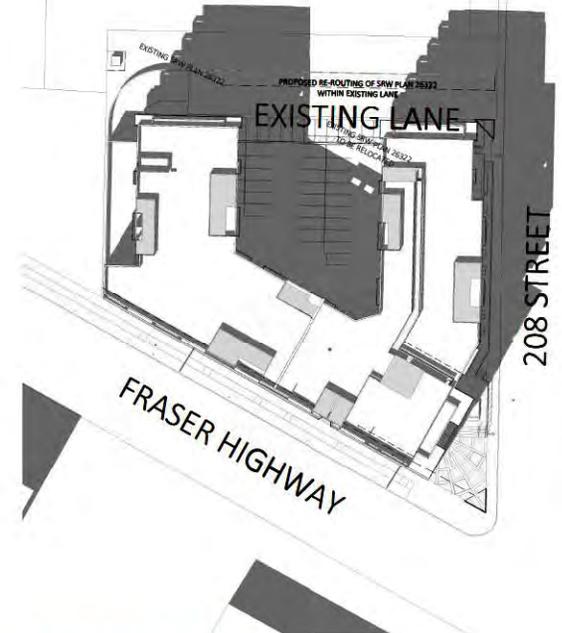
June 21- 3pm
1" = 40'-0"



march 21- 9am
1" = 40'-0"



march 21- 12pm
1" = 40'-0"



march 21- 3pm
1" = 40'-0"



GOSELIN MIXED USE ON 208 STREET
20785 FRASER HWY, LANGLEY CITY, BC

SHADOW STUDY
SCALE: 1" = 40'-0"



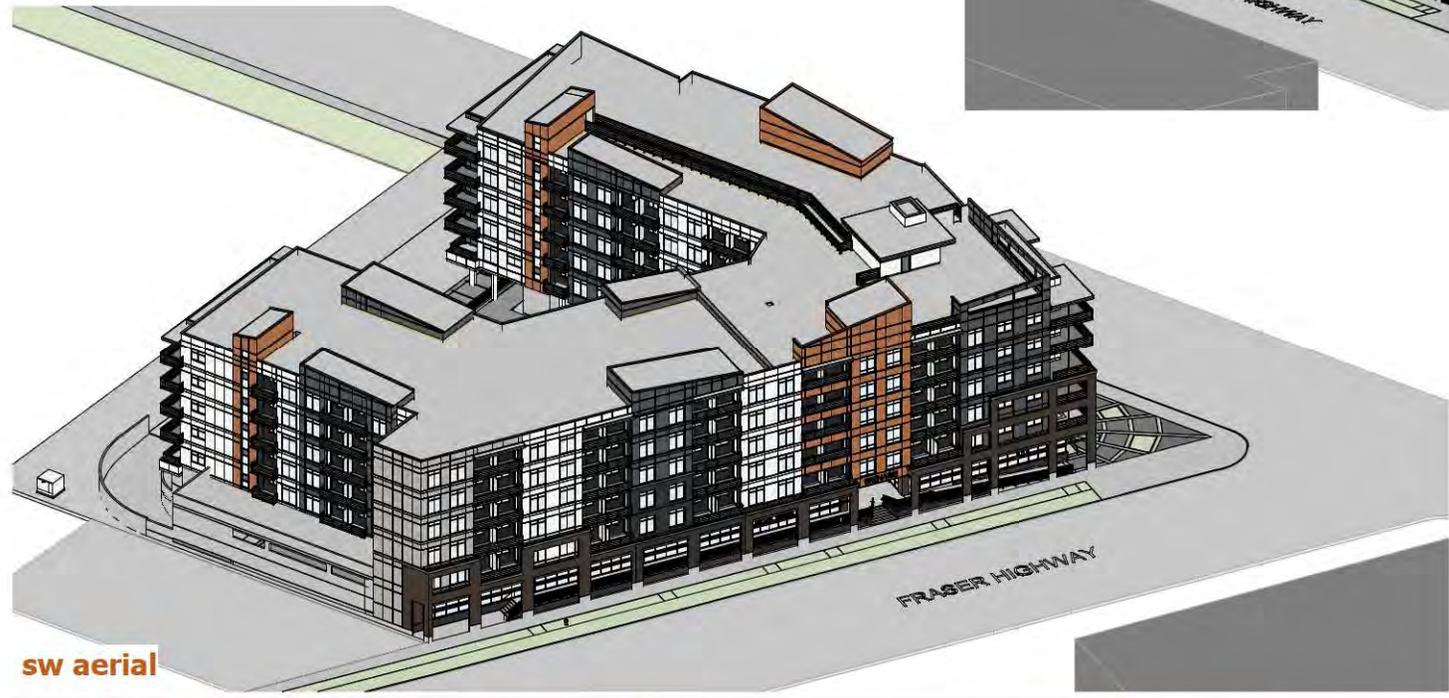
ISSUED FOR ADVISORY DESIGN PANEL
2021-11-04 REVISION # 1
PROJECT NUMBER: 21-153.1



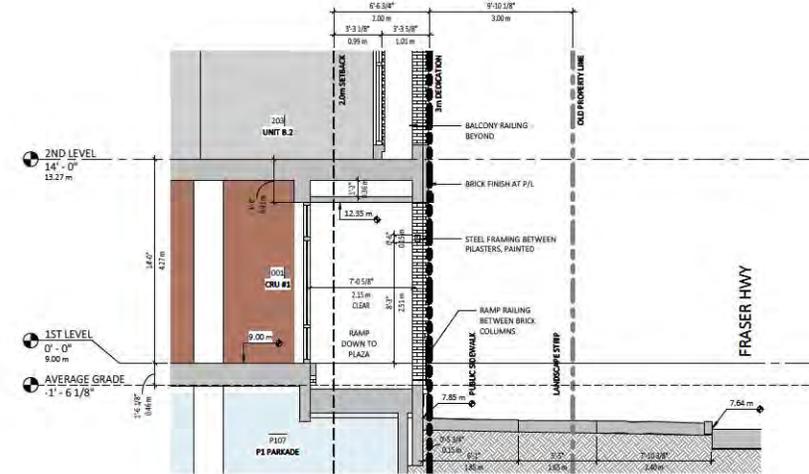
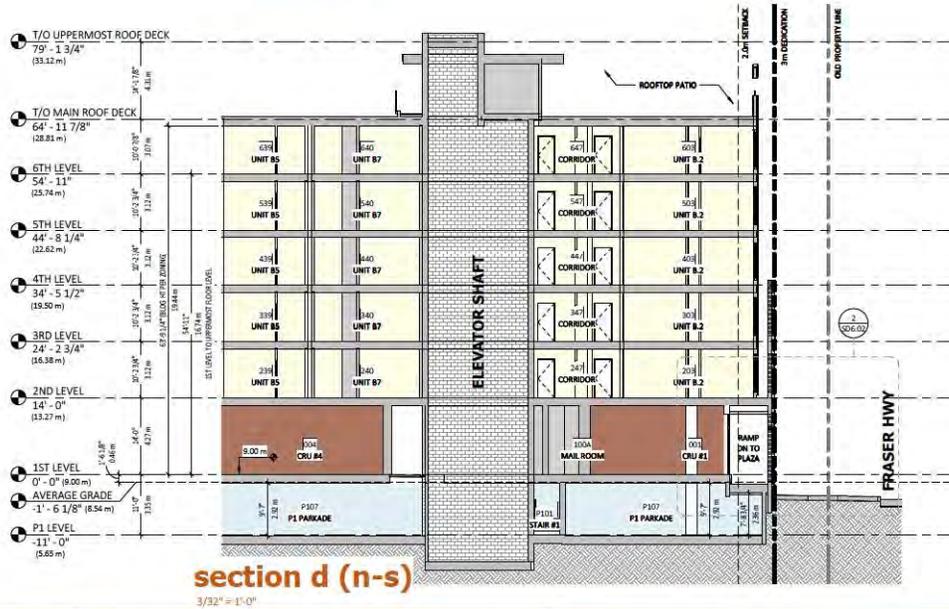
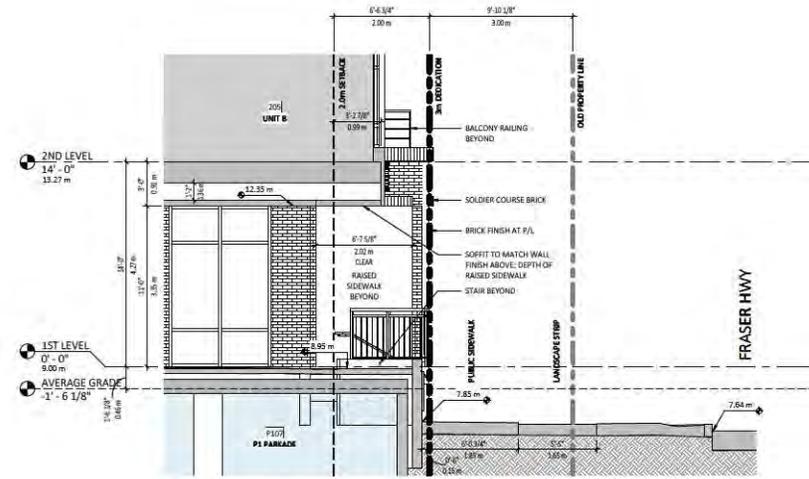
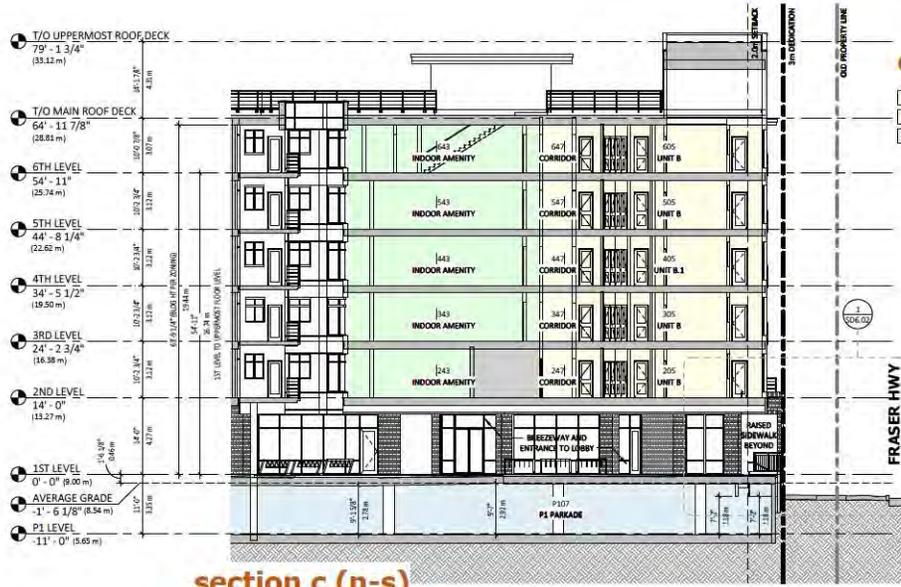
SD5.11



se aerial



sw aerial





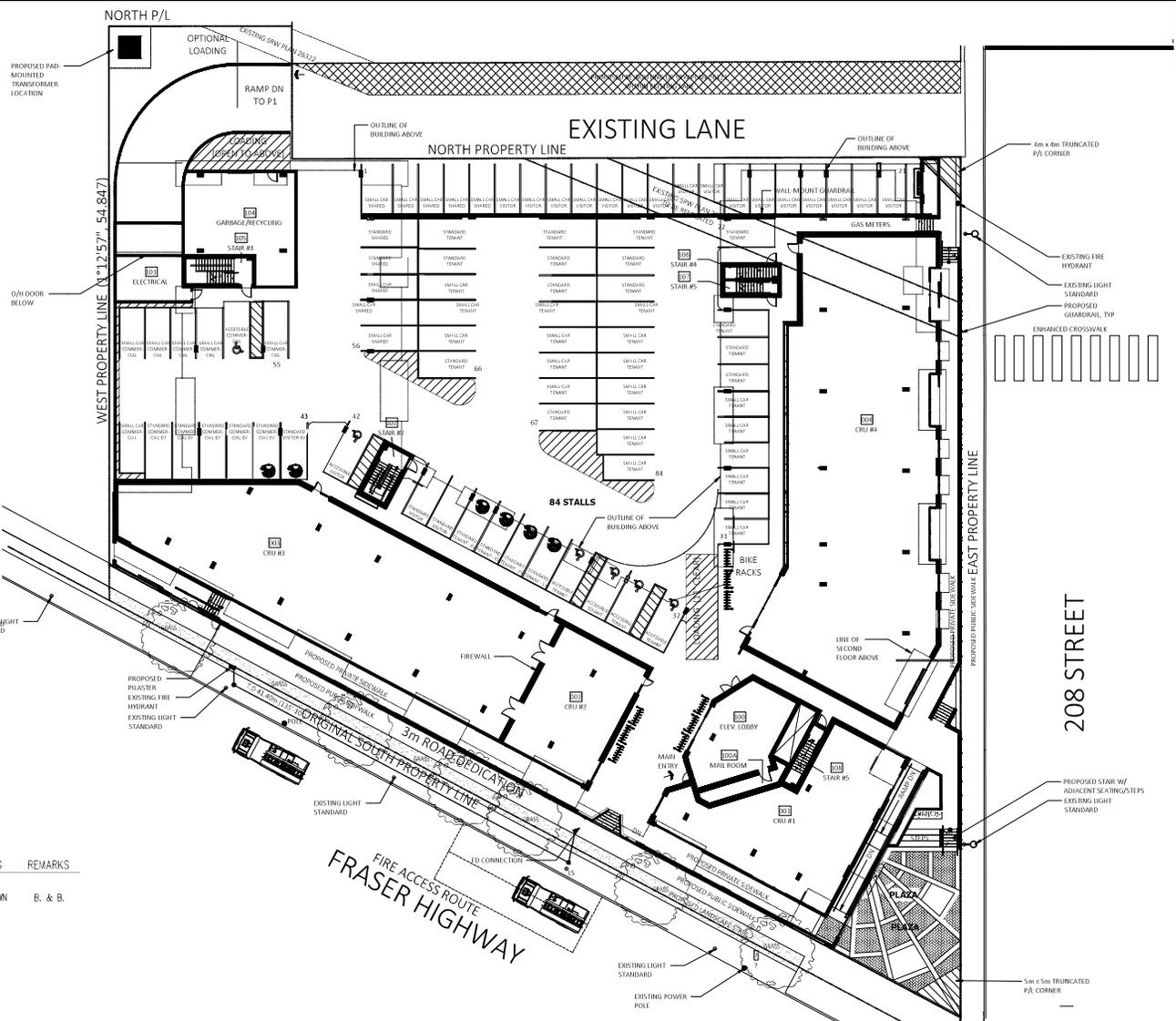
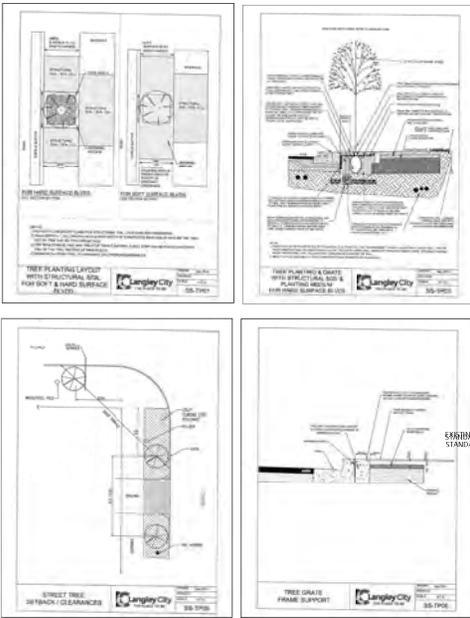
GOSELIN MIXED USE ON 208 STREET
 20785 FRASER HWY, LANGLEY CITY, BC

SURVEY PLAN
 SCALE: N.T.S.

ISSUED FOR ADVISORY DESIGN PANEL
 2021-11-04 REVISION # 1
 PROJECT NUMBER: 21-153.1



SD7.01



KEY	BOTANICAL NAME	PLANT LIST COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	ACER GRISEUM	PAPERBARK MAPLE	6	6 CM. CAL.	AS SHOWN	B. & B.



LEGAL DESCRIPTION:
LOTS 2 AND 3, DISTRICT LOT 37, GROUP 2, NEW
WESTMINSTER DISTRICT PLAN 8366

BENCH MARK:
ELEVATIONS ARE IN METRES. GEODETIC AND ARE
DERIVED FROM CONTROL MONUMENT S19413
(CVD028VDR02018) ELEVATION=10.476m

C. CAVOLINAS & ASSOCIATES INC.
B.C.S.A. C.S.A.
2462 JONQUIL COURT, ABBOTSFORD, B.C. V3G 3E8
PHONE (604) 857-2376

KMCC PROJECT No.



REV#	DATE	DRN	CHD
7			
6			
5			
4			
3			
2			
1			

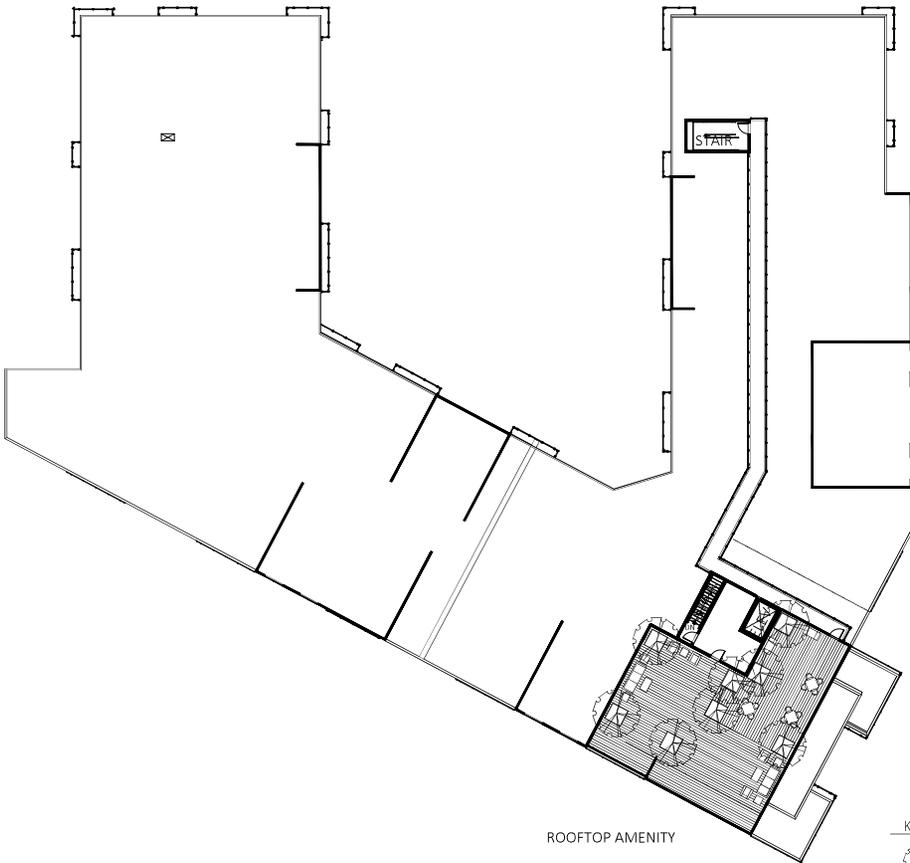
NAME	DATE
DESIGNED	
DRAWN	
REVIEWED	
APPROVED	
PROJECT	

SCALE
HORIZ 1:200
VERT

**LANDSCAPE DETAILS
STREET TREE PLAN**
20785 FRASER HIGHWAY
CITY OF LANGLEY

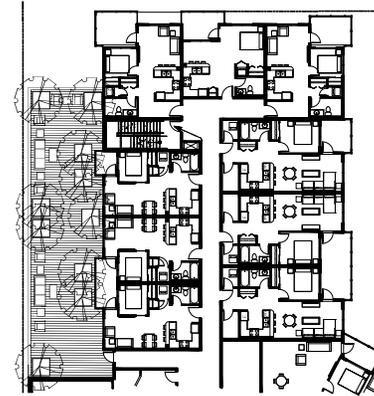
WHITETAIL HOMES GROUP OF COMPANIES
ATTENTION: LUC GOSSEY
#104 - 3550 MT. LEHMAN ROAD
ABBOTSFORD, B.C. V4X 0L4

DWG NO.
1
of
1
REV NO.



ROOFTOP AMENITY

SECOND FLOOR
OUTDOOR AMENITY
1815 SF



PLANT LIST						
KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	ACER GINNALA FLAME	FLAME AMUR MAPLE	18	2.50 METERS	AS SHOWN	B. & B.



DATE	REVISIONS	NO.

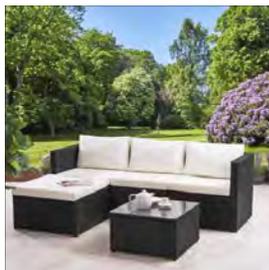
C.KAVOLINAS & ASSOCIATES INC.
BCSLA CSLA
2462 JUNGHILL COURT
ABBOTSFORD, B.C.
V3C 3C8
PHONE (604) 857-2376

CLIENT
WHITEHALL HOMES GROUP OF COMPANIES
ATTENTION: LUC GOSSSLIN, CEO
SUITE #104
3550 MT. LEFMAN ROAD
ABBOTSFORD, B.C.
V4X 0A1

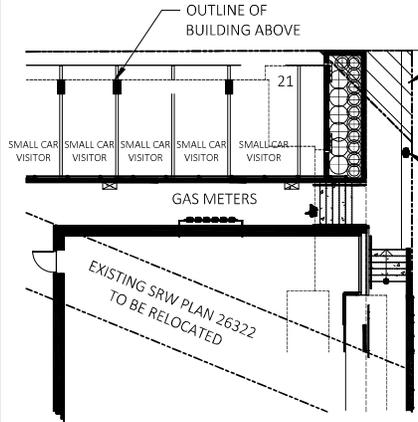
TITLE
PLAN VIEW
ROOFTOP AMENITY
FRASER HIGHWAY
MIXED USE DEVELOPMENT
20785 FRASER HIGHWAY
LANGLEY CITY, B.C.

SCALE 1:200	DAT SEP/21
DRAWN	CHKD
ENG.	DATE
APPROV	AS BUILT

PRINTED	JOB NO.
	DRAWING NO.
	L-1A



EXISTING LANE

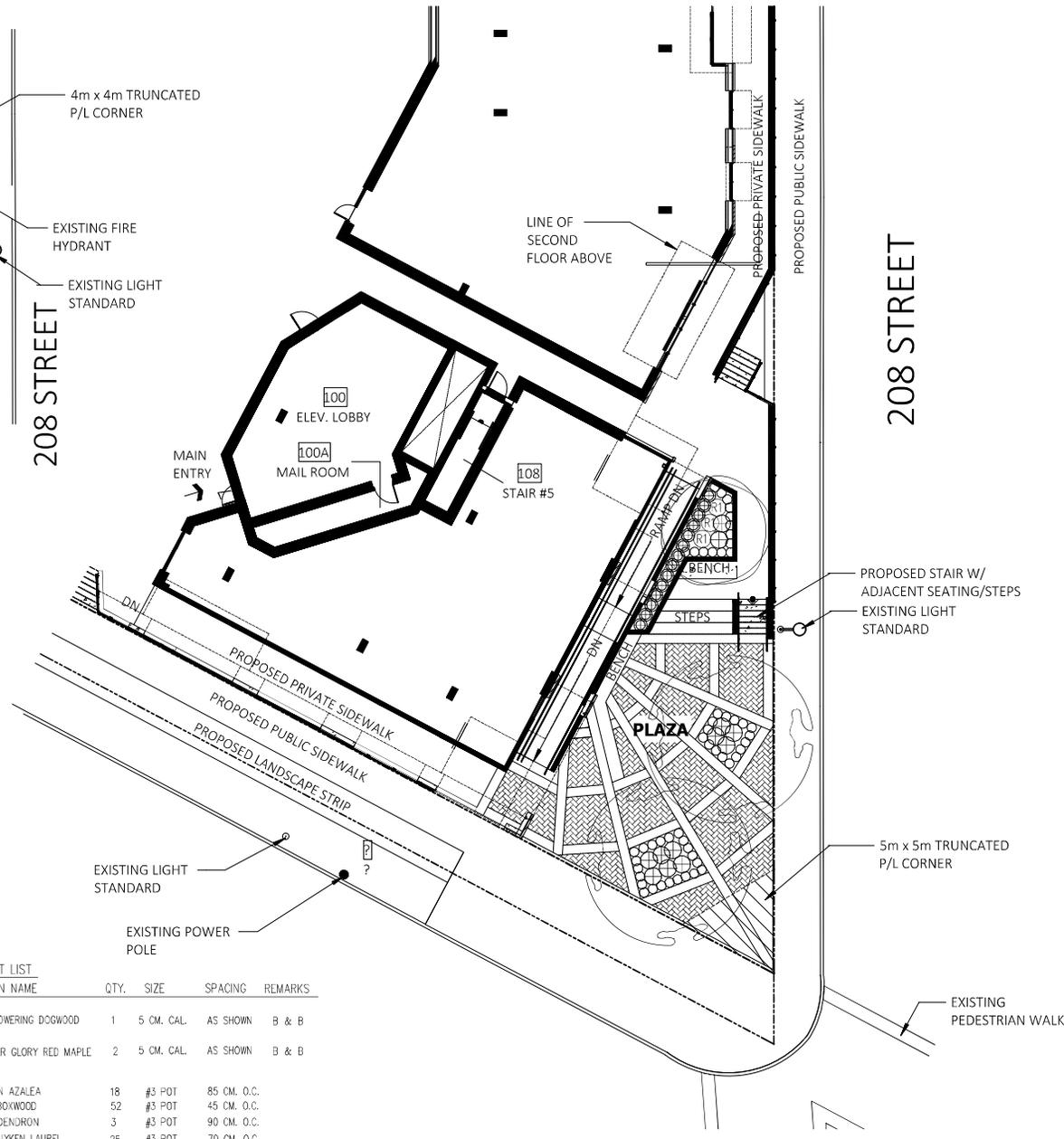


4m x 4m TRUNCATED P/L CORNER

EXISTING FIRE HYDRANT

EXISTING LIGHT STANDARD

208 STREET



KEY	BOTANICAL NAME	PLANT LIST COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	CORNUS FLORIDA 'RUBRUM'	RED FLOWERING DOGWOOD	1	5 CM. CAL.	AS SHOWN	B & B
	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2	5 CM. CAL.	AS SHOWN	B & B
	AZALEA JAPONICA 'HINO CRIMSON'	CRIMSON AZALEA	18	#3 POT	85 CM. O.C.	
	BUXUS MACROPHYLLA 'WINTER GEM'	ASIAN BOXWOOD	52	#3 POT	45 CM. O.C.	
	MEDIUM RHODODENDRON (VARIOUS)	RHODODENDRON	3	#3 POT	90 CM. O.C.	
	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	25	#3 POT	70 CM. O.C.	



DATE	REVISIONS	NO.

C.KAVOLINAS & ASSOCIATES INC.
BCSLA CSLA
2462 JONGUIL COURT
ABBOTSFORD, B.C.
V3G 3E8
PHONE (604) 857-2376

CLIENT
WHITEAL HOMES GROUP OF COMPANIES
ATTENTION: LUC GOSSELIN, CEO
SUITE #104
3550 MC LEISHAN ROAD
ABBOTSFORD, B.C.
V4X 1A1

TITLE
PLAN VIEW
LANDSCAPE CONCEPT
PLAZA/PARKING
MIXED USE DEVELOPMENT
20785 FRASER HIGHWAY
LANGLEY CITY, B.C.

SCALE 1:100	DATE SEP/21
DRAWN CHW	
CHKD CHW	
APPROD NS BALT	

PRINTED JOB No. DRAWING No. P-1