

CITY OF
LANGLEY



ADVISORY DESIGN PANEL

WEDNESDAY, SEPTEMBER 11, 2024 AT 7:00 PM

CKF Room
Langley City Hall
(In-Person Meeting)

A G E N D A

1) **AGENDA**

Adoption of the September 11, 2024 agenda.

2) **MINUTES**

Adoption of minutes from the July 18, 2024 meeting.

3) **LANGLEY CITY CENTRE SKYTRAIN STATION**

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

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

Triplex at 5135 208A Street.

5) **NEXT MEETING**

October 2, 2024 (TBC).

6) **ADJOURNMENT**



**MINUTES OF THE
ADVISORY DESIGN PANEL**

**HELD IN COUNCIL CHAMBERS,
LANGLEY CITY HALL**

**THURSDAY, JULY 18, 2024
AT 7:00 PM**

Present: Councillor Paul Albrecht (Chair)
Councillor Mike Solyom (Co-Chair)
Mayor Nathan Pachal
Blair Arbuthnot
Tony Osborn
Matt Hassett
Leslie Koole
Dammy Ogunseitan
Ella van Enter

Absent: Jaswinder Gabri
Ritti Suvilai

Staff: C. Johannsen, Director of Development Services
P. Kusack, Deputy Corporate Officer
A. Metalnikov, Planner

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

1) AGENDA

Adoption of the July 18, 2024 agenda.

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

THAT the agenda for the July 18, 2024 Advisory Design Panel be approved.

CARRIED

2) MINUTES

Adoption of minutes from the June 27, 2024 meeting.

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

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

CARRIED

3) ZONING BYLAW AMENDMENT APPLICATION RZ 13-23

Multi-phase apartment & commercial mixed-use master plan at 5501 204 Street & 20300 Douglas Crescent.

Carl Johannsen, Director of Development Services introduced the project noting it is a large multiphase site planned to be built out over 20 years. The rezoning amendment phase is a high level overview of the site noting that more detail will be provided at the development permit stage.

Anton Metalnikov, Planner, spoke to the staff report dated July 2, 2024 and provided a brief overview of the Zoning Bylaw amendment application noting that it is a large site and is a multi-phase mixed-use plan. He provided some examples of the potential building look and size that could be considered for the site.

Panel members provided the following comments about the proposal:

- Cohesion between the proposed site master plan and the neighbouring Langley Lions housing site master plan should be considered due to the proximity and function of the sites.
 - Staff noted that there will be a cohesive pedestrian access from the Lions site to the Langley mall site and ultimately to the Skytrain station.
- Northwest corner building – consider an office building instead of a residential building and include a podium style to increase light and air toward the center of the development, between towers.
- The amount of commercial space planned for the site is approximately 80%-90% of what is currently there now.
 - Staff noted that it is a fundamental requirement of the applicant to retain a grocery store.
- Generally, the north side of site will be commercial and south of the east-west through road will be residential.
- Street parking, bike lanes and sidewalks will increase from current levels. There will be underground and surface parking.
 - Parking will be provided phase by phase
 - Staff noted that provincial law prohibits municipalities from regulating levels of residential parking, however the City can set accessible parking requirements.
 - Staff will review required parking based on use as development applications are submitted.
 - Commercial tenants have their own minimum parking requirements.
 - Three levels of underground parking are proposed.

The Chair noted that each development phase will come back to the Advisory Design Panel for consideration before it is presented to City Council.

The Applicant team entered the meeting:

Jeremy Paquin, Manager, Development, Orion Construction
Tyler Knoepfel, Senior Development Manager, Cedar Coast
Mo Ahmed, Landscape Designer, KM Civil Consultants Ltd.
Rhys Leitch, Principal, Integra Architecture Inc.

On behalf of the applicant, Jeremy Paquin provided opening remarks with respect to this multi-phased project noting that Orion is a leading developer in the area, and they are very active in Langley. He introduced Tyler Knoepfel, Cedar Coast and advised they are active in BC, Washington and Oregon.

Rhys Leitch presented the application and provided a high-level overview of the vision for the development including the following:

- Site location
- Adjacent properties and uses
- Design rationale
 - The site has been broken down into sections enabling the development of a vibrant site in downtown Langley
 - Connections to the major streets in the north, east and west
 - Over 200,000 square feet of commercial space
 - Residential density has considered neighbouring properties and introduced significant greenspace on the site
- Building massing
 - Overall density of the site
 - Adding trees and greenbelts
 - Generous pedestrian realm with restaurants, walkways, vibrant environment
- Site data, commercial / residential mix
- Aerial view of the master plan including access roads, building placement, plaza location
- Ground floor plan – commercial activity, loading access, parkade access
- Overview of floor plans levels 1 – 14
- Three levels of underground parking
- Towers are 83 feet apart to allow for good visibility
- Overall landscape plan includes 230 trees on the site
- Focus on pedestrian friendly spaces, a park, public plaza, courtyards, and outdoor seating
- CPTED principles

The panel members offered the following comments and responses were provided as noted:

- Consideration should be given to pedestrian only access from the north and south of the site, instead of including vehicular access at those points.
- Consider a variation in podium sizes, not just two on each building.
- Increase commercial space.
- Not determined if strata or rental at this point.
- Podium design has upper amenity space, community garden

- It is a central location, a hub in the community. Consider enhancing the pedestrian corridor to connect Park Ave, Douglas Park and City Hall, consider a gateway feature.
- Use the buildings at the north, coming from the future Skytrain and running along Douglas Crescent to highlight public art and pull the flow of people to the site.
- Utilize open patios and flexible indoor/outdoor spaces that spill people into pedestrian corridors.
- Differentiate buildings with use of materials, colour, and style.
 - The applicant noted that the intention is to have different features but with links that connect the buildings visually.
- Space is intended to have seating areas and connections to the outdoors from the restaurants to engage people walking through. This is an important part of the central spine design concept.
- Quadrants would take close to twenty years to build out and development would be staggered. The starting point being considered is the southwest quadrant, which is residential.
 - The applicant noted that the intention is to retain existing commercial spaces for tenants while building the new space.
- Be informed by adjacencies to make improvements. Consider logical alignments to serve adjacencies.
- Park Avenue has interesting character, consider using east/west street to make a full connection to Douglas Park.
- Take connection to the Lions housing site more seriously. Termination is a wall and it could be a park instead.
 - The applicant noted that the lane between the sites is challenging and the City requires a full intersection.
 - Challenge to provide connections between two private properties with public access. The intention was that the park was the terminus.
 - Staff noted because it is a multi-phase development the lane must be maintained for 10+ years to service the commercial tenants. As the development permit phases occur it will determine what is built out and what happens around the space.
 - Staff further noted the lane is required for fire access and it will also distribute traffic.
- Consider adjusting some placements to make the two sites look more intentional.
- Consider the opportunity to provide solar access to make sure people use those spaces most of the year.
- The intention is to provide opportunities for people to move through the site both east/west and north/south.
- Put a greater focus on the pedestrian perspective.
 - Consider a peek-a-boo view from the northwest corner along Douglas Crescent to invite interest in visiting the site, not just building massing along Douglas Crescent.
 - Consider pedestrian only laneways through the space.
 - Expand impression (not footprint) of the south end park space, spill out into town center area and bring more interest to the rest of the space.
 - Encourage treatments all the way through the north half of the pedestrian space. There is more opportunity to spill out into the town center. Push north to more public facing elements.
- South lane will be expanded from 6m to 8m and will have residential patios.
- Planting will define the park space, possibly a gate.
- Consider shade study and how plantings grow.

- The applicant noted that shadow studies were done and the way the buildings shade each other, and the public realm was considered in the design and building placement.
- Consider separation of upper amenity space from commercial areas, ensure for the resident use only.
- Ensure adequate parking is provided.
 - The applicant noted that commercial and residential visitor parking will be overlapped as they are used at different times of day.
 - Staff noted that the City will be diligent about how growth is shaped. The applicant has an optimal design grid for this site.
 - As phases develop parking needs will diminish.
 - It was noted that the provincial government regulates residential parking requirements.
- Consider east/west connection to Michaud Crescent as it is a major connection point for pedestrians and cyclists.
- Retain some historical feel to the space.
 - Consider a road treatment to acknowledge the heritage of the original interurban rail route.
 - Originally the site of a greenhouse operation, consider ways to bring back the history of the site, perhaps a design element that hints to the past.
- The northwest intersection will be viewable from the new Skytrain station. That is a key viewpoint for the City.
 - Ensure the public realm is interesting at that location.
- Consider improvements to the lane between the Langley Lions site and this site. There will be 1000 residents when the Lions project is complete and it is an active access point.
- The play area could be better utilized. Perhaps focus on seniors and the need for passive space for them.
- Consider providing / enhancing public bike parking space.
- Improve the look of the loading zone.
 - The applicant noted that there is one entry point and then commercial trucks will be hidden behind the commercial area.
- Consider the opportunity to have the sidewalk continue through, and not let down for the road. This provides a clear message it is intended for pedestrians.
- Staff noted that a public access agreement will ensure the public can use the onsite park.

The applicant team left the meeting.

It was MOVED and SECONDED

THAT:

1. The ADP receive the staff report for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Add a drawing of the site's context with the Langley Lions complex, look for opportunities to strengthen the relationship and connection between the subject and Langley Lions sites, improve connections between the southern park and the Langley Lions lane, and incorporate a unique surface treatment in the lane

- b. Consider more variation in height of podium levels
- c. Give consideration to prominent gateway features related to surrounding context (e.g. Douglas Park, SkyTrain station, etc.)
- d. Design commercial frontages to effectively activate and engage with the adjacent pedestrian realm (uses spilling out, garage doors, etc.)
- e. Ensure there is variation in façade design and material use and colours between different building phases, with consideration to existing and historical context (e.g. street grid and interurban alignment, greenhouse, etc.)
- f. Consider solar access in building articulation and provide shadow diagrams, including in the articulation diagrams
- g. Look for opportunities to greater enhance the street ground scape, including with further emphasis on pedestrians
- h. Enhance and provide more pedestrian view points around and through the site
- i. Allow design features within the park (water features, furniture, etc.) to be less compartmentalized and blend through each other more (and extend features further north into public realm), and consider more seniors-friendly programming
- j. Emphasize an engaging and visually interesting frontage at the northwest corner adjacent to the intersection of Douglas Crescent and 203 Street
- k. Incorporate enhanced bicycle parking facilities as part of development applications
- l. Mitigate the visual and pedestrian impacts of the loading and parkade entrances
- m. Incorporate level sidewalk heights across carriageway intersections wherever possible
- n. Include a diverse residential unit mix

Staff note: Provide more information on the future design of the 203 Street & Michaud Crescent intersection.

BEFORE QUESTION WAS CALLED there was discussion about solar access / shadow studies and loss of parking in the mall parking lot. It was noted that on-street parking will be improved. The City will be conducting a parking strategy, and looking at parking in relation to the development of SkyTrain.

THE QUESTION WAS CALLED and same was

CARRIED

**4) DEVELOPMENT PERMIT APPLICATION DP 14-23
ZONING BYLAW AMENDMENT APPLICATION RZ 12-23**

6-storey, 64-unit apartment building at 20220-20230 Michaud Crescent

Anton Metalnikov, Planner introduced the project and provided context to the application. He further spoke to the staff report dated July 3, 2024 and provided a brief overview of the Development Permit application.

The Applicant team entered the meeting:

Matthew Cheng, Architect, Matthew Cheng Architect Inc.

Ali Tahmoresi, Intern Architect, Matthew Cheng Architect Inc.
Caelan Griffiths, Landscape Architect, PMG Landscape Architects Ltd.
Namanmeet Singh, Developer, Elegant Glass Holdings

Matthew Cheng provided information on the following:

- Development location
- Underground parking
- Vehicular access and parking details
- Indoor / outdoor amenities
- Form and character
- Elevations and finishings
- CPTED
- Landscape design and outdoor amenity space

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

- Visitor parking stalls would be reduced by 3 stalls if a gate is installed to separate it from the resident parking.
- Consider better visitor access to the building and resident areas, there are no sidewalks or lane. It is not clear how one enters the building from there.
- Consider improvements to the entry lobby.
 - A unique condition exists where it is possible to combine the stair and ramp area and change the entry point to enable everyone to use the same space equally, instead of separating.
 - Change the orientation of the entry to improve access and attain a better view of the landscape areas.
- Consider limiting the number of colours used on the exterior, increase use of woodgrain colour, or use brick.
- Orange highlights don't match from left side to right side of building. Needs more consistency. Possibly include colour on the inside as well.
- Consider replacing the 'spinner' play unit with something more usable for multiple children at once, ie: swing set.
- Provide a rendering of what size bed can fit in the bedrooms.
- Plug ins for ebikes will be included.
- Consider moving bike parking from the street to the lobby, perhaps the existing 'office' space.
- Air conditioning provided is for one room, not the whole suite.

The co-chair left the meeting at 9:32pm.

- Consider warmer tones in the back of the building. Back to front feel disconnected visibly.
- Improve aesthetics in the lane for residents that are facing it.
- Consider improvements to parkade bike stall access to the building. There are a lot of doors. Can the number of doors you need to pass through be reduced. Mechanical doors are ideal if you must pass through them with bikes.
- Install Canada Post grade mail hardware as it is more theft resistant.
- Utilize fob access for building doors.

- Parking ramp - ensure clear visibility east/west as the lane will have traffic in both directions.
 - The applicant noted that there will be a 6m flat area at the top of the ramp.

The applicant team left the meeting.

Further discussion took place about parking and the new provincial laws.

It was MOVED and SECONDED

THAT:

1. The ADP receive the staff report for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Consider redesigning the lobby entrance to integrate the stairs and ramp, including by shifting the location of the entry door, face the northeast landscape island, and move bicycle rack (preferably with two-point locking racks) closer to lobby entrance
 - b. Consider design enhancements and variation to the roof line
 - c. Consider colour palette adjustments (e.g. replacing tan material with greater use of wood grain siding, review extent of tan material along extruded frames for harmony, consider incorporating it more on the rear elevations, etc.)
 - d. Consider an alternative play feature that could be used by more children at a time
 - e. Clarify the size of beds that could fit into bedrooms
 - f. Incorporate Canada Post mailbox standards for security
 - g. Look for potential improvements to walking bicycles through the building (e.g. reconfiguring locations, automatic doors, etc.)
 - h. Review use of enterphones at parkade entrances
 - i. Ensure adequate sightlines are provided at intersection of south lane and parkade accesses
 - j. Review the interface of the west lane and its fronting units
 - k. Clarify the intent of the office space

BEFORE THE QUESTION WAS CALLED it was noted that the City's tenant relocation policy will apply to this development. Staff will review the land use with regard to the proposed residential office space in the lobby and will inquire further as to the intended use.

THE QUESTION WAS CALLED and same was

CARRIED

5) NEXT MEETING

September 11, 2024

6) **ADJOURNMENT**

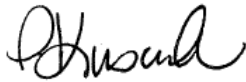
It was MOVED and SECONDED

THAT the meeting adjourn at 9:50 pm.

CARRIED



ADVISORY DESIGN PANEL CHAIR



DEPUTY CORPORATE OFFICER

CITY OF
LANGLEY



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Langley City Centre SkyTrain Station
(5710-5740 203 Street & 5673 203A Street)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #:

Doc #:

Date: September 5, 2024

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider the form and character of the Langley City Centre ('LCC') SkyTrain station, proposed as part of the Surrey Langley SkyTrain (SLS) project being led by Transportation Investment Corporation (TIC) of the Province of British Columbia, and as designed by the Station contractor South Fraser Station Partners (SFSP) and project architect Francl Architecture Inc.

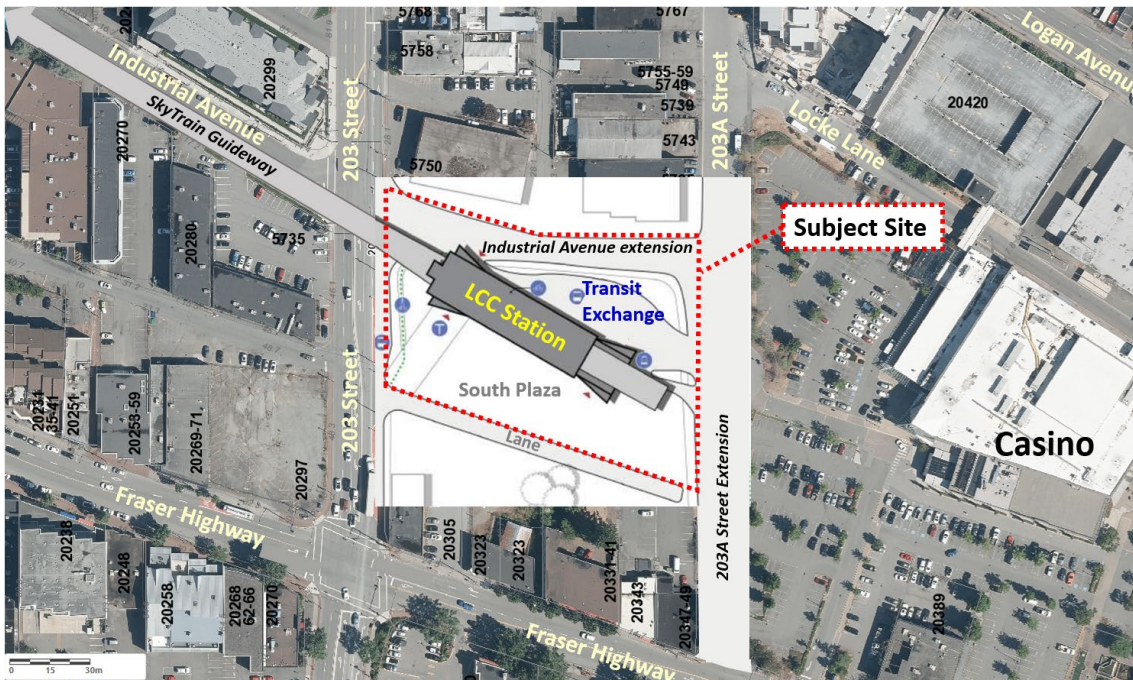
POLICY:

The LCC SkyTrain station is the sole SkyTrain station within the City of Langley, and is not subject to rezoning and/or a Development Permit. As part of the Development Advisory Process (DAP) agreed to between the City of Langley and TIC, the City has the right to provide non-binding input to TIC and SFSP on the design of the SkyTrain station and its site. As part of exercising this right, the City has elected to bring the project to the Advisory Design Panel (ADP) for its review, with the input received to be provided to TIC and SFSP along with previously compiled staff comments.

Discussion:

1. Context

The SLS project consists of a 16-kilometre extension of the Expo Line, from its current terminus of King George Station in downtown Surrey to a new terminus in Downtown Langley City, with a total of 8 new stations. This new terminus station, which had previously been known as the “203 Street station” but since has been renamed Langley City Centre (LCC) Station, is projected to be one of the most well-used stations on the extension, as the ‘gateway’ into the regional rapid rail system and a catalyst for significant pedestrian activity & Transit-Oriented Development (TOD). With the SkyTrain line running down Industrial Avenue in Langley City, the LCC station will be located on a large vacant site just east of its intersection with 203 Street.



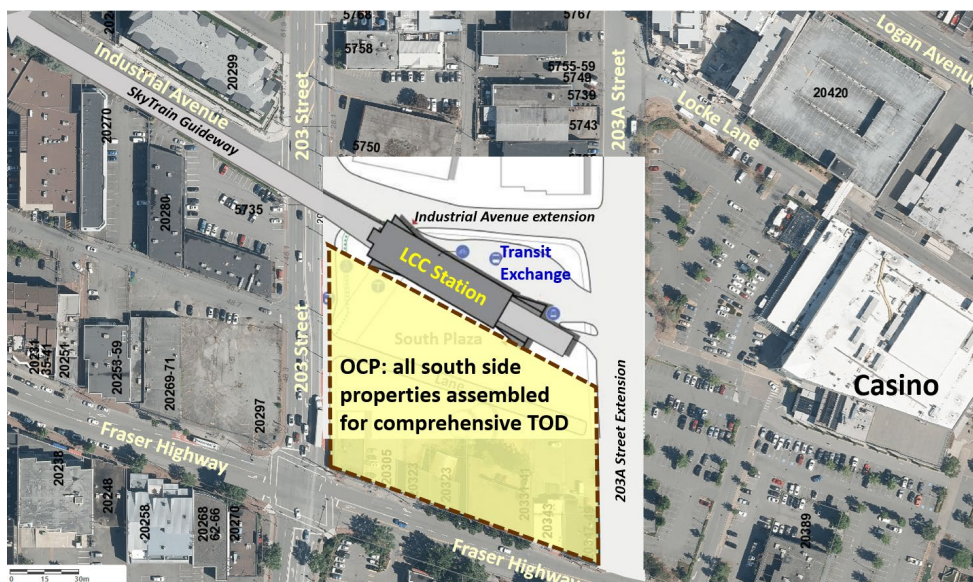
Langley City Centre SkyTrain Station & site context

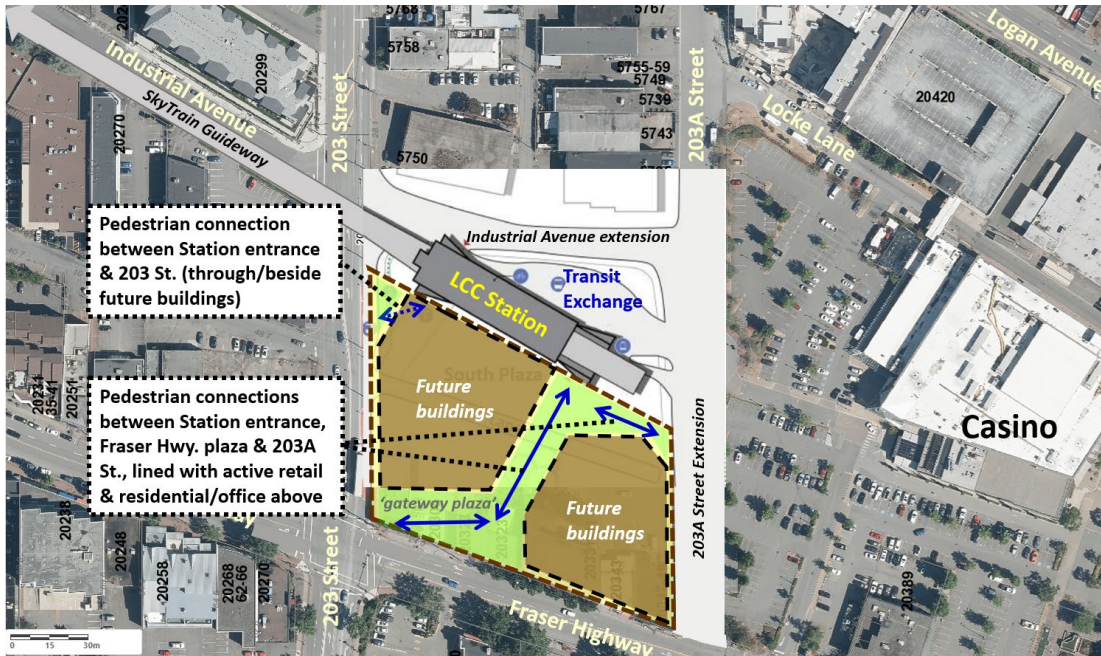
The City’s Official Community Plan (OCP), adopted in 2021, supports the SkyTrain extension, both at a higher level to align the surrounding land uses with the significant access improvements and demand for homes, job spaces, and services created by the SkyTrain, and at a finer grain to ensure the station and guideway were designed in harmony with the expected buildings and public spaces nearby. The OCP’s Policy 2.32.1 on SkyTrain stations and guideway design stated the City’s intent to collaborate with TransLink and the Province to ensure station entrances and surrounding areas are designed to maximize TOD opportunities, be safe, accessible, easy to use and inviting for SkyTrain users

and include innovative art, lighting, landscaping, and public space elements to integrate the station into the urban fabric.

Also, given the area south of the Station currently consists of an empty lot, a lane and the 'back of house' of single storey buildings along Fraser Highway (which 'hide' the future Station from the high-profile Fraser Highway/203 Street intersection), the attached OCP Appendix B: District Policies, and as illustrated below, sets out a vision for significant TOD that connects the Station to Fraser Highway and seamlessly integrates SkyTrain into the City's highly walkable Downtown. Key features of the OCP vision for the LCC Station include:

- Relocating the existing transit exchange to the north side of LCC Station;
- Extending Industrial Avenue and 203A Street to 'complete the grid';
- Designating the area immediately south of the Station, including the lane and properties fronting Fraser Highway, for future TOD that is directly adjacent to the Station and includes active and safe pedestrian connections between Station entrances and Fraser Highway, 203 Street, and 203A Street. This is intended to create a vibrant and safe experience for SkyTrain users, and create an attractive landmark destination, anchored by major plaza at Fraser Highway, that ties the Station to one of the City's most visible and important intersections and is representative of the Station's 'gateway' role. In order to facilitate this, the OCP requires all areas/properties south of the Station, including those on Fraser Highway, to be assembled into one comprehensively-planned TOD parcel;
- Ensuring that ground floor retail, with housing and offices above, is located adjacent to pedestrian areas and plazas, to provide the 'eyes on the street' and activity that supports a comfortable transit user experience; and
- Locating a community and/or transit police office on the Station site, to further enhance site and area safety.





On the strength of the City's OCP policies staff worked closely with TIC during the Reference Concept Design (RCD) stage to ensure the basic Station design, that was eventually used in the process to retain a design-build contractor, included a transit exchange on the north side of the Station and enabled future TOD between the Station footprint and Fraser Highway.

The successful contractor, SFSP, has developed an LCC Station design that is consistent with the RCD. As shown in the attached drawing package (described in detail in the following section), the SFSP design includes a 'temporary' south plaza area that provides an open and landscaped public realm that will be in place for likely 5 to 10 years (between opening day of SkyTrain service and eventual TOD redevelopment of the area as envisioned in the OCP), and the design of the station south facade won't prevent future adjacent development.

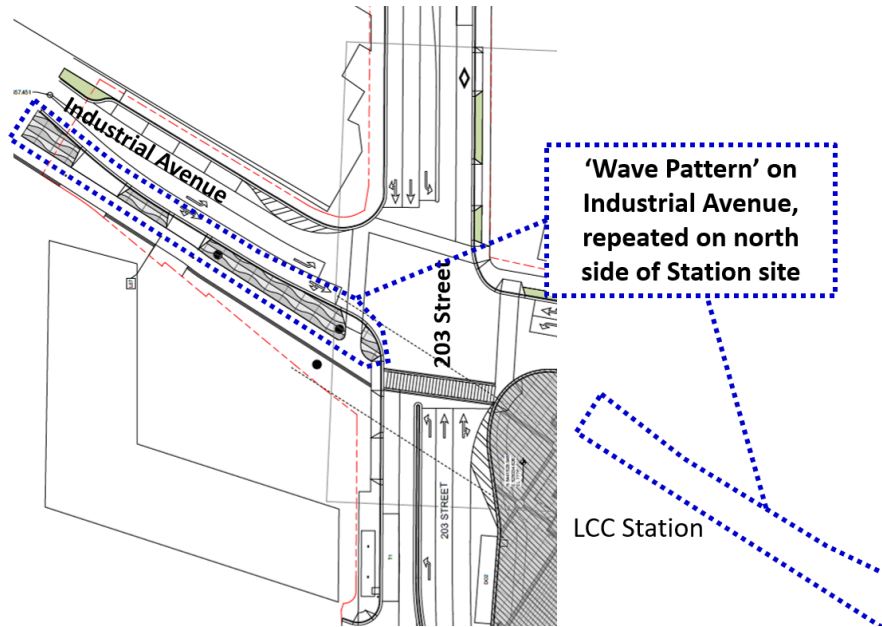
2. Design

As noted above the contractor's design is closely aligned with the RCD and incorporates a number of driving factors including City policy and the operational requirements of the BC Rapid Transit Company (BCRTC, which operates the SkyTrain system) and the Coast Mountain Bus Company (CMBC, which operates the bus system). These factors include the extension of Industrial Avenue and 203A Street, the inclusion of a bus exchange and layover area, and the accommodation of parking for staff of various associated agencies.

The station is aligned diagonally through the site, with the station plaza (noted as 'South Plaza' on above site context map) surrounding it and expanding out to

the southwest. This plaza is designed with a number of different treatments, including a saw-cut concrete pattern as the primary hardscape, a cast-in-place concrete mosaic highlighting the station entrances, and unit pavers in the larger open plaza area and beside the at-grade commercial retail unit (CRU) located at the east end of the Station. This CRU is intended to provide on site retail service for transit users and pedestrian activity/‘eyes on the street’ for the east end of the Station and transit exchange prior to the redevelopment of the South Plaza area.

Additionally, a ‘wave’ paving pattern is used on the north side of the Station (between the Station wall and transit exchange bays), which carries through a similar paving pattern along the south side of Industrial Avenue to the west, which was designed as part of a separate public realm plan associated with the road, multi-use pathway and sidewalk surface under the SkyTrain guideway (see image below for an example of the wave pattern boulevard along the south side of Industrial Avenue). The wave pattern is intended to evoke the Nicomekl River and its journey through the City, and the significant role it has played in shaping the geographical and historical context of the Langley City area. This paving pattern is a part of a broader public realm enhancement concept that supports future TOD development along Industrial Avenue; this concept will include public art and interpretive feature installations spaced along the corridor, as well as decorative uplighting of the SkyTrain guideway columns in the future.



Surface parking spaces are provided along the lane south of the Station, for use by staff of operating agencies including SkyTrain staff and Transit Police (these spaces will be integrated into the parkades of future buildings as redevelopment occurs). Trees are incorporated in planting areas of different sizes throughout the site. Furnishings include benches and a large outdoor bicycle rack.

The space to the northeast of the station is oriented toward bus operations and includes five bus bays and a layover area. The layover area has been designed to support electric bus charging capability in the future and leaves a smaller area adjacent to the planned intersection of Industrial Avenue and 203A Street to host the required infrastructure. Additional trees are proposed on the perimeter.

The station has four entrances, with one on the north and south sides of each end. Both sets of entrances have up and down escalators and an elevator for access to the centre platform above. A bike parkade (a Compass-card secured room with two-level racks) is included near the northwest entrance.

Much of the middle of the station ground floor, below the platform, is occupied by interior non-public service rooms that are only accessible for SkyTrain and transit support staff (ie. BCRTC and CMBC). TIC and SFSP have also indicated that this interior service space will also accommodate Transit Police staff on-site. Intercom kiosks are also planned to be provided in the Station area, including at ground level (outside of fare paid zone/gates) and platform level, to enable transit users to call and communicate with Transit Police and BCRTC staff. Additional information is expected to be provided by TIC and SFSP as the LCC Station design progresses to its final iteration and construction.

The Station and public realm materials are consistent with those intended to be used for all stations along the SkyTrain extension, and will be similar to other newer stations such as those along the Millennium Line “Evergreen Extension” in the Tri-Cities. Key station materials include heavy timber soffits and ceilings, stone panel walls, large glazed areas, and metal accents.

3. Propulsion Power Substation (PPS)

Propulsion Power Substations (PPS) are buildings supplying electrical power to the SkyTrain system that are generally associated with stations. One PPS is planned in Langley City along Industrial Avenue near its intersection with 201A Street, approximately 225 metres to the west of the station. This PPS is sited nearly abutting the east property line, with the remainder of the property used for associated infrastructure, vehicular access, and two staff parking spaces. The PPS will present a height of approximately two storeys, and will be primarily finished in stone/concrete panels, with doors and a decorative fin in steel.

The PPS façade design is driven by the need to house high voltage electrical equipment, which precludes windows or other openings. This being said, the location of the PPS along the east side of the site (including access), as well as the blank façade nature of the building, does permit future buildings to be

constructed adjacent to the PPS (and possibly over top of the PPS, as seen in other communities with similar facilities).

4. Sustainability

The project's sustainability approach prioritizes natural light and uses energy-efficient systems and durable materials, including cross-laminated timber.

5. Summary

The planned Langley City Centre station has been a primary consideration within the City's long-range planning, including both transportation and land use. In turn, the City has set expectations for the Province and its contractor to align the station's design with the City's vision for the immediate area and Downtown.

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place for apparatus and firefighters. A construction fire safety plan shall be completed and updated on a regular basis. A Fire Safety plan and FD lock box (knox box) will be required before occupancy, location to be discussed at a later date. The 4" FDC location will be determined later in the project schedule in discussions with the Fire Department.

Advisory Design Panel:

As a Provincial project, the SkyTrain extension and Langley City Centre station is not subject to formal municipal permitting or approvals. However, the City has worked closely with BC TIC over the course of the project to shape its design and reached an agreement to provide non-binding recommendations through an adjusted process similar to those used for development applications. Accordingly, the station design will be reviewed by the Advisory Design Panel (ADP) at the September 11, 2024 meeting. The ADP is to provide form and character and urban design-related advice which will be provided to BC TIC and their contractor SFSP for their consideration.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



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

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



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

Concurrence:



Scott Kennedy, Fire Chief

Attachments



Conceptual rendering, subject to change; does not reflect future transit-oriented development

Langley City Centre Station

Initiating Station Design Submission



Surrey Langley SkyTrain

Revision Record					
Rev	Description	Originator	Checker	Approver	Date
A	Initiating Station Design Submission	J. Liu	B. Bilodeau	J. Van Der Wal	2024-06-28
B					
C					
D					

Prepared by:

Francl Architecture Inc.

970 Homer Street,
Vancouver, BC, V6B 2W7, Canada

(604) 688-3252
franclarchitecture.com

Project Team:



Client:



Table of Contents

Project Overview	7	Platform Plan	26
Systemwide Design Brief	8	Elevations	27
Design Rationale – Architectural Principles and Approach	9	Sections	28
Design Rationale – Systemwide Identity	10	Station Circulation – Station Interior Sequences of Spaces	29
Design Rationale – Focus on Passenger Experience	11	Landscape	30
Design Rationale – Quality and Type of Materials	12	Illustrative Landscape Plan	31
Design Rationale – Station Materiality (Exterior and Interior)	13	Transit Exchange	32
Design Rationale – Vision for the Station Plaza	14	Civil Site Plan	33
Design Rationale – Public Realm & Plaza Design	15	Transit Exchange Rendering	34
Design Rationale – Sustainability	16	Langley City Centre Station PPS	35
Langley City Centre Station (203 Street)	17	PPS Rendering	36
Station Site & Context – Urban Context & Development	18	Urban Context & Development	37
Station Drawings	21	Streetscape & Context Map	38
Fire Access Plan	22	Site Plan & Fire Truck Access Plan	39
Accessibility & Connectivity Plan	23	West and East Elevation	40
Site Plan	24	North and South Elevation	41
Concourse Plan	25		



Langley City Centre Station – evening rendering

Conceptual rendering, subject to change; does not reflect future transit-oriented development



Langley City Centre Station – alternate day render view

Conceptual rendering, subject to change; does not reflect future transit-oriented development

Project Overview



Project Overview

Surrey Langley SkyTrain

The Surrey Langley SkyTrain will extend the Expo Line 16 kilometres from King George Station in Surrey to 203 Street in Langley City. The Surrey Langley SkyTrain will improve regional connections and provide fast, frequent, and reliable transit service for people and businesses across Metro Vancouver, especially south of the Fraser River.

Once opened, the commute from Langley City Centre to King George Station will be 22 minutes, saving the average transit commuter approximately 40 minutes a day, relieving congestion along Fraser Highway.



Systemwide Design Brief



Systemwide Design Brief

Design Rationale

Architectural Principles and Approach

Current design approach will address two important aspects for the Surrey Langley SkyTrain Project:

- To reinforce systemwide identity such that the stations are seen as part of the SkyTrain System and as a family of stations for the SLS extension to Expo Line; and
- To develop station and plaza designs that celebrate connections to adjoining communities, anticipates future integration to corridor wide pedestrian systems, and elevates the passenger movement experience.

At the community level, our approach to local identity and placemaking will be organized according to distinct community areas within each of the Three Municipalities of the City of Surrey, the Township of Langley and the City of Langley. For the City of Surrey with the largest number of stations, the approach to community identity is further developed to reflect the finer grain of the specific neighbourhood within each community.

Community and Neighbourhood Character



The opportunities and architectural design approach for unique features that express local identity and neighbourhood character will be focused on the transit passenger/pedestrian experience of the ground plane elements, with key design features introduced at the street level pedestrian scale that are station specific.



Design elements such as the station plazas and the surrounding public realm will be developed with greater variability to respond to the surrounding context and contribute to placemaking and neighbourhood identity.



Areas such as the Commercial Retail Unit and the station plazas will respond strongest to the creation of local community identity, including use of varied plaza paving patterns and a unique canopy design at the CRU that sets itself apart from that at the station entrance. Our approach to street furnishings such as benches or lighting will be developed to balance municipal standards with systemwide consistency for public realm enhancements at all stations.



For the stations architecture, the design team supports an architectural design approach that balances systemwide recognition with neighbourhood level differentiation, using key experiential elements of each station that are recognizable as a SkyTrain Station, but exploring potential for design variation of these elements to enhance passenger experience and reinforce local neighbourhood character.



Each station will have a unique approach for the entrance canopy which differentiates between stations through articulation of its shape and orientation, while maintaining consistency in the use of wood and steel for recognizable transit specific materiality.

Systemwide Design Brief

Design Rationale Systemwide Identity

From its first phase constructed for the 1986 World Exposition on Transportation and Communication, Vancouver's unique and world-class SkyTrain System has been expanded upon through three consecutive phases, and the SLS extension will be its fourth major expansion. Each expansion has taken cues from the Expo Line's architectural character. This original approach to modular and systems (kit-of-parts) design, in addition to the later use of mass timber elements, gives SkyTrain an identity that is unique and identifiable relative to any other transit system in the world. Further, the elevated station typology has a distinct set of recognizable components that respond and mediate between the most standardized functional requirements, to the unique attributes of topography and community.

The fundamental components are organized according to a sequence connecting the station platform that respond to vehicle dimensions and the associated boarding/alighting requirements, to the vertical circulation and concourse/entry spaces that must support wayfinding and ease of movement, and finally to the station plazas that facilitate placemaking and wayfinding to and from each station as the hub of a transit-oriented environment.

Our approach to the identity of the next SkyTrain expansion intends to build on this legacy of elegant and refined systemwide elements for continuity, while recognizing opportunity for unique expression and community variability where these stations support interface with passengers, neighbours and the surrounding community. Each of the station designs will reinforce its urban presence and the SLS systemwide identity through a consistent approach to the appearance and overall massing of the platform roof between all stations. By adopting a co-planar geometry and a similar material palette of structural heavy timber wood deck across the main station roof over the platform and the associated vertical circulation, the SLS family of stations will share a similar architectural language and materiality for the primary transit element represented by the station platform roof. The use of wood will be replicated at the station entry canopies, providing a similar ceiling appearance that visually and experientially links the at grade transit entrance with the platform above.



Centre Platform



Side Platform

Systemwide Design Brief

Design Rationale Focus on Passenger Experience

At the level of the passenger and pedestrian, the proposed design approach will introduce opportunities for design variability that support systemwide clarity, while offering the potential for community enhancement and neighbourhood identity. The focus at the pedestrian scale will support design opportunities that benefit the SLS Stations in a number of ways, aligning with the vision in the previously developed concept design:

- Design legibility to enhance wayfinding, creating a convenient, safe, and easy to navigate environment for passengers and pedestrians
- Focus on human scale design variability to celebrate diversity and neighbourhood character at each stations
- Transforming transit stations into a community asset with a public realm design that celebrates connections to adjoining communities and corridor wide pedestrian systems
- Elevating the movement experience at grade through seamless integration for intermodal transfers and connections with adjacent and future transit-oriented developments
- Creating an enhanced public realm to promote shared public use and a sense of place

More specifically, our Station design approach aims to develop elegance through simplicity, organized around key areas of a transit user's experience: Platform, Circulation and Entrance at the Station Plaza. The public realm interface, beginning with the Entrance at the Station Plaza is an important element in the experience between the local neighbourhood and the passengers arriving at or leaving the transit station, during daytime or evening.



Systemwide Design Brief

Design Rationale Quality and Type of Materials

Long term resiliency for operations and maintenance is a key consideration in Station and PPS designs, and in the selection of material type and quality, recognizing the need for best practice approach to support ongoing maintenance, refurbishment and renovations. For example, replaceable components shall be selected to meet minimum specified Service Life, and be designed for ease of maintenance and replacement change during the Service Life period.

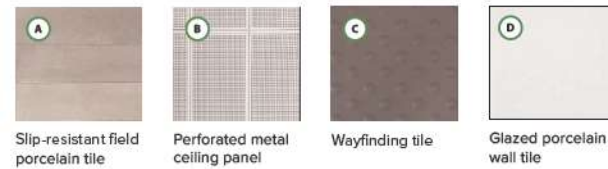
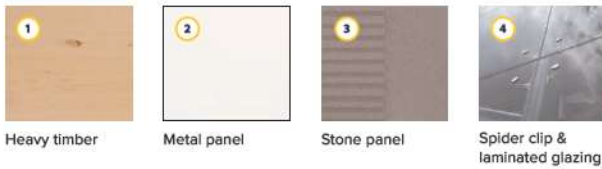
In addition to durability, maintainability, performance and safety, the systemwide approach means establishing commonality to the palette of systemwide materials for all stations. This includes:

- Platform Ceiling: Exposed heavy timber wood soffit providing consistent appearance for all stations
- Station Entry Canopy: Exposed heavy timber wood soffit with a finer grain appearance and finish, along with form and geometry that is variable between stations
- Station primary exterior materials: steel, glass and CIP concrete
- Station back-of-house and PPS exterior: stone or concrete panel
- Bike Parkade exterior: steel, glass and CIP concrete
- CRU exterior: metal panel system with glazed curtain wall
- Station interior: floor tile, wall tile, and perforated metal panel (ceiling)

Component Assembly	Description	Date
Platform Roofing	TPO roofing membrane	A material which is known for excellent resistance to ozone, UV radiation and certain chemical damage. Other benefits that contribute to the overall extension of design life is its durability to rips, impacts and punctures, therefore an ideal roofing surface without the need of additional top protection.
Headhouse Roofing	Standing seam metal	Metal roof is known to have an excellent service life of 50+ years when water pooling on the surface is mitigated; henceforth this material is only proposed for areas where roof slope is steep.
Platform Roof Deck	Engineer timber (ie. CLT, NLT)	Produced from renewable source, the natural finish of the material provides a visually prominent appearance without the need for a separate ceiling soffit. The structural integrity of the panel allows two-way span to minimizing additional supporting structure and connection details and the needs to maintain and replace parts.
Platform / Concourse Floor	Porcelain floor tile & tactile wayfinding tile	The selection and type of floor tile used at the Platform shall meet at minimum the following: safety (non-slip surface), durability (to withstand heavy foot traffic), maintainability (to be cleaned easily with water) and replaceability (can be done one or many at a time).
Exterior Walls	Cast-in-place concrete	The use of architectural concrete provides an aesthetically cohesive look between the Guideway, the Concourse and the Platform which is also the uniform identifier for all current SkyTrain System. The use of exposed concrete as building perimeter curb creates a strong define edges on the interior and exterior Station functional zone and is a durable material that can stand up to impacts from luggage, bicycles, and routine maintenance. In addition, the structural property enables the vertical steel members to land on the curb instead of the floor slab creating better protection for steel connections.
	Stone veneer / concrete panel	To match a similar understated colour and finish of the cast-in-place architectural concrete of the Station structures, the back-of-house ancillary area and PPS utilizing large format stone veneer or high-performance concrete panels as the exterior cladding of the rainscreen assembly. The materials are durable and can withstand aging in harsh environment and have excellent fire-resistant property which provide an extra layer of protection for critical assets reside in the PPS and the ancillary area.
	Composite metal panel	The composite metal system is a versatile exterior cladding for areas such as the CRU to provide a polished and modern look. The material is resistant to stain but can accept surface applied films to suit the branding needs of the CRU business or provide an opportunity for public art. The panelized nature allows easy mix-and-match of colour to create unique look at each CRU location or to reflect station neighbourhood character.
	Glazing: point support & curtain wall	The transparency of glazing provides abundant natural light into the stations for energy saving and to allow for great visibility to activities taking place in-and-around the stations, giving passengers a sense of safety and security day and night. In addition, the material itself is rust and stain resistant with minimal maintenance required. The lamination can be specified to meet design versatility as well as additional safety and the glass surface can receive post-applied films for advertisement or public art installation yet be removed easily. When applied with proper coating, the material can help to reflect UV without losing access to light and view. When glass is constructed as a seal unit, the assembly provide enhanced insulation property.

Systemwide Design Brief

Design Rationale Station Materiality (Exterior and Interior)



Precedents



Burquitlam Station



Coquitlam Central Station



Moody Centre Station

Langley City Center Station – Initiating Station Design Submission

Systemwide Design Brief

Design Rationale Vision for the Station Plaza

Our vision for the design of the Station Plaza is to enhance neighbourhood identity, promote community integration, and support ease of wayfinding to station entry from surrounding community. Design variability will focus on the ground plane elements - station entrance, bicycle parkade, retail, PPSs, and plaza surface treatment, to support clear differentiation between main station entry and other plaza amenities.

We recognize that a high quality public realm design will generate greater animation of the plaza to celebrate each station's unique neighbourhood context. The images to the right illustrate qualities of planting and design. In the following page, the diagram shows where the plaza design provides for a systemwide paving treatment of the entry pathway leading to the station entrance, patterned for directionality and consistent across all SLS Stations. This is framed on either side by decorative surface paving treatment, with the potential for design variability to support local neighbourhood identity and public gather around the CRU and other passive use areas for meeting and resting.



Diverse planting palette



Landscaping seasonal interest



Urban canopy



Combination of pavement finishes define use

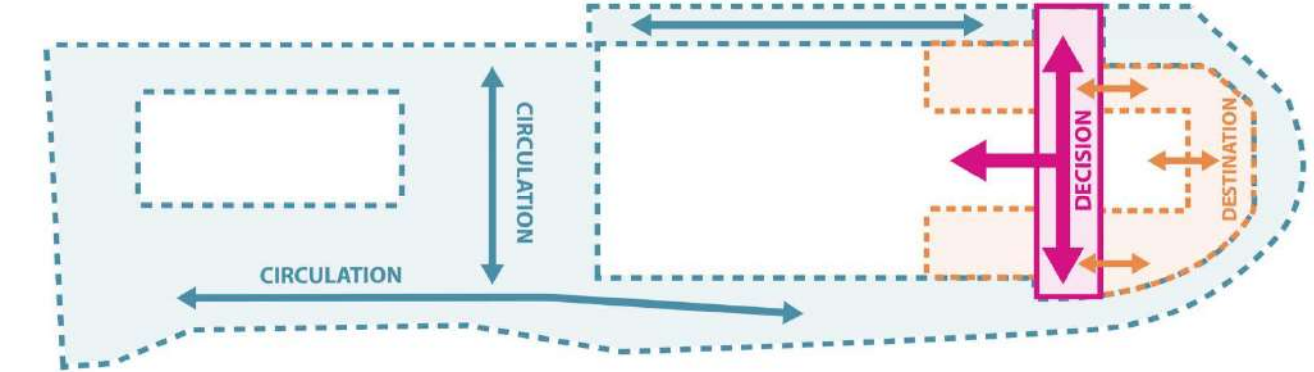
Systemwide Design Brief

Design Rationale Public Realm & Plaza Design

At each station, the public realm design will embrace a clear hierarchy of spaces, materials and architectural features that contribute to wayfinding clarity. The exterior circulation elements will follow clearly defined functional goals that reinforce the overall approach to transit network and station design. The exterior public areas with the highest concentration of movement will be designed to support widest options for wayfinding, accessibility and public art that enhance passenger experience. Building on the principles articulated in the previously developed concept design, our urban design approach to the public realm will organize the Station Plaza and Transit Exchange along three primary zones as described below and by the illustrative diagram:

Decision Zone: Comprised primarily of the immediate station entrance areas leading to the interior fare gates/fare paid zones. This zone is a critical interconnection between transit functions and the arrival/departure sequence, and must support clarity for transit interchange, ample space for seamless movement, and clear sightlines. Our design will provide a systemwide paving pattern and material as a key signifier of arrival at the station entrance, strongly aligned with the systemwide use of exposed wood at the canopy soffit.

Circulation Zone: Comprised of all areas required to facilitate pedestrian movement, this zone supports transit interconnections, interface with neighbourhood pedestrian networks, connection to multi-use pathways and general circulation within the Station Plaza areas. Our design will be focused on elements that enhance pedestrian experience including clear wayfinding, a CPTED responsive design to support a sense of pedestrian safety, ample but not excessive lighting, street furnishings & plantings that pro-



vide areas of respite, and paving patterns that contribute to ease of movement and wayfinding. This zone will provide limited opportunities design variability to create neighbourhood identity.

Destination Zone: Clearly associated with the exterior areas around the CRU and the Station Plaza, this zone offers the highest level of design variability to support local neighbourhood identity. Our design envisions that that this zone supports both Opportu-

nity areas and Flex areas as defined in the Reference Concept Design, providing a clearly delineated area as an outdoor 'living room' that serves multiple functions including neighbourhood meeting place, transit user rendezvous, and future interconnection to adjoining TODs. We recognize that each Municipality may have valuable design input related to this zone to support public realm animation and celebrate each unique neighbourhood context as part of the DAP process.

Systemwide Design Brief

Design Rationale Sustainability

Energy and Water Conservation

The project is designed to maximize the concept of the Walkable City. This is achieved by reducing energy usage through the following:

Low Carbon Transportation

- Using transit and transit oriented development (TOD) through multimodal transportation links such as bicycles, taxis, rideshares, foot traffic, and so on for the “last mile” being micro modal forms. This reduces private automobile use to and around the stations as well as offering a viable alternative to the traveling public that is low carbon across longer distances, through the use of light rail.

Energy Efficient Vertical Transportation

- Creating vertical transportation including elevators and escalators using energy saving and low maintenance components that are energy efficient, and with low energy LED lights. Energy saving lower speeds will be programmed. Variable voltage/variable frequency (VVVF) drive systems will be provided for energy savings.

Sustainable Daylighting

- Providing a lighting strategy that offers highly reduced energy usage by maximizing daylighting through a fully glazed curtain wall system that amplifies wayfinding, safety and views to outside. All glazing is compliant with the Province’s strict energy standards.

Sustainable Materials

The project includes sustainable and renewable materials and processes, with preference given to a higher proportion of natural material and native planting selections where possible. These include:

Sustainable Wood Products

- Maximized use of Cross-laminated timber (CLT) which is produced using energy efficient manufacturing processes renewable materials, with a structural strength amply suited to project needs. This also provides a natural biophilic element that is intended to amplify a sense of well-being throughout the user experience.

Selective Use of Aluminum and Steel

- Aluminum and steel chosen selectively on an as-needed basis and with high performance coatings for low maintenance and reduced need for replacement; panelized for ease of future reconfiguration. The balance of material selection is given to wood instead of metals, with metals being used to create a biophilic reflectivity that creates a sense flow.

Durable Composite Panels

- Sustainably produced and durable composite panels in place of mined stone for long life span and low maintenance, panelized for ease of future reconfigurations. These composite panels are engineering to withstand high traffic, thereby reducing the need for extensive chemical cleaning and use of water for maintenance.



Inlet Centre Station

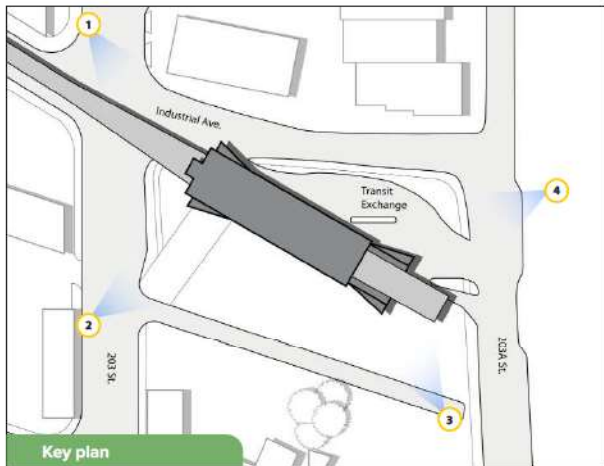
Langley City Center Station

(203 Street and Fraser Highway)



Station Site & Context

Urban Context & Development



1 North West



2 South West



3 South East



4 North East

Station Site & Context

Urban Context & Development



North elevation streetscape

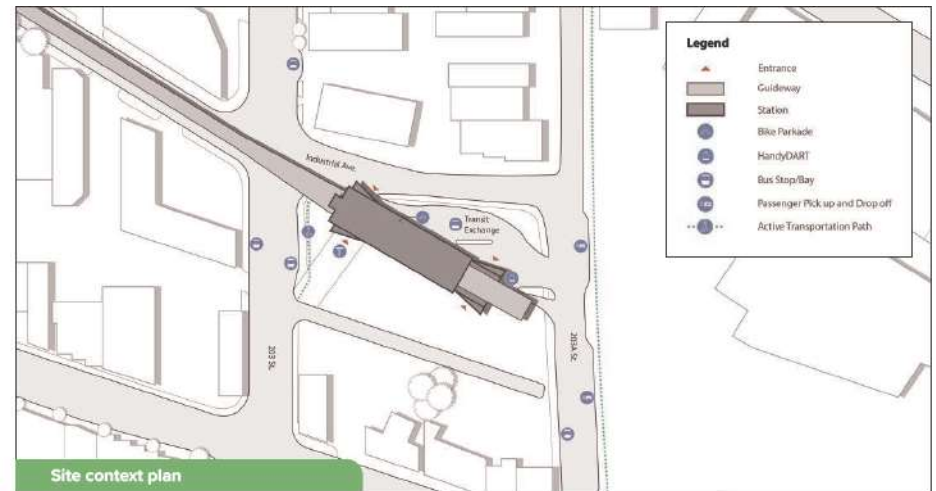
203 Street

Rendering does not reflect future transit-oriented development



Aerial view

City of Langley Official Community Plan 2021



Site context plan

Station Site & Context

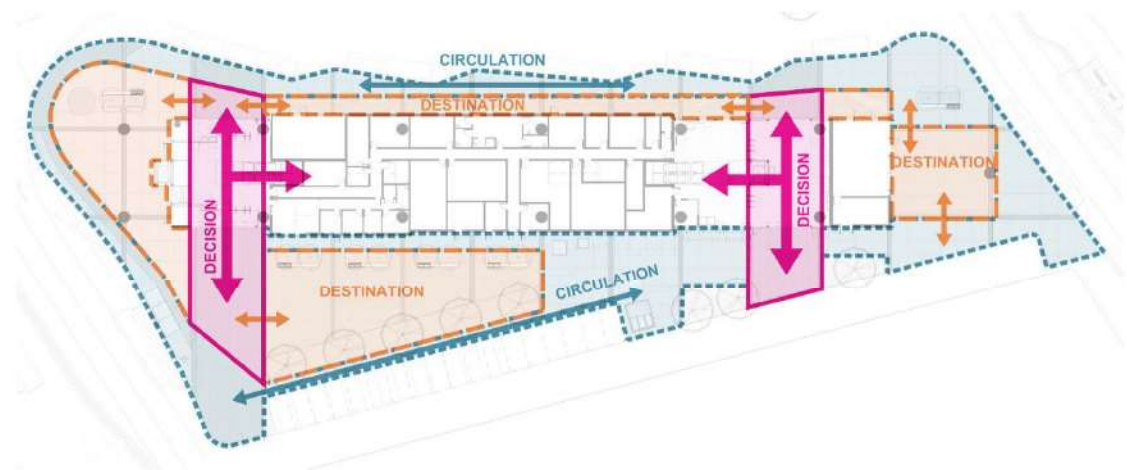
Urban Context & Development

This is the terminus station located at the heart of City of Langley, the surrounding land use is designated as transit-oriented Core by the OCP, permitting the highest densities of mixed-use residential commercial development. A new Park/Open Space is indicated for the lands immediately south of the station which may be developed to include outdoor recreation spaces and small-scale institutional use. The station site is currently undeveloped, and the surroundings are characterized by low-density light industrial and commercial uses.

The public realm design will respond to the function of the station as both the terminus of the SLS system and an integrated transit hub. Generous Circulation Zones around the perimeter will support bus transit interchange as well as facilitating connection to the municipal pedestrian network and future adjoining developments. Decision zones are clearly delineated as a systemwide surface paving treatment to connect the station entrances with Circulation Zones. Destination zones are located strategically at the station entrances and to the south, offering a variety of flex and opportunity uses for CRU, for the public plaza interface with future developments to the south, and to support informal meeting and gathering for transit users and neighbour residents.

The station design is a unique centre-platform configuration on the SLS system, offering two double-sided through entrances at both ends of the station to support the Transit Exchange to the north and a public plaza to the south. The double entrances will be defined by signature canopy shapes that will serve as primary wayfinding signifiers, with the wood ceiling soffit continuing through the station entrance zone to visually connect all sides of the plaza interface with the heart of the station entrances. Aligned with design team's design parti to differentiate the transit specific elements, the canopy coverage for the CRU will be visually and physically separated from the station entrance canopy through a change in materiality, assembly, and shape.

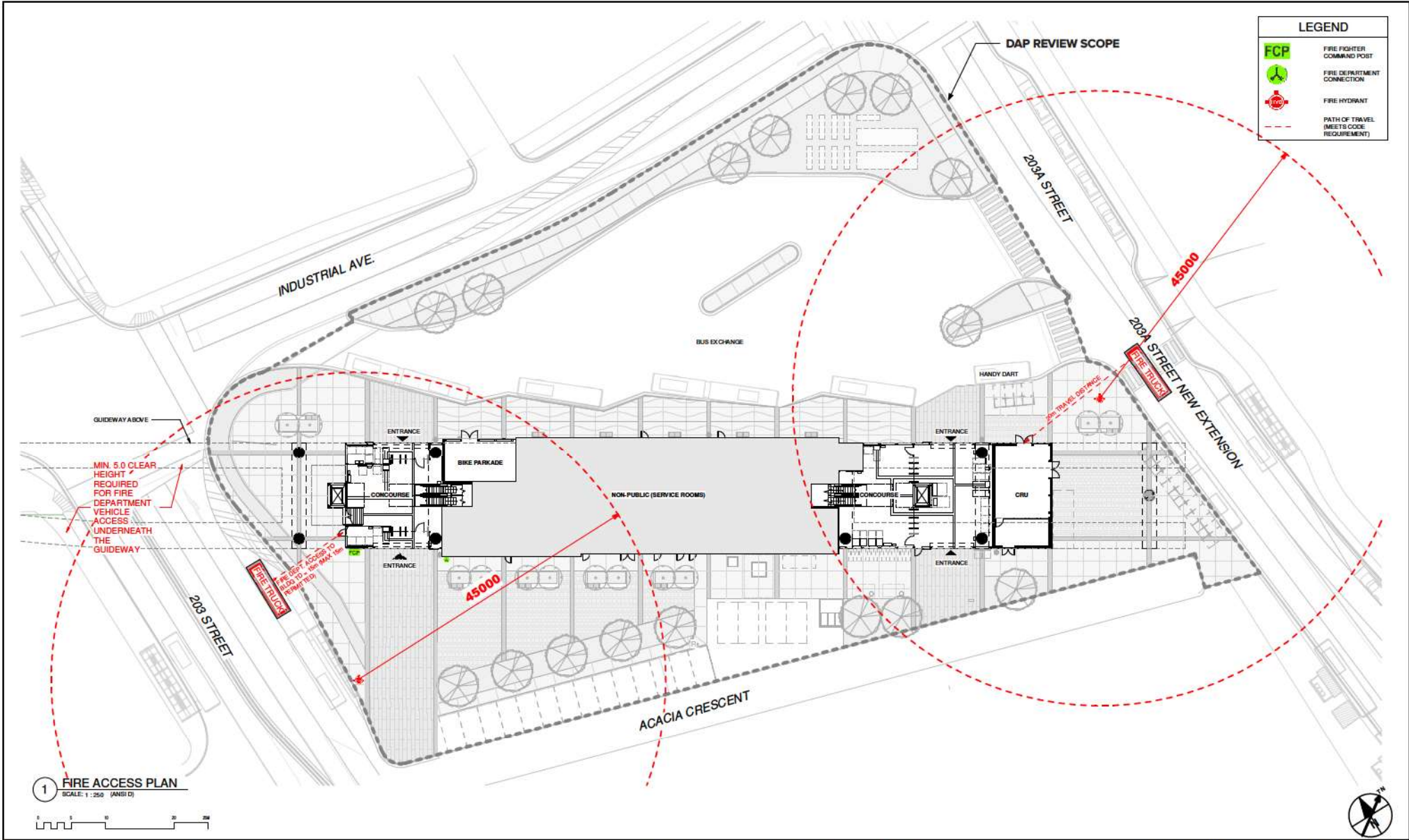
Langley City Centre Station



Station Drawings

Langley City Centre Station

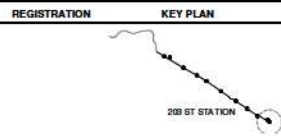




1 FIRE ACCESS PLAN
SCALE: 1 : 250 (ANSI D)

ISSUE/REVISION	REFERENCES
AT 2024-05-17	ISSUED FOR DAP
BY	DESCRIPTION
APPR	

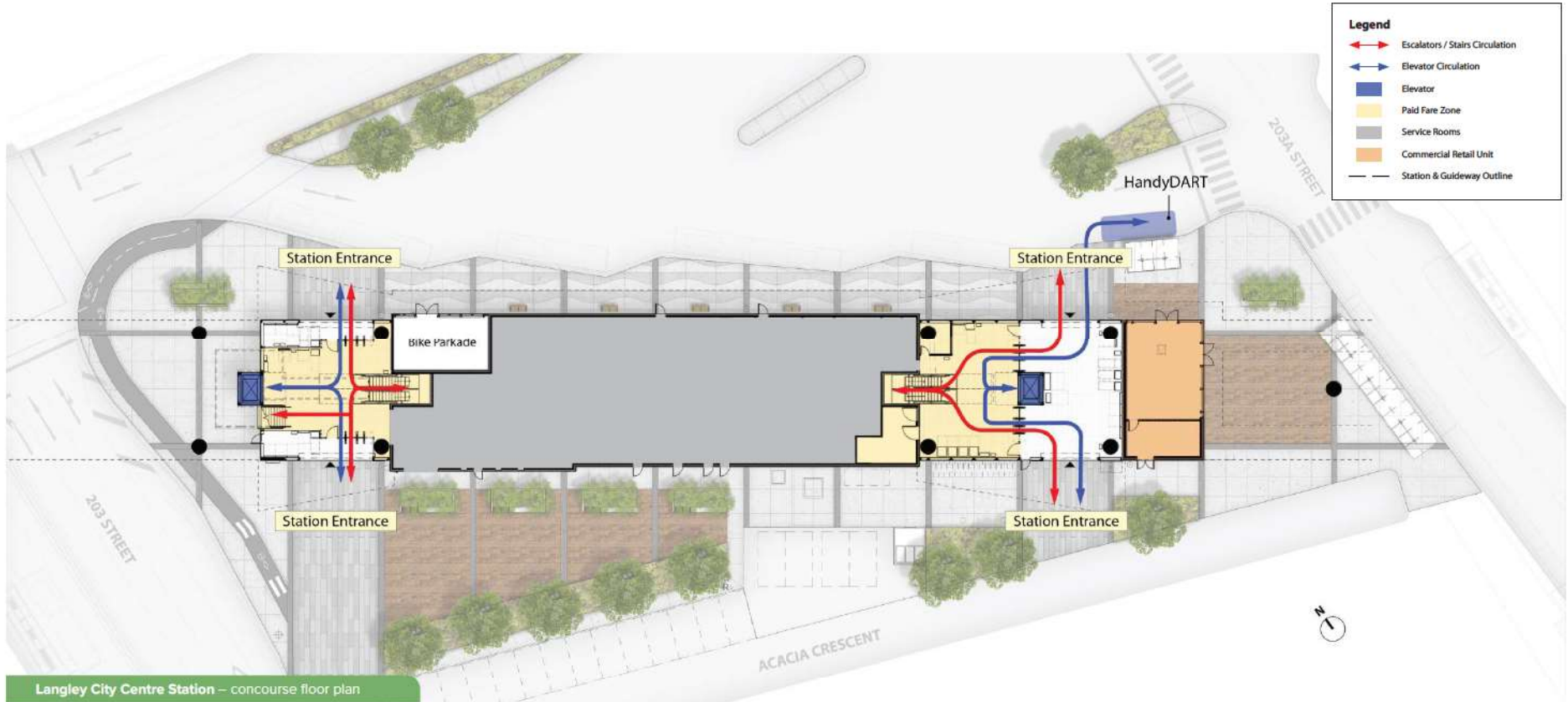
CONSULTANTS
 South Fraser Station Partners

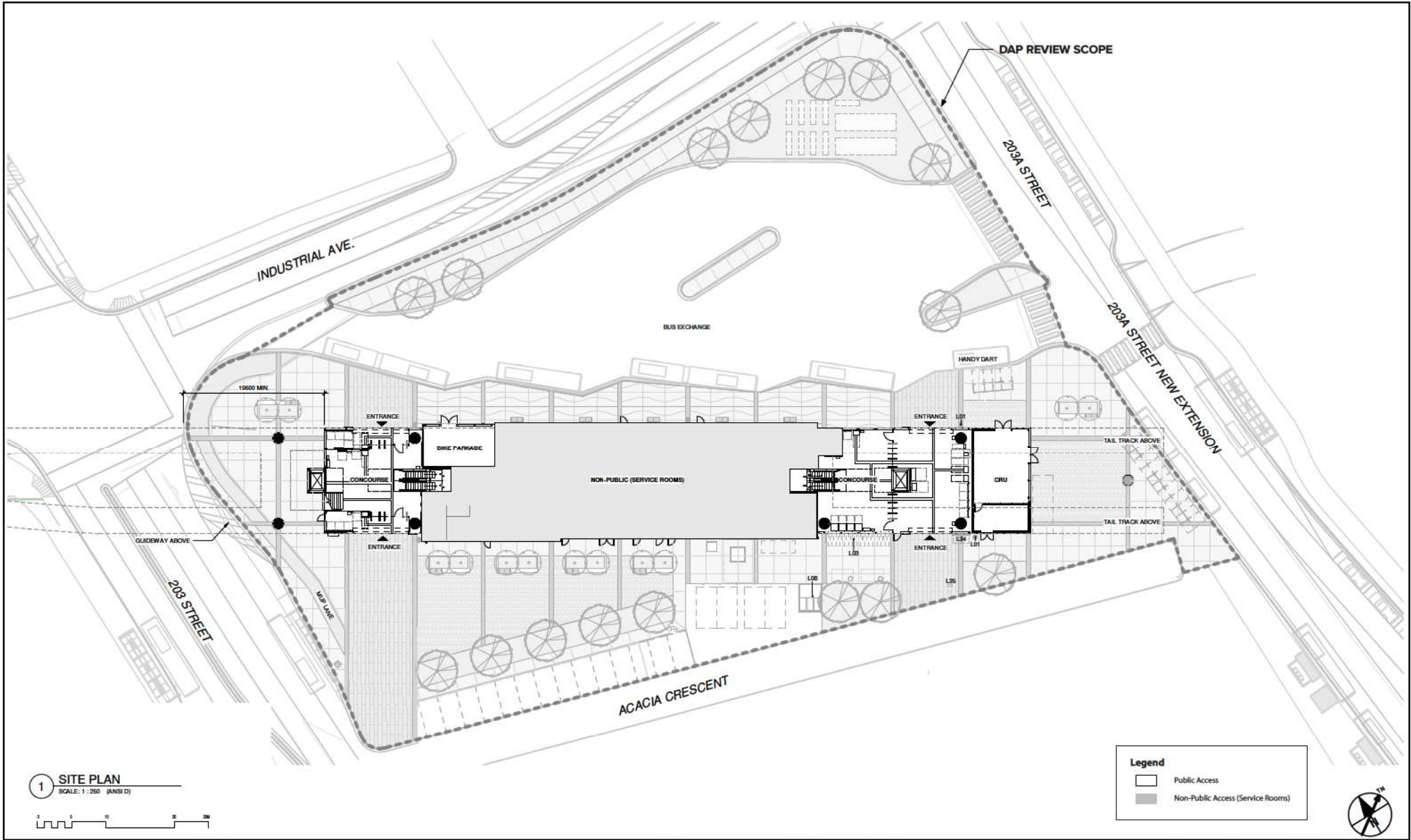


SURREY LANGLEY SKYTRAIN EXPANSION

DRAWING INFORMATION	SHEET TITLE
DRAWN BY	FIRE ACCESS PLAN
DESIGNED BY	
CHECKED BY	
APPROVED BY	
PROJECT NUMBER	DRAWING NUMBER
FLY - LANGLEY CITY CENTRE STATION	SLS-203-A-100-DAP

Accessibility & Connectivity Plan





1 SITE PLAN
SCALE: 1:250 (ANSI D)



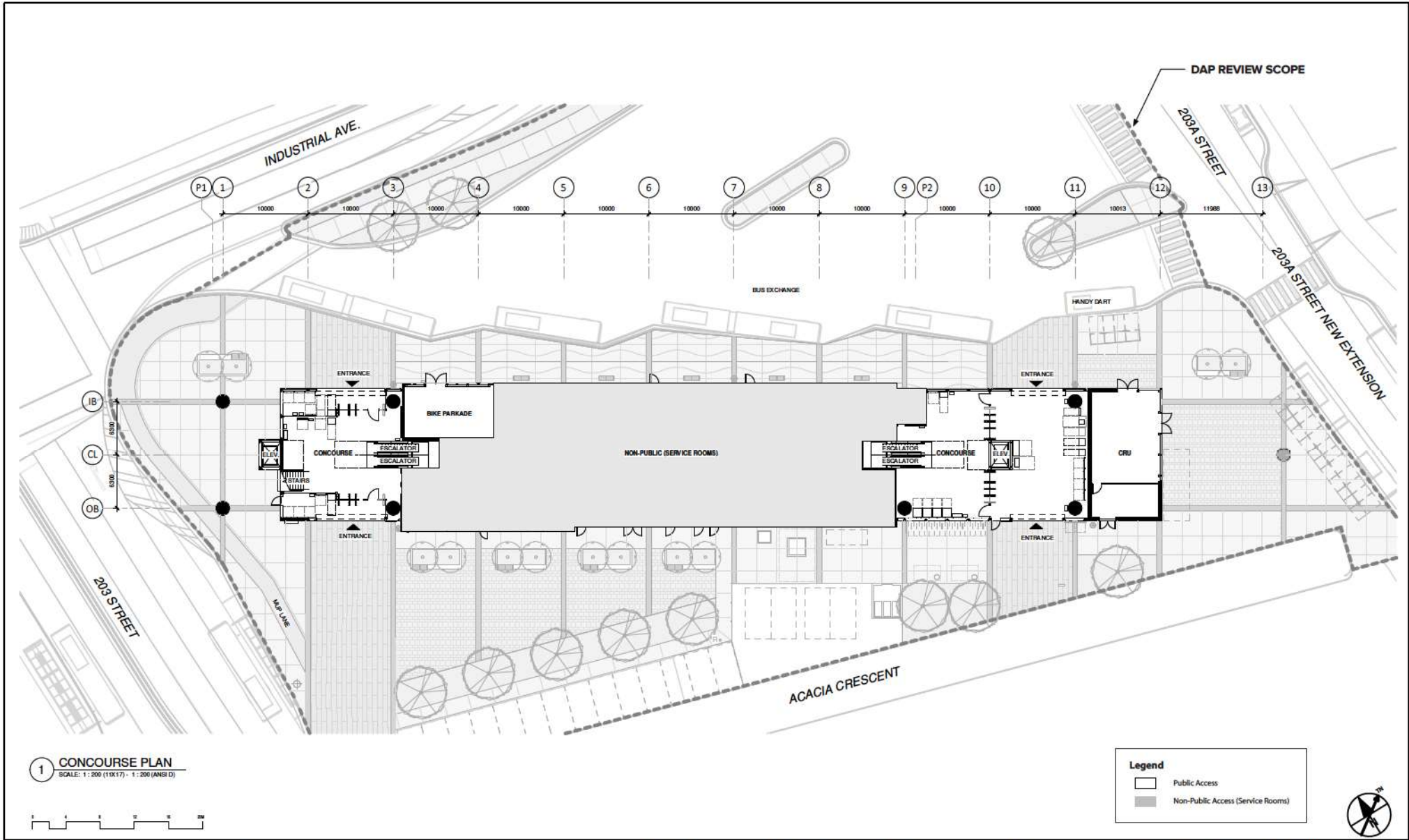
Legend

- Public Access
- Non-Public Access (Service Rooms)



ISSUE/REVISION		REFERENCES	
NO.	DATE	BY	DESCRIPTION
A	2024-05-17		ISSUED FOR DAP
TR			

CONSULTANTS	REGISTRATION	KEY PLAN	PROJECT	DRAWING INFORMATION	SHEET TITLE
			SURREY LANGLEY SKYTRAIN EXPANSION	DRAWN BY _____ DESIGNED BY _____ CHECKED BY _____ APPROVED BY _____ PROJECT NUMBER FLY - LANGLEY CITY CENTRE STATION	SITE PLAN DRAWING NUMBER SLS-203-A-101-DAP



1 CONCOURSE PLAN
SCALE: 1 : 200 (1/16") - 1 : 200 (ANSI D)

Legend

- Public Access
- Non-Public Access (Service Rooms)

ISSUE/REVISION		REFERENCES	
A	2024-05-17	ISSUED FOR DAP	

CONSULTANTS

REGISTRATION

KEY PLAN



PROJECT

**SURREY LANGLEY
SKYTRAIN
EXPANSION**

DRAWING INFORMATION

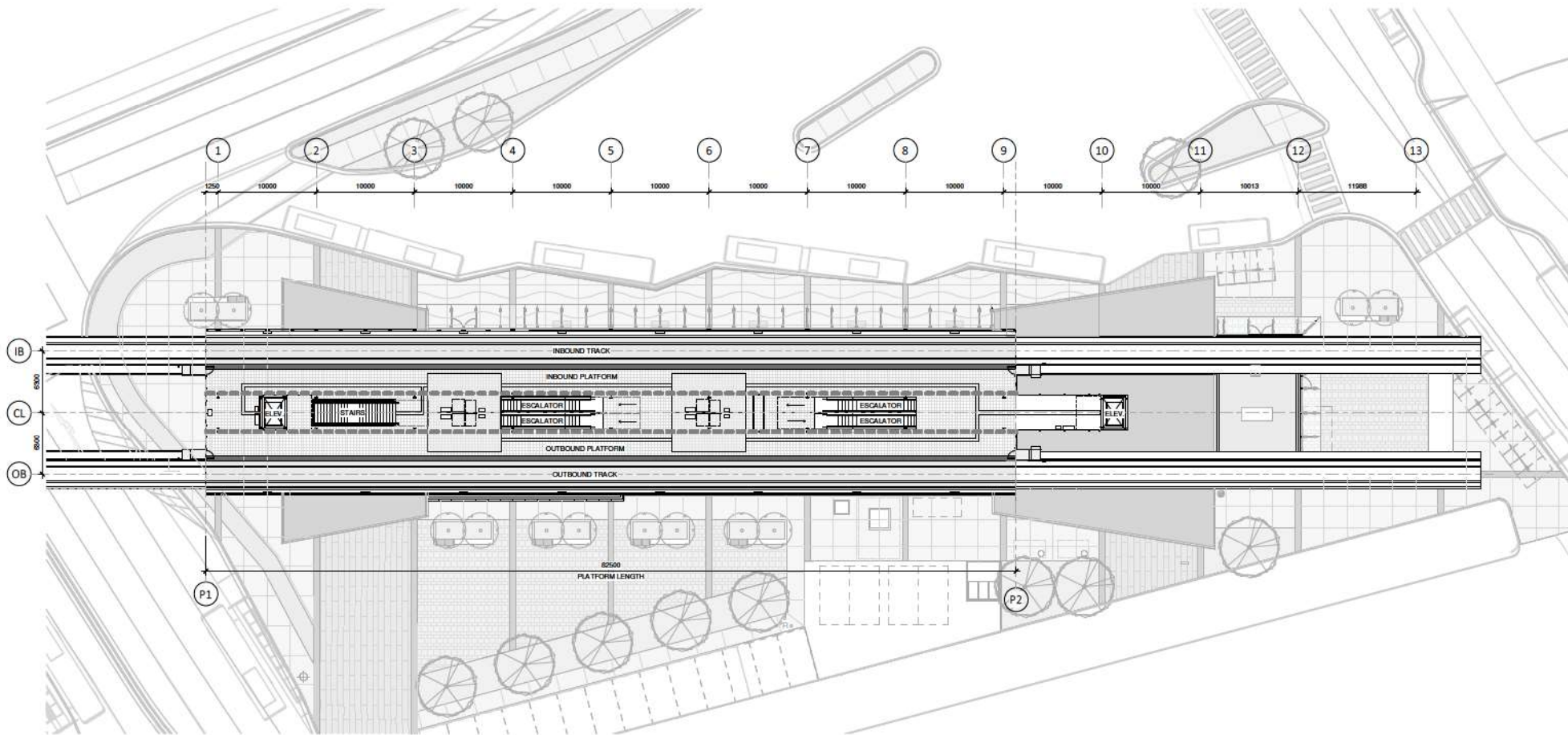
DRAWN BY _____
DESIGNED BY _____
CHECKED BY _____
APPROVED BY _____
PROJECT NUMBER _____
FLY - LANGLEY CITY
CENTRE STATION

SHEET TITLE

CONCOURSE PLAN

DRAWING NUMBER

SLS-203-A-200-DAP



1 PLATFORM PLAN
 SCALE: 1:400 (11X17) - 1:200 (ANSI D)



ISSUE/REVISION		REFERENCES	

CONSULTANTS
 South Fraser
 Station Partners

REGISTRATION

KEY PLAN

PROJECT

SURREY LANGLEY
 SKYTRAIN
 EXPANSION

DRAWING INFORMATION

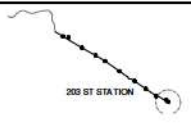
DRAWN BY _____
 DESIGNED BY _____
 CHECKED BY _____
 APPROVED BY _____
 PROJECT NUMBER
 FLY - LANGLEY CITY
 CENTRE STATION

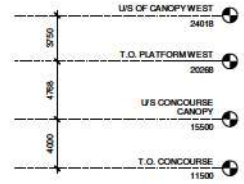
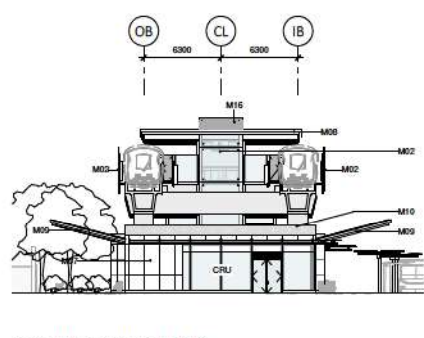
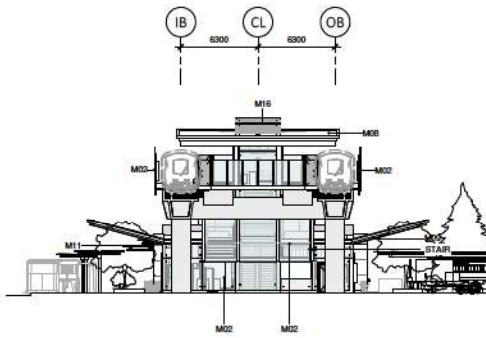
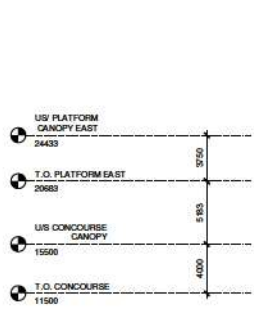
SHEET TITLE

PLATFORM PLAN

DRAWING NUMBER

SLS-203-A-201-DAP

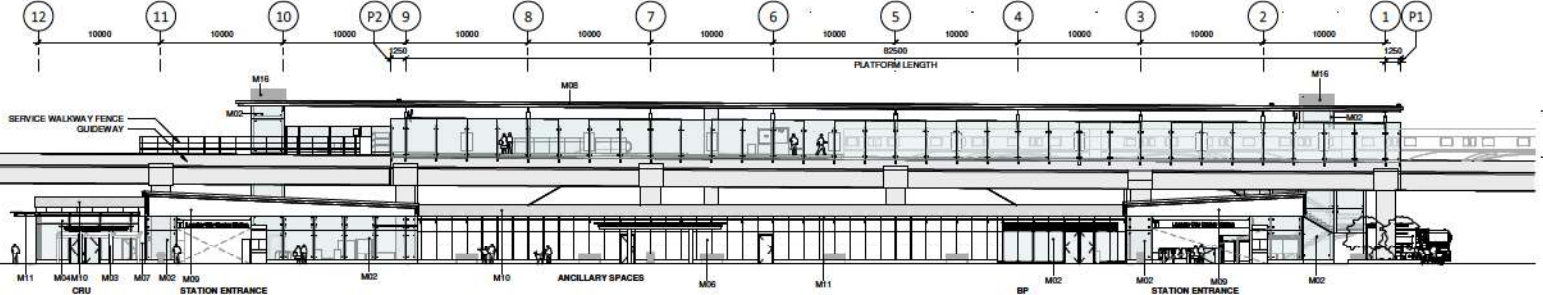
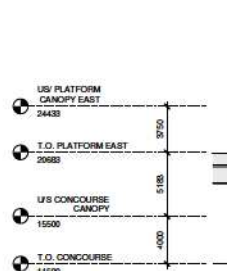




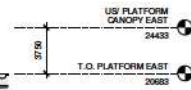
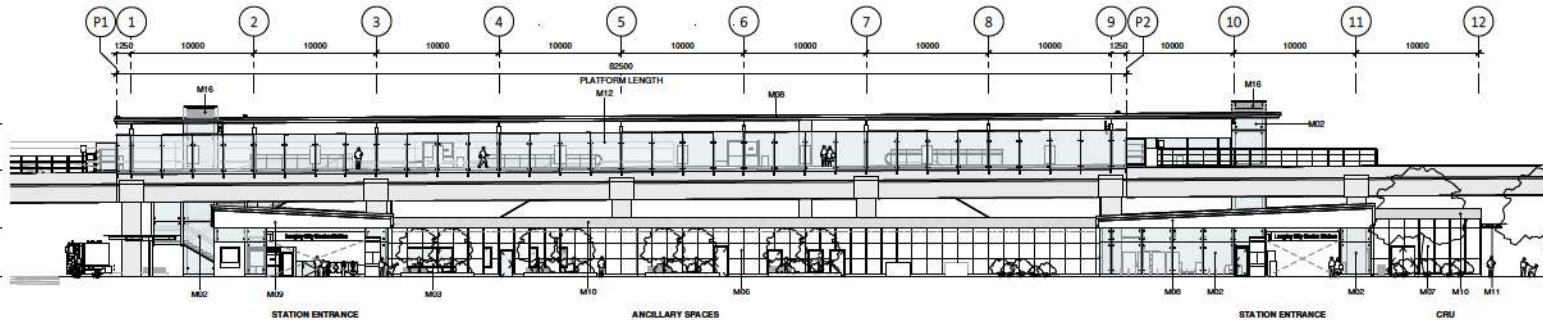
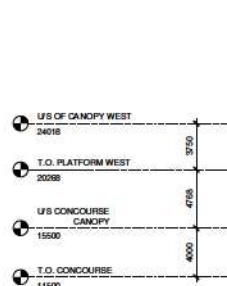
KEYNOTE LEGEND	
M02	ENCLOSURE - POINT SUPPORT GLAZING
M03	CURTAIN WALL - GLAZING
M04	CURTAIN WALL - SPANDREL
M05	CLADDING - STONE/CONCRETE FINISH
M07	CLADDING - METAL FINISH
M08	PLATFORM CANOPY - LAMINATED TIMBER
M09	ENTRANCE CANOPY - LAMINATED TIMBER
M10	PRE-FINISHED METAL SCREEN
M11	CANOPY - POINT SUPPORT GLAZING
M12	PORCELAIN TILE - WALL
M16	ANODIZED ALUMINUM

1 EAST ELEVATION
SCALE: 1:400 (1/16"=1') - 1:200 (ANSI D)

2 WEST ELEVATION
SCALE: 1:400 (1/16"=1') - 1:200 (ANSI D)



3 NORTH ELEVATION
SCALE: 1:400 (1/16"=1') - 1:200 (ANSI D)



4 SOUTH ELEVATION
SCALE: 1:400 (1/16"=1') - 1:200 (ANSI D)



ISSUE/REVISION		REFERENCES	
A	2024-05-17	ISSUED FOR DAP	

CONSULTANTS

REGISTRATION

KEY PLAN



PROJECT

**SURREY LANGLEY
 SKYTRAIN
 EXPANSION**

DRAWING INFORMATION

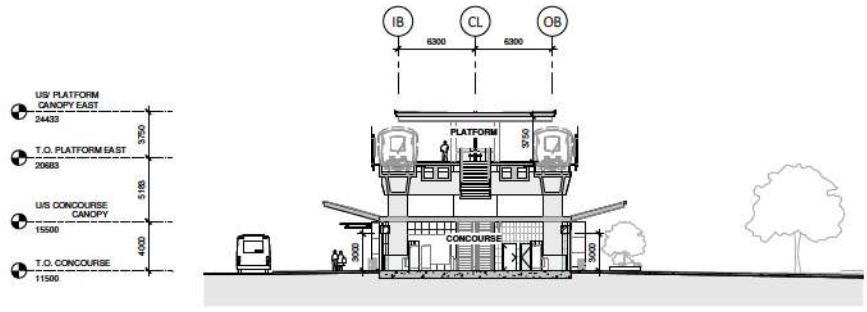
DRAWN BY
 DESIGNED BY
 CHECKED BY
 APPROVED BY
 PROJECT NUMBER
 FLY - LANGLEY CITY
 CENTRE STATION

SHEET TITLE

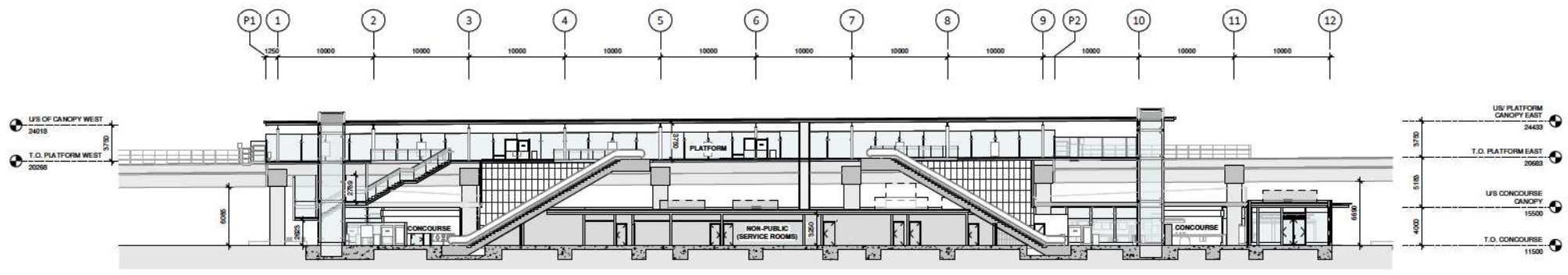
ELEVATIONS

DRAWING NUMBER

SLS-203-A-300-DAP



1 WEST ENTRANCE CROSS SECTION
SCALE: 1 : 400 (11X17) - 1 : 200 (ANSI D)



2 LONGITUDINAL SECTION
SCALE: 1 : 400 (11X17) - 1 : 200 (ANSI D)

Legend

- Public Access
- Non-Public Access (Service Rooms)

ISSUE/REVISION		REFERENCES	
NO.	DATE	BY	DESCRIPTION
A	2024-06-17		ISSUED FOR DAP

CONSULTANTS



PROJECT

SURREY LANGLEY SKYTRAIN EXPANSION

DRAWING INFORMATION

DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	
PROJECT NUMBER	
FLY - LANGLEY CITY CENTRE STATION	

SHEET TITLE

SECTIONS

DRAWING NUMBER

SLS-203-A-400-DAP

Station Circulation

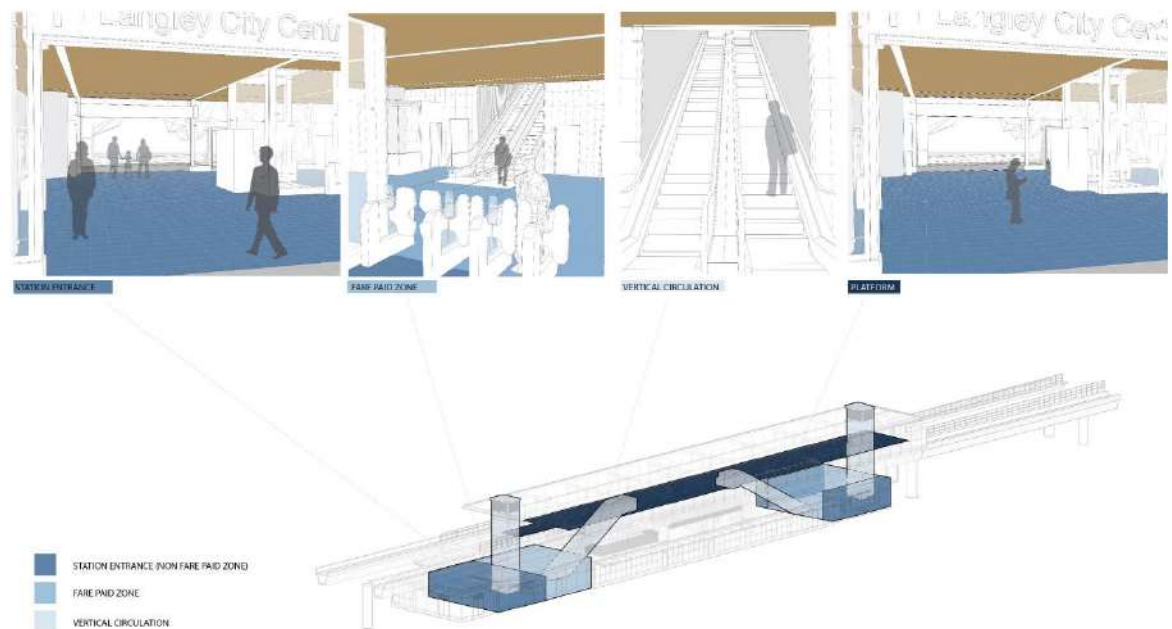
Station Interior Sequence of Spaces

Entering the Station, the circulation areas will focus on transit user experience, allowing design variability between stations as an elegant response to differentiate designs at the pedestrian scale that does not impede wayfinding and clarity of movement. The areas of highest concentration of movement will be designed as generous circulation spaces that not only promote ease of movement, but also offers opportunity for the areas of highest public exposure to be punctuated with public art or other design and wayfinding devices.

The Platform environments will be developed with a high degree of consistency to reinforce systemwide legibility and promote ease of use. A standardized approach to materiality, assemblies and high quality finish will support durability, constructability, while clear station identification signage visible to passengers from train and platform alike will support an iconic identity for SLS Stations along the Expo Line extension.

Once inside and moving through the above-described areas of a typical station, transit passengers will navigate a hierarchy of spaces that are mapped out according to the zones of interaction described by the figures below. These zones will serve to inform materiality choices that enhance passenger experience, support wayfinding, create station identity and promote systemwide legibility.

Langley City Centre Station



Landscape



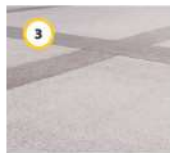
Illustrative Landscape Plan



1
Decorative
cast-in-place
concrete pavement



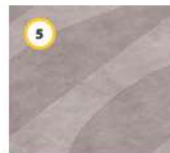
2
Cast-in-place
concrete pavement



3
Exposed aggregate
concrete bands



4
Unit paver
pavement



5
Decorative wave
pattern

Transit Exchange



Transit Exchange



Transit Exchange – rendering

Conceptual rendering, subject to change, does not reflect future transit-oriented development.

Langley City Centre Station PPS

Propulsion Power Substation



Langley City Centre PPS

Propulsion Power Substation 201A St. & Industrial Ave.

The Propulsion Power Substations (PPS) are required as part of the critical infrastructure that supplies electrical power to the SkyTrain system. The locations for each PPS are generally determined by functional requirements arising from such issues as service frequency, distance between PPS, power load demand, overall system expansion and sufficient power to address redundancy and resiliency. For the SLS project, the PPS are generally co-located with the stations, except in 3 locations where additional stand-alone PPS buildings are required to support the service levels expected of the SLS project.

Langley City Centre PPS is in an industrial part of the City along Industrial Avenue. The PPS site is opposite to the guideway and is adjacent to an existing one storey industrial building to the east and a vacant land to the west. The PPS building and site are arranged to respect the front yard setback and side yard setback to the east. The site accommodates space for two service parking, BC Hydro vista switch vault, and typical fenced AARU area.



Conceptual rendering, subject to change; does not reflect future transit-oriented development

Langley City Centre PPS

Urban Context & Development



1 West

Langley City Centre PPS



South streetscape

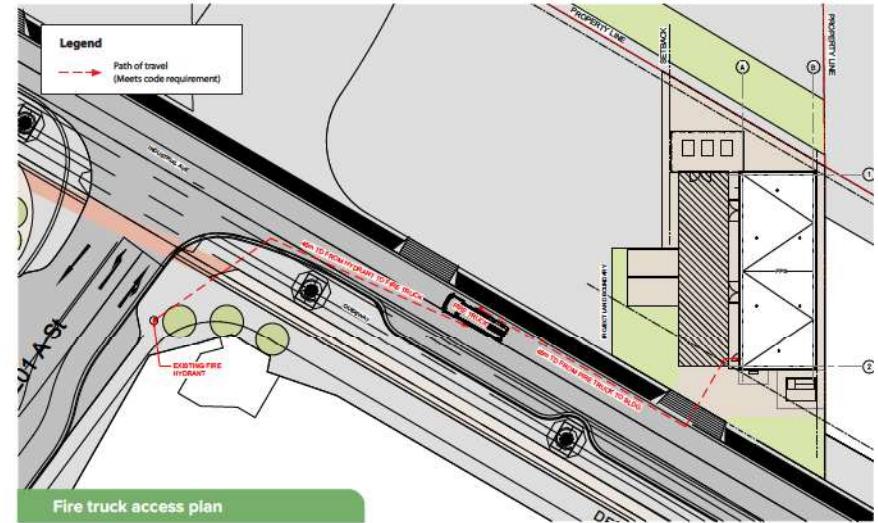
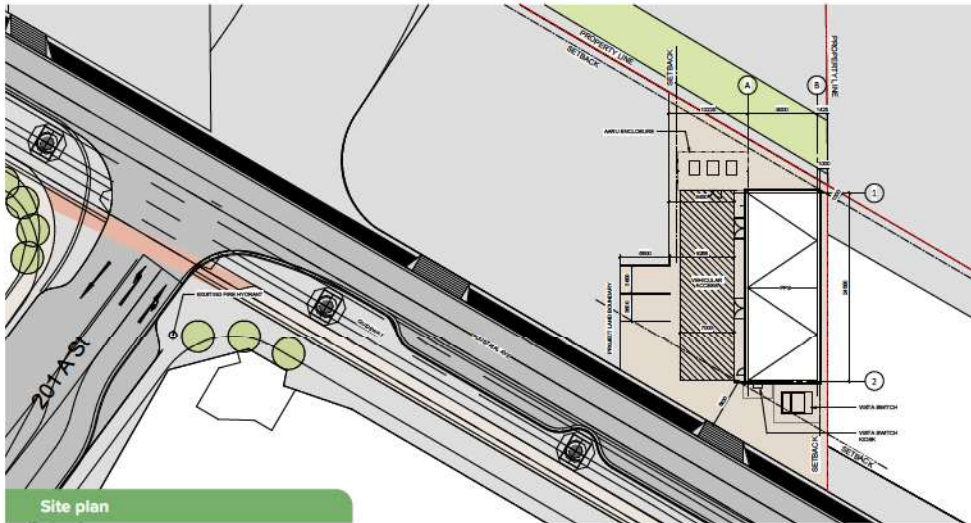


Site context plan

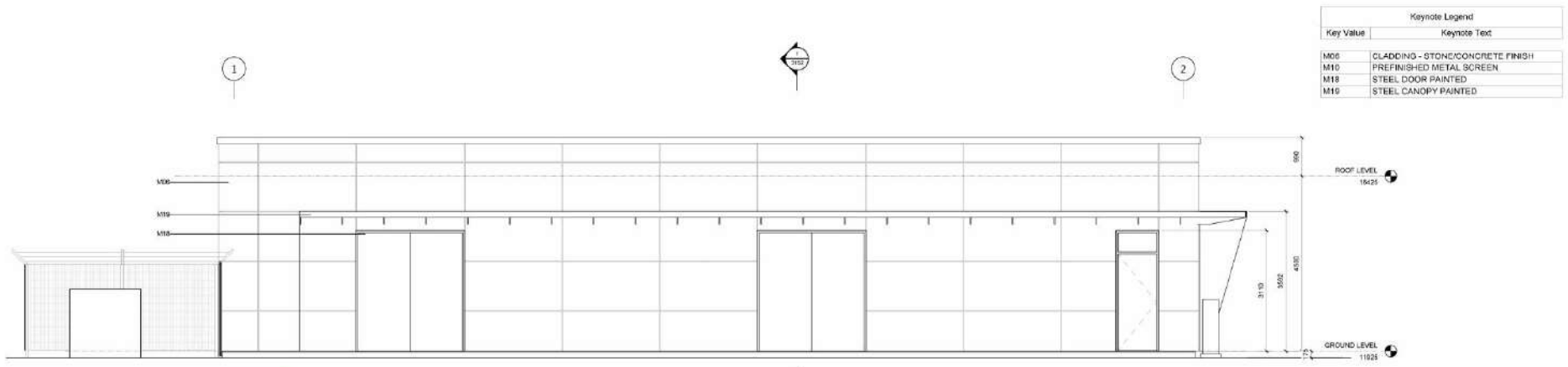


PPS land use plan

Langley City Centre PPS

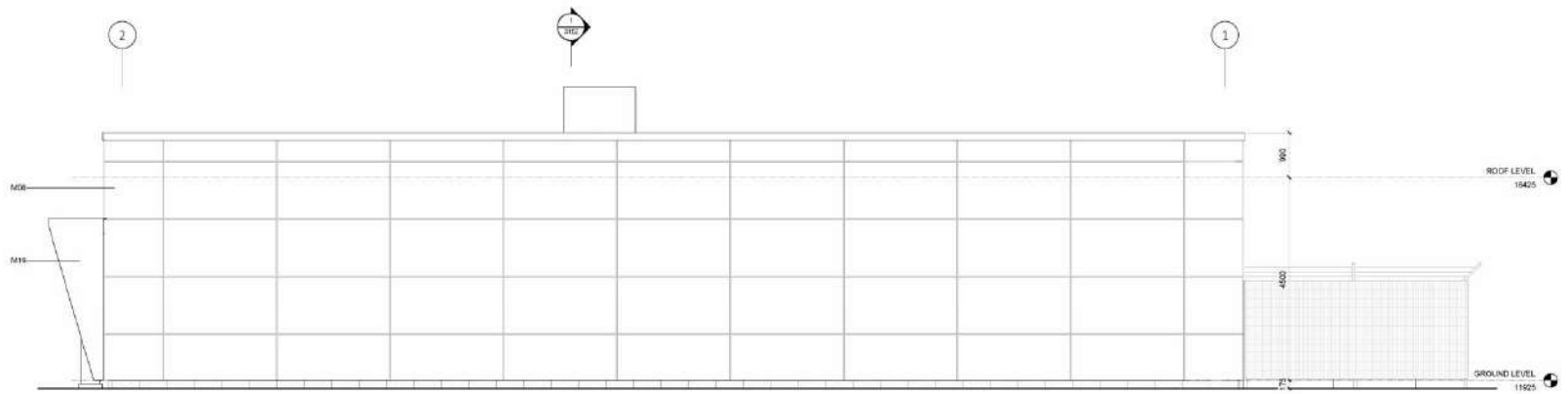


Langley City Centre PPS



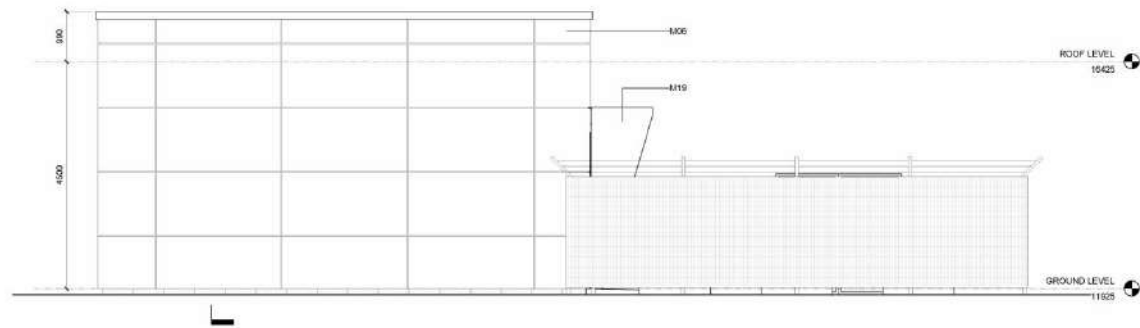
Keynote Legend	
Key Value	Keynote Text
M05	CLADDING - STONE/CONCRETE FINISH
M10	PREFINISHED METAL SCREEN
M19	STEEL DOOR PAINTED
M16	STEEL CANOPY PAINTED

West enlarged elevation

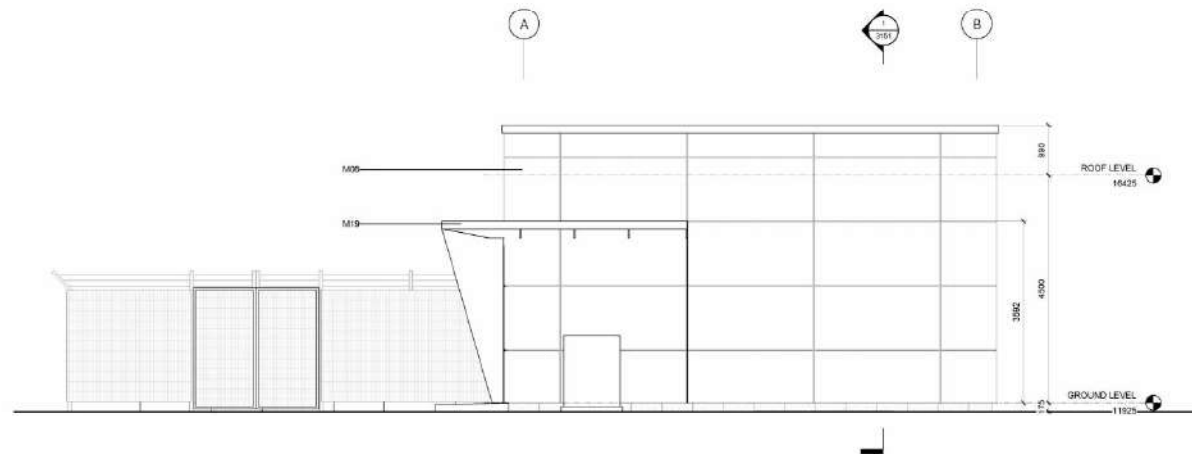


East enlarged elevation

Langley City Centre PPS

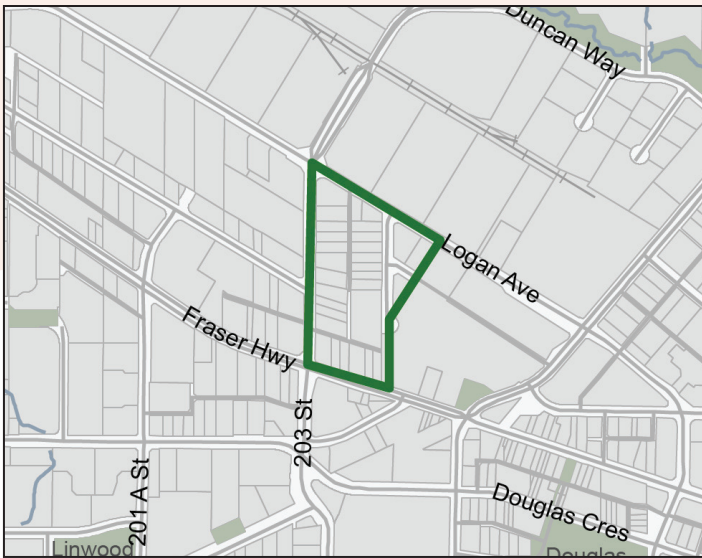


North enlarged elevation



South enlarged elevation





04. 203 STREET STATION AREA

The future SkyTrain Station at 203 Street will be a powerful catalyst for significant redevelopment. Located in proximity to the Civic Centre and the Downtown Langley core, the area is in a prime location with many underused properties with low density commercial and car-oriented uses. A new planned transit exchange at this important terminus to the SkyTrain line will require careful urban design considerations and the surrounding area's land uses and connections will require strong integration with the station and exchange to encourage people to use this important infrastructure.

VISION

A high density, mixed use, transit-oriented hub which supports key destinations such as the Civic Centre and Downtown Langley core to create a complete, vibrant Downtown area.

POLICIES

- 3.1. Locate the 203 Street SkyTrain Station, bus transit exchange and associated transit infrastructure in this area, maximize multimodal access to these facilities and the redevelopment potential of adjacent properties, and ensure public realm areas are designed to be pedestrian-friendly and safe and create a memorable, highly usable and amenity-rich 'gateway experience' for transit users.
- 3.2. Develop a public open space near the northeast corner of the Fraser Highway and 203 Street intersection. This open space will include a plaza and/or park a minimum of 30 metres wide, and with direct and level pedestrian connections to the 203 Street SkyTrain Station entrance plaza and Transit Exchange pedestrian waiting area(s), and direct sightlines between Fraser Highway and the SkyTrain Station entrance. Design adjacent development and transit infrastructure to border and integrate with this space, complete with active ground floor commercial uses, residential units and features that animate this space throughout the day and evening and provide 'eyes on the street' surveillance.

- 3.3. Locate a community and/or a transit policing office adjacent to the 203 Street SkyTrain station and transit exchange, preferably bordering the public open space and/or SkyTrain station access and transit exchange waiting area.
- 3.4. Enable adjacent development to directly interface with and screen the 203 Street Skytrain Station, transit exchange and any bus parking facilities with multiple bays. Unscreened bus parking areas fronting Fraser Highway and 203 Street are prohibited.
- 3.5. Create a new street connection between 203 Street and 203A Street, in line with the 203 Street and Industrial Avenue intersection and subject to confirmation of street design and configuration by the City.

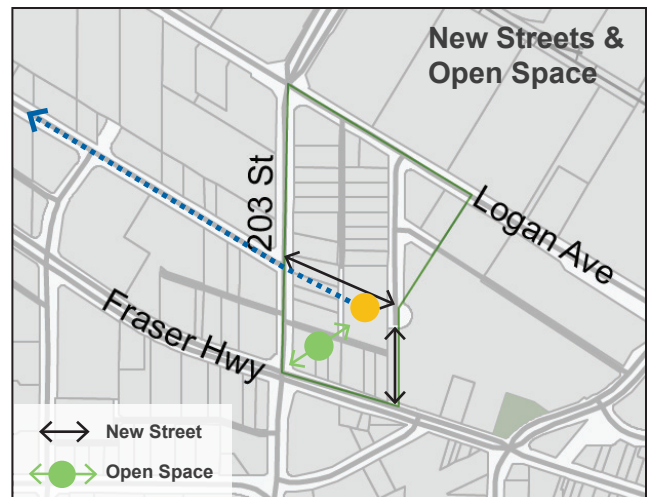
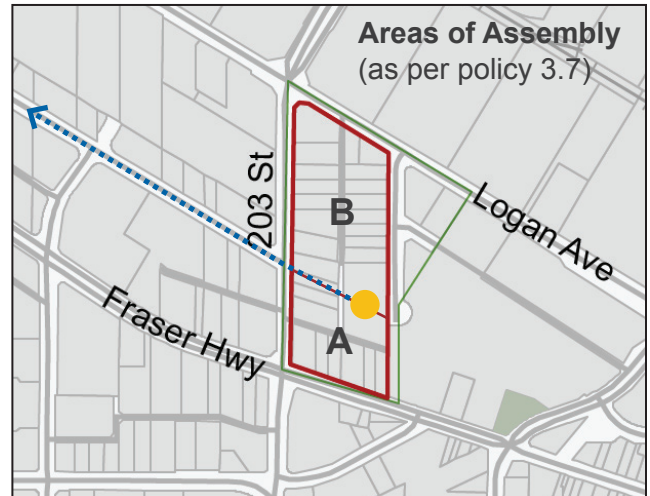
3.6. Extend 203A Street to Fraser Highway to provide access for the transit exchange and redevelopment in this area.

3.7. Require the assembly of properties into viable redevelopment parcels (as shown in the adjacent “Areas of Assembly” map):

3.7.1 **Area A** - Properties fronting Fraser Highway and south of the 203 Street SkyTrain Station are required to be assembled into a single redevelopment parcel and/or consolidated into a single master-planned development concept with the SkyTrain station and related transit infrastructure.

3.7.2 **Area B** - Properties north of the 203 Street SkyTrain station are required to be assembled into redevelopment parcels that are a minimum of 0.35 hectares (about 0.9 acres).

3.7.3 All redevelopment proposals are required to consider the redevelopment of adjacent properties and identify how new buildings and open spaces will relate and integrate with each other, and how vehicular and underground parking designs relate to and if applicable, provide access to adjacent properties.



- 3.8. Encourage regional office and hotel uses to locate in this area.
- 3.9. Require commercial ground floors along major street frontages.
- 3.10. Design transit operations and parking facilities in a manner that minimizes noise, idling and access impacts to adjacent residents and businesses.



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 09-23
(5135 208A Street)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #:
Doc #:

Date: August 26, 2024

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Development Permit application by Dino Barbucci for a triplex at 5135 208A Street.

POLICY:

The subject property is currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "Ground Oriented Residential" in the Official Community Plan Land Use Designation Map. All multi-unit residential developments are subject to a Development Permit (DP) to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Dino Barbucci
Owner:	Dino Barbucci
Civic Address:	5135 208A Street
Legal Description:	Lot 233, District Lot 36, Group 2, New Westminster District, Plan 56744
Site Area:	668 m ² (7,190.53 ft ²)
Number of Units:	3
Gross Floor Area:	471.76 m ² (5,078 ft ²)
Floor Area Ratio:	0.706
Lot Coverage:	32.45%
Total Parking Required:	4 spaces
Parking Provided:	
Resident	6 spaces
<u>Visitor</u>	<u>1 space</u>
Total	7 spaces
OCP Designation:	Ground Oriented Residential
Zoning:	RS1 Single Family Residential
Variances Requested:	9.73 m height (9 m maximum) 6.5 m rear setback (7.5 m minimum)
Development Cost Charges:	\$51,874.00 (City - \$25,100.00, GVS&DD - \$9,916.00, GVWD - \$10,396.00, SD35 - \$1,700.00, TransLink - \$4,762.00)
Community Amenity Contributions (CACs):	\$12,000.00

Discussion:

1. Context

The applicant is proposing to develop a triplex on the site of a single-detached lot at 5135 208A Street. This site is located in an area of single-detached homes where the properties generally along 208 Street, including the subject site, have been designated as Ground Oriented Residential in the City's Official Community Plan (OCP). This designation allows for townhome and plex-home development of up to 3 storeys in height and a Floor Area Ratio (FAR) density of 1.2, and is further guided by the City's Townhome & Plex-Home Best Practices Guide.

The property is located on a cul-de-sac with a second frontage at the rear along 208 Street. All properties on this cul-de-sac share the same Ground Oriented Residential OCP designation and RS1 Single Family Residential uses which, in accordance with recent City amendments in compliance with Provincial requirements, permits development of up to 4 units per lot. The subject application is the first development application on this block, though a townhome application is located nearby approximately 100 metres south along 208 Street.



Site context

The site is located in a distinctly residential area but has convenient walking connections to retail and service destinations, with Downtown located within a 15-minute walk. It also has other key neighbourhood amenities nearby, including:

- 560 bus line (few-minutes' walk);
- Blacklock Fine Arts Elementary School (5-minute walk); and
- Nicholas and City Parks (5-to-10-minute walk).

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

The site is designated Ground Oriented Residential in the City's OCP, which allows for townhome and plex-home development of up to 3 storeys in height and a Floor Area Ratio (FAR) density of up to 1.2. Additional policy in the OCP specifies that for Ground Oriented Residential lands on a cul-de-sac, properties may develop as plex-homes individually, or as townhomes if all properties are assembled into a single development site, along with the cul-de-sac right of way.

The site is also currently zoned RS1 Single Family Residential. In November 2023, the Province of BC adopted amendments to the *Local Government Act* through Bill 44 to require all local governments to update their Zoning Bylaws to permit the development of additional units on properties previously zoned for single-family residential only. The City of Langley adopted this Zoning Bylaw amendment in June 2024, which amended the subject property's zoning to permit up to 4 residential units. As such, both the subject property and the other single-family lots in the nearby area, including those outside the Ground Oriented Residential OCP designation, have plex-home development rights.

The subject application for a 3-unit residential building is permitted under this updated zoning but, as all multi-unit residential buildings, is subject to a Development Permit (DP) to address building form and character. As part of the ongoing development of a comprehensive new Zoning Bylaw, staff will bring forward additional options for updates to plex-home zoning regulations, along with proposals to streamline the plex-home application process, including exempting them from consideration by the Advisory Design Panel.

While it requires some variances, the subject application is generally consistent with the existing RS1 zoning and complies with the City's Townhome & Plex-Home Best Practices Guide, including the following guidelines:

- Balconies do not face lots designated Suburban or Urban Residential in the OCP;
- Building at a 3-storey height with no adjacent Suburban or Urban Residential lots;
- Balconies are separated by an opaque divider;
- Using a peaked roof;
- Incorporating a resident walk-out connection to 208 Street;

- Replacing existing fencing with a 2-metre-tall composite fence; and
- Providing no tandem parking spaces.

3. Design

The proposed triplex development consists of a single 3-storey building generally taking the form and massing of a single-detached house. It is located on a pie-shaped lot with a narrow frontage onto a cul-de-sac bulb and a wider rear property line along the 208 Street arterial. Within this context, the building is oriented to the north side lot line, with the pedestrian entrance located nearest to the property entrance and a visitor parking space tucked in perpendicularly behind a row of shrubs. This layout allows the building and its units' individual yards to be accommodated while also creating room for additional parking and vehicular maneuvering space. This provides three indoor and three outdoor resident parking spaces for a total of six, along with a seventh parking space for use by visitors. The driveway narrows near the middle of the property to make space for the building but maintains a width of 4.5 metres to allow vehicles to comfortably reverse out. A small gate is also provided along the rear property line to provide building residents quicker pedestrian access to 208 Street.

The layout of the building itself includes a common central building entrance which serves the indoor 3-car garage, a 2-bedroom + den flat on the ground floor, and two 2-storey 3-bedroom homes on the upper two floors. The ground floor is split roughly in half lengthwise, with the flat on the northern half and the shared garage on the southern half. In addition to its connection to the common entrance, the garage has dedicated pedestrian accesses to both the front and rear of the property and has its individual vehicle entrances on the side facing the driveway. The flat has entrances from both the interior common area as well as from a dedicated exterior door, which provides access to a front yard space. The upper two floors are also split roughly in half lengthwise, with mirrored 2-level floor plans taking access from the interior common entrance. Each of these units has both front and rear balconies and a private backyard.

The proposed design uses a natural colour palette with different shades of stone serving as a base and wood longboard, contrasting fascias, and glass guardrails providing an accent. The landscaping contributes to the project design with shrubs used to delineate spaces such as yards and parking spots and trees punctuating the larger spaces. Pavers will be used throughout the driveway, outdoor parking spaces, and backyard patios to enhance the hardscape.

4. Sustainability

The proposal incorporates the following sustainable development features:

- Using construction techniques that minimize site disturbance;

- Incorporating the use of recycled building materials;
- Achieving an EnerGuide for New Houses rating of 80 and an energy performance of 25% better than the current Model National Energy Code;
- Incorporating an irrigation system with central control and rain sensors; and
- Using water-conserving toilets.

5. Variances

The applicant has requested two variances from RS1 Zone regulations to allow for increased height and a reduced rear yard setback. Staff support these requests per the rationales below.

The increased height, of 73 cm from 9 to 9.73m, allows the building to achieve a 3-storey height. This is consistent with the Townhome & Plex-Home Best Practices Guide, which supports 3-storey buildings where they are not directly adjacent to properties designated Suburban or Urban Residential in the OCP. All properties around this site, both adjacent and separated by streets, are designated Ground Oriented Residential in the OCP. The increased height also allows the building to use a pitched roof, as included in the Best Practices Guide.

The reduced rear yard setback, from 7.5 metres to 6.5 metres, is consistent with the OCP, in which the Development Permit Area guidelines for Ground Oriented Residential properties include a minimum yard dimension of 3 metres for yards facing public streets, as is the case with this application. While the unit balconies intrude into the 6.5 metre building face-to-property line distance, they remain consistent with this 3-metre minimum. It should also be noted that, despite the setback reduction, the lot coverage is below the 33% minimum in the RS1 Zone.

6. Summary

The proposed development is generally consistent with the City's zoning, OCP, Development Permit Area guidelines, and Townhome & Plex-Home Best Practices Guide, and provides family-oriented homes in a missing middle/gentle density form near transit, parks, and an elementary school.

Engineering Requirements:

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

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

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

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

These requirements have been issued to reflect the application for development for a proposed **triplex development located at 5135 208A Street.**

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

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

- A) The Developer is responsible for the following work which shall be designed by a Professional Engineer:
- I. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
 - II. A storm water management plan for the site is required. Rainwater management measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the City's DCM section 5.0. All calculations shall be based the City' DCM with 20% added to the calculated results to account for climate change. A safety factor of 20% shall be added to the calculated storage volume. Pre-development release rates shall not include climate change effect.
 - III. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.
 - IV. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity.
 - V. At the Developer's expense, the capacity of the existing sanitary sewer mains shall be assessed per DCM 6.5.6

- a. Any upgrade requirement for sanitary mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
 - VI. At the Developer's expense, a Basic Traffic Impact Assessment (TIA) will be completed per the DCM Section 8.21.
 - VII. New sidewalk, sidewalk, barrier curb, gutter will be required along the entire 208 St. and 208A St. frontages, complete with boulevard trees and a planting strip as per the City DCM cross-sections SS-R18 and SS-R20 and Section 11.0 - Specifications and Standards for Landscaping. These requirements will be met with a cash-in-lieu contribution by the Developer.
 - VIII. The condition of the existing pavement along the proposed project frontages shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated by the Developer at their expense.
 - IX. Existing street lighting along the entire project frontage shall be analyzed (excluding any BC Hydro lease lights) by a qualified electrical consultant to ensure street lighting and lighting levels meet the criteria outlined in DCM 9.0. Any required street lighting upgrades, relocation, and/or replacement shall be done by the Developer at their expense.
 - X. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's 208 St. frontage by replacing with underground infrastructure. This requirement shall be met with a cash-in-lieu contribution by the Developer.
- B) The Developer is required to deposit the following bonding and fees:
- I. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
 - II. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
 - III. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
 - IV. The City will require a \$9,000 bond for the installation of a water meter to current City standards as per the DCM.

- V. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

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

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

- I. The Developer's Consulting Engineer shall perform their periodic Field Reviews, As required by EGBC, and send a copy of the Review to the City Engineer within a week of completion of each Review.
- II. Unless otherwise specified by the City Engineer, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's Subdivision and Development Servicing Bylaw 2021, No. 3126.
- III. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer.
- IV. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.
- V. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.
- VI. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VII. A complete set of record drawings (as-built) of off-site works, service record cards and a completed tangible capital asset form (TCA) all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in .pdf and .dwg formats shall also be submitted. All the drawing submissions shall:
 - a. Use City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's DCM that will be provided to the Developer's Consulting Engineer.
- VIII. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.

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. The building is to be sprinklered as discussed. A construction fire safety plan shall be completed, and the building will require a lockbox, location to be determined in conjunction with the Fire Department at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 3270, the subject Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the September 11, 2024 meeting.

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

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

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 3256, the proposed development would contribute \$25,100.00 to City Development Cost Charge accounts and \$12,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



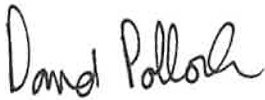
Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



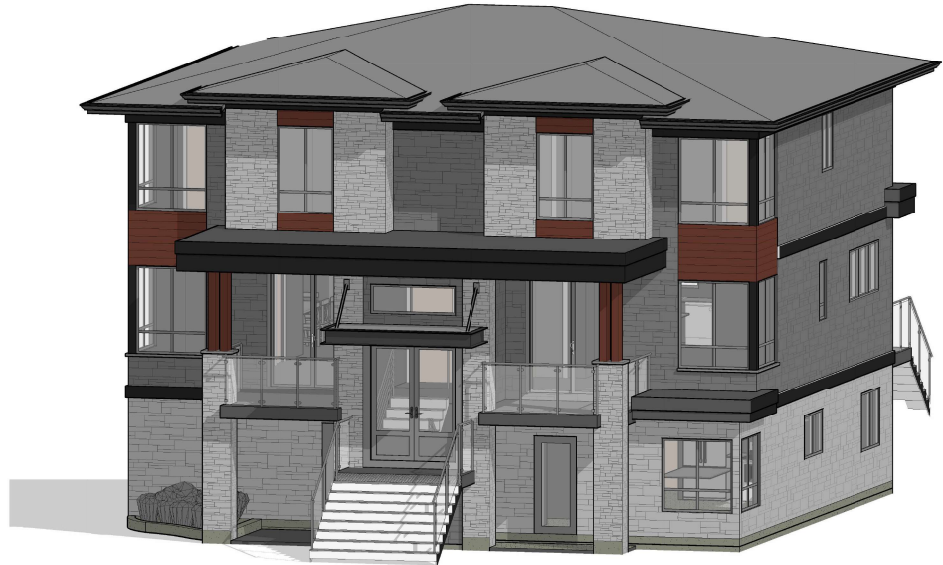
David Pollock, P. Eng
Director of Engineering, Parks &
Environment

attachments

Concurrence:



Scott Kennedy, Fire Chief



UNIT #202-24854 DELAIR RD.
 ABSTSFORD, B.C. V2S 2C9
 TEL: (604) 217-9097
 WWW.METHODDESIGNGROUP.COM

No.	Description	Date

NOTES:

ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER: MDG22-12	
DRAWN BY: RJ	CHECKED BY: MB
DATE: 23-08-30	SCALE:

SHEET TITLE:
COVER SHEET

ADDRESS:
 5135 208A STREET
 LANGLEY

DRAWING:
A0.01

CIVIC ADDRESS:

5135 208A STREET LANGLEY

LEGAL ADDRESS:

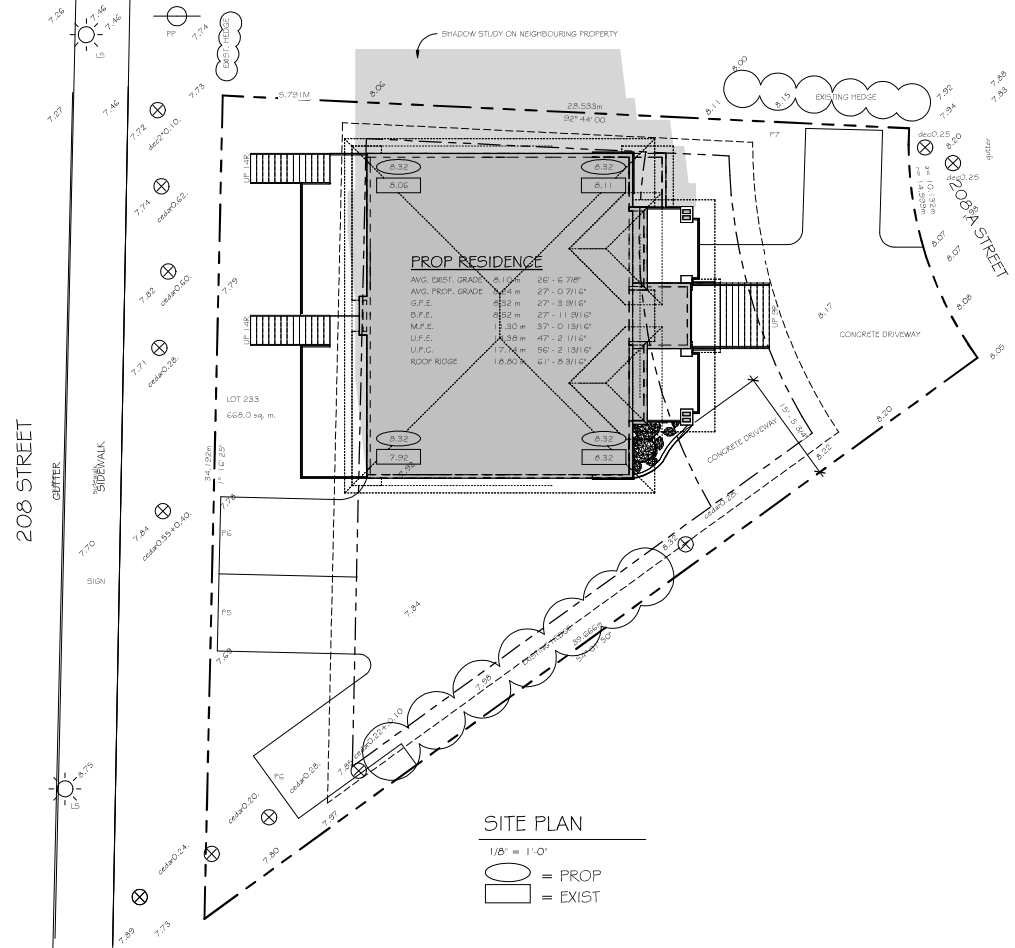
LOT: 233 NW PL. 56744 F.I.D. 002-572-015

SITE RECONCILIATION:

LOT SIZE :	668.00 sq. m. or 7,780.55 sq. ft.
ZONING :	R31
LOT COVERAGE :	MAX. 33% or 2,372.87 sq. ft. or 220.45 sq. m. PROP. : 32.45% or 2,333.08 sq. ft. or 214.75 sq. m.
GROSS FLOOR AREA :	PROP. : 70.62% or 5,078.03 sq. ft. or 471.74 sq. m.
BUILDING HEIGHT :	MAX. : 11m PROP. : 9.73m
NUMBER OF STOREYS :	3 STOREYS
EXISTING AVG. GRADE :	8.32m + 7.92m + 8.02m + 8.11m = 32.41m / 32.41m / 4 = 8.10m
# OF DWELLING UNITS :	3 DWELLING UNITS, GROUND FLOOR
BUILDING SETBACKS :	FRONT : MIN. - 7.50m PROP. - 9.45m INTERIOR (RIGHT) : MIN. - 1.50m PROP. - 1.50m REAR : MIN. - 4.00m PROP. - 6.50m INTERIOR (LEFT) : MIN. - 1.50m PROP. - 3.73m

PARKING REQUIREMENTS :	REQUIRED: 1 BEDROOM UNIT = 1.5 SPACES > 2 BEDROOM UNIT = 2 SPACES VISITOR = 0.5 UNIT
	2 BEDROOM UNIT: 1 x 2 = 2 SPACES 3 BEDROOM UNITS: 2 x 2 = 4 SPACES VISITOR: 0.2 x 3 = 0.6 = 1 SPACE
	PROVIDED: GARAGE = 3 SPACES EXTERIOR PARKING = 4 TOTAL = 7 SPACES

SHEET LIST	
#	SHEET NAME
A0.01	COVER SHEET
A1.01	SITE PLAN & GENERAL NOTES
A1.02	CONTEXT PLAN
A2.02	BASEMENT FLOOR PLAN
A2.03	MAIN FLOOR PLAN
A2.04	UPPER FLOOR PLAN
A2.05	ROOF PLAN
A3.01	FRONT & RIGHT ELEVATIONS
A3.02	REAR & LEFT ELEVATIONS
A3.03	MATERIAL BREAKDOWN
A4.01	CROSS SECTION A



UNIT #202-34864 DELAIR RD.
ABBOTSFORD, B.C. V2S 2C9
TEL: (604) 217-9097
WWW.METHODDESIGNGROUP.COM

No.	Description	Date

NOTES:

ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER: MD22-112	CHECKED BY: MB
DRAWN BY: RJ	SCALE: 1/8" = 1'-0"
DATE: 23-08-30	

SHEET TITLE
SITE PLAN & GENERAL NOTES

ADDRESS:
5135 208A STREET
LANGLEY

DRAWING:
A1.01



UNIT #202-3484 DELAIR RD.
 ABINGFORD, B.C. V2S 2C9
 TEL: (361) 217-9597
 WWW.METHODDESIGNGROUP.COM

No.	Description	Date

NOTES:

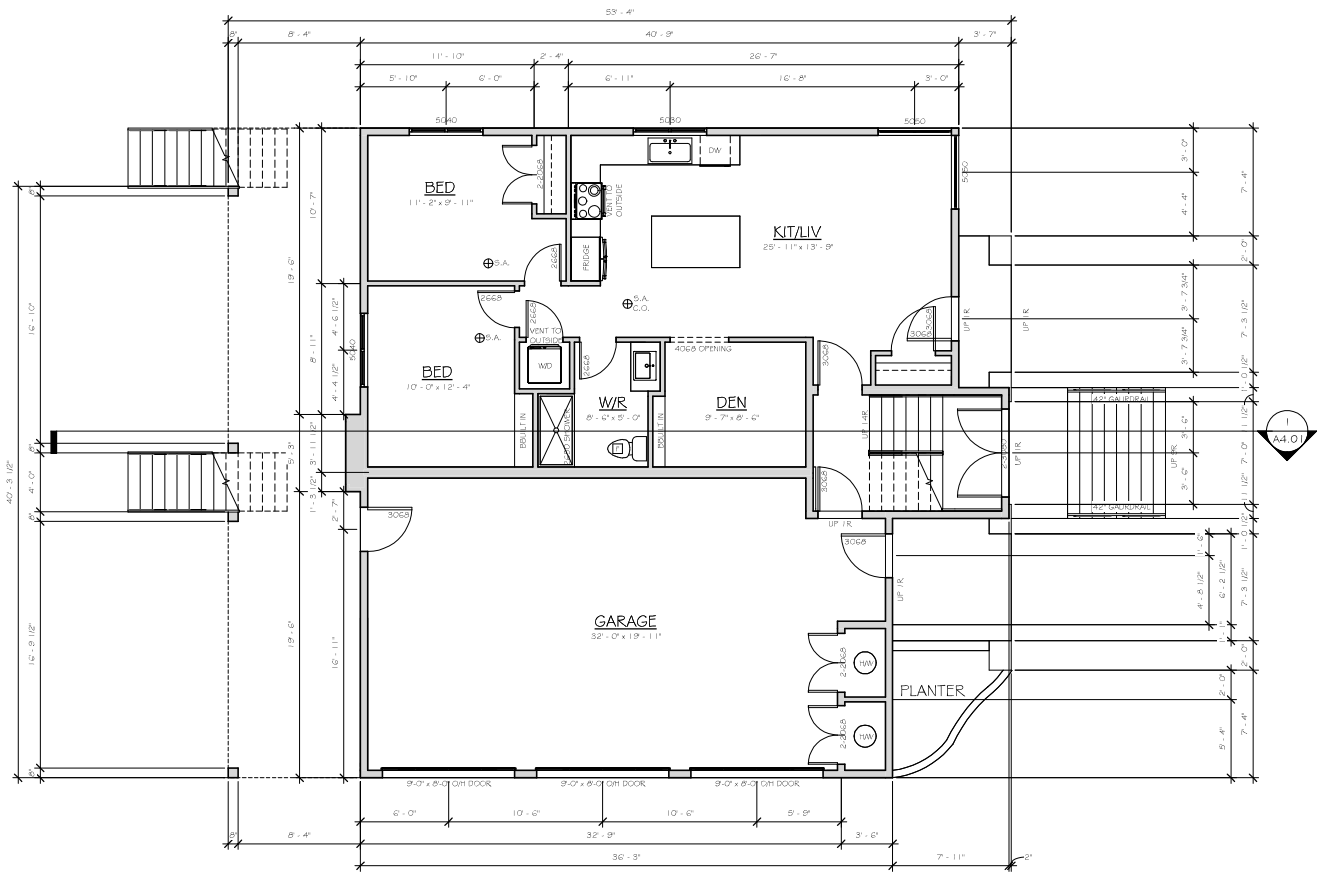
ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER:
 MD22-12
 DRAWN BY: RJ
 CHECKED BY: MB
 DATE: 23-08-30
 SCALE: 1/4" = 1'-0"

SHEET TITLE:
BASEMENT FLOOR PLAN

ADDRESS:
**5135 208A STREET
 LANGLEY**

DRAWINGS:
A2.02



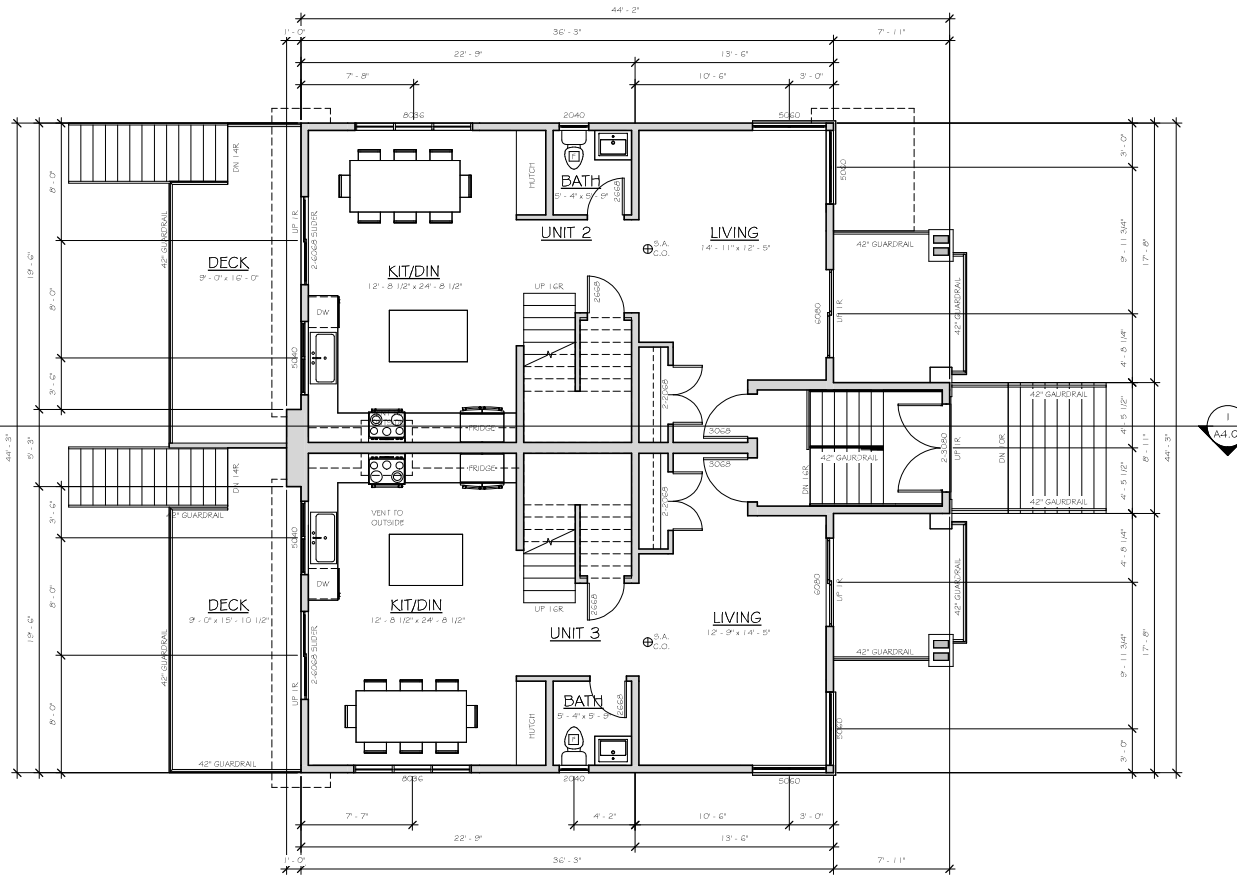
BASEMENT FLOOR
 COMMON AREA: 127.07 SF
 GARAGE: 735.21 SF
 UNIT LIVING: 891.00 SF
 TOTAL AREA: 1,754.15 SF



UNIT #202-3484 DELAIR RD.
 ABBOTSFORD, B.C. V2S 2C9
 TEL: (604) 217-9597
 WWW.METHODDESIGNGROUP.COM

No.	Description	Date

NOTES:



MAIN FLOOR

COMMON AREA 126.86 SF
 UNIT 3 LIVING 778.27 SF
 UNIT 2 LIVING 774.92 SF
 TOTAL AREA 1,674.65 SF

ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER: MD22-12
 DRAWN BY: RJ CHECKED BY: MB
 DATE: 23-08-30 SCALE: 1/4" = 1'-0"

SHEET TITLE:
MAIN FLOOR PLAN

ADDRESS:
**5135 208A STREET
 LANGLEY**

DRAWINGS:
A2.03



UNIT #202-34864 DELAIR RD.
 ABBOTSFORD, B.C. V2S 2C9
 TEL: (604) 217-9097
 WWW.METHODDESIGNGROUP.COM

No.	Description	Date

NOTES:

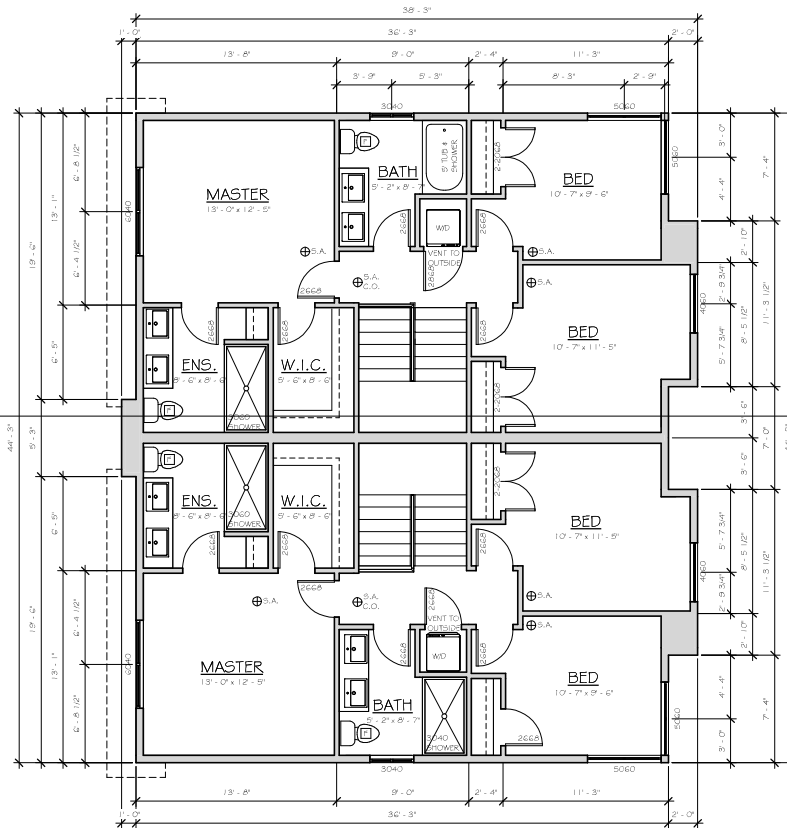
ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER:
 MD22-12
 DRAWN BY: RJ
 CHECKED BY: MB
 DATE: 23-08-30
 SCALE: 1/4" = 1'-0"

SHEET TITLE:
UPPER FLOOR PLAN

ADDRESS:
**5135 208A STREET
 LANGLEY**

DRAWING:
A2.04



UPPER FLOOR
 STAIRS 124.67 sq'
 4500-3 1,534.56 sq'
 TOTAL AREA 1,659.23 sq'

No.	Description	Date

NOTES:

ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER:
MD22-112
DRAWN BY: RJ CHECKED BY: MB
DATE: 23-08-30 SCALE: As indicated

SHEET TITLE:
FRONT & RIGHT ELEVATIONS

ADDRESS:
**5135 208A STREET
LANGLEY**

DRAWING:
A3.01



MATERIAL LEGEND

- 1 STONE STYLE 1
- 2 STONE STYLE 2
- 3 LONGBOARD
- 4 VINYL WINDOW
- 5 2 X 10 STONE BAND
- 6 1 X 8 FASCIA BOARD W/ GUTTER
- 7 1 X 6 ON 1 X 24 FASCIA BOARD W/ PAINTED FINISH
- 8 OVERHEAD DOOR
- 9 WOOD W/ STONE BASE COLUMN
- 10 ASPHALT ROOF SHINGLES
- 11 GLASS GUARDRAILS
- 12 C-CHANNEL STEEL MEMBER

No.	Description	Date

NOTES:

ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER:
 MD22-112
 DRAWN BY: RJ
 CHECKED BY: MB
 DATE: 23-08-30
 SCALE: As indicated

SHEET TITLE:
REAR & LEFT ELEVATIONS

ADDRESS:
**5135 208A STREET
 LANGLEY**

DRAWING:
A3.02



REAR ELEVATION

NOTE:
 ALL VENTS, PIPES, ETC. PROJECTING FROM THE ROOF,
 WALLS OR SOFFITS ARE TO BE PAINTED TO MATCH
 THE MATERIAL THEY ARE PROJECTING THROUGH.



LEFT ELEVATION

NOTE:
 ALL VENTS, PIPES, ETC. PROJECTING FROM THE ROOF,
 WALLS OR SOFFITS ARE TO BE PAINTED TO MATCH
 THE MATERIAL THEY ARE PROJECTING THROUGH.

MATERIAL LEGEND

- 1 STONE STYLE 1
- 2 STONE STYLE 2
- 3 LONGBOARD
- 4 VINYL WINDOW
- 5 2 X 10 STONE BAND
- 6 1 X 6 FASCIA BOARD W/ GUTTER
- 7 1 X 6 ON 1 X 24 FASCIA BOARD W/ PAINTED FINISH
- 8 OVERHEAD DOOR
- 9 WOOD W/ STONE BASE COLUMN
- 10 ASPHALT ROOF SHINGLES
- 11 GLASS GUARDRAILS
- 12 C-CHANNEL STEEL MEMBER



UNIT #202-34854 DELAIR RD.
 ABSTRACT RD. B.C. V2S 2C9
 TEL: (604) 217-9097
 WWW.METHOODDESIGNGROUP.COM

No.	Description	Date

NOTES:

ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER:
 MDG22-112
 DRAWN BY: RJ CHECKED BY: MB
 DATE: 23-08-20 SCALE: 1/4" = 1'-0"

SHEET TITLE:
MATERIAL BREAKDOWN

ADDRESS:
 5135 208A STREET
 LANGLEY

DRAWING:
A3.03



MATERIAL BREAKDOWN

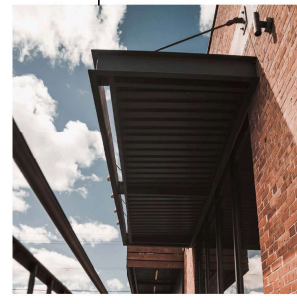
1/4" = 1'-0"



STONE; COLOR - SORRENTO



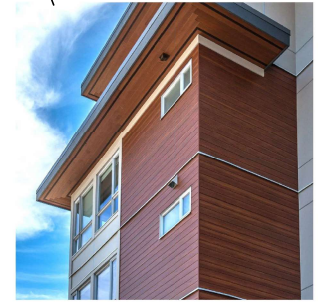
WOOD COLUMNS W/
 STONE BASE



AWNING EXAMPLE



STONE; COLOR - POSITANO



WOOD LONGBOARD



UNIT #202-34854 DELAIR RD.
 ABNISTSFORD, B.C. V2S 2C9
 TEL: (604) 217-9097
 WWW.METHODESDSIGNGROUP.COM

No.	Description	Date

NOTES:

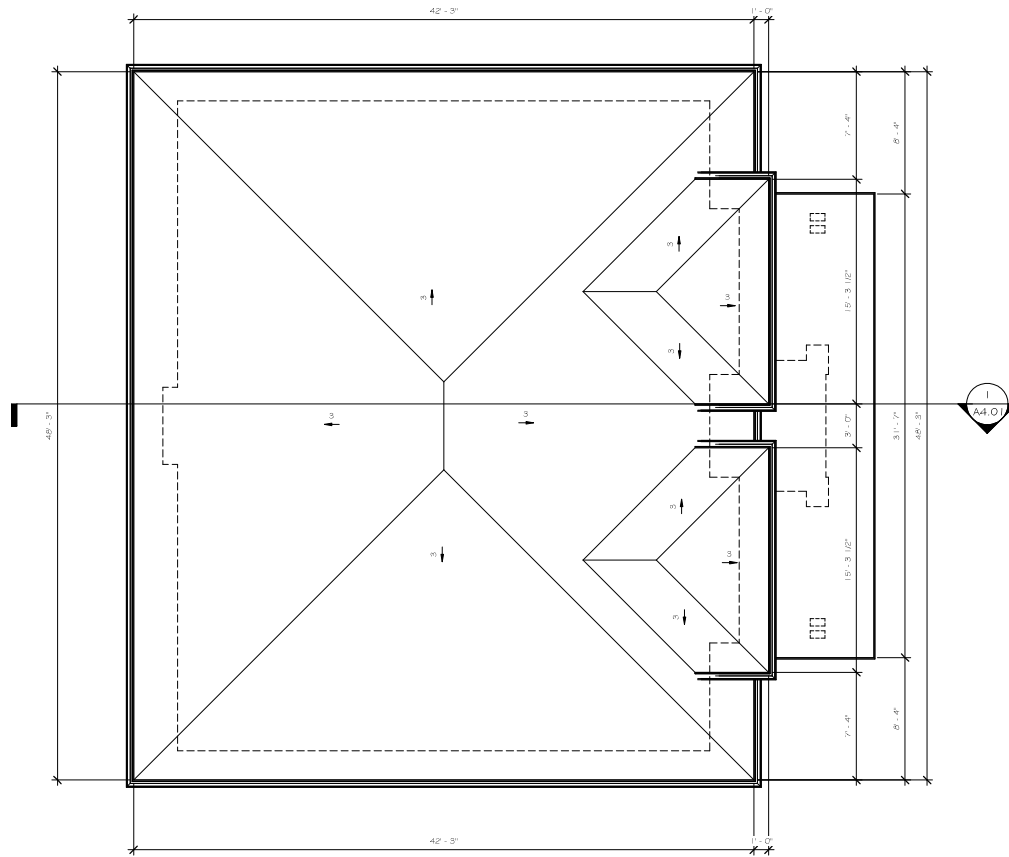
ALL DIMENSIONS TO BE CHECKED BY CONTRACTOR BEFORE START OF CONSTRUCTION & ANY DISCREPANCIES REPORTED.
 THESE DRAWINGS CONFORM TO THE LATEST EDITION OF THE 2018 BRITISH COLUMBIA BUILDING CODE

PROJECT NUMBER: MDG22-12	
DRAWN BY: RJ	CHECKED BY: MB
DATE: 23-08-30	SCALE: 1/4" = 1'-0"

SHEET TITLE:
ROOF PLAN

ADDRESS:
5135 208A STREET
LANGLEY

DRAWING:
A2.05



ROOF PLAN

1/4" = 1'-0"

NOTES

1. GARDEN BEDS:
 - 1.1 475 sqft of garden beds. Planting Medium to meet or exceed CNLA/CLA standards. Gardens beds to be dug a depth of 20' and soil mounded above grade.
2. PLANT MATERIAL:
 - 2.1 All plant material and planting to conform to CNLA/CLA standard
 - 2.2 Native plants- Polystichum, Amelanchier, Ribes
 - 2.3 Trees to be securely staked and grass circle cut surrounding the tree.
3. LAWN AREAS:
 - 3.1 1412 sqft of lawn area
 - 3.2 Min. 4" Turf blend soil to be used in lawn areas.
 - 3.3 Use No 1. Premium Grade Sod
4. PAVING:
 - 4.1 3527 sqft of paving stones for driveway and patios
5. GARDEN WALL
 - 5.1 12' of Charcoal Stackstone, 3 rows high to contain garden at front of house
6. FENCING: 260' of composite fencing with 1 36" gate, from parking to 208st. Composite fencing to match cladding on building
7. STEPPING STONES: 17, 24"x36" Manhattan Slabs for stepping stone path

Plant Legend				
Symbol	Qty	Common	Botanical	Size
	1	Serviceberry 'Rainbow Pillar'	Amelanchier canadensis 'Rainbow Pillar'	3cm cal.
	6	Existing Tree	Assorted varieties	
	1	Flowering Dogwood	Cornus 'Venus'	3cm cal.
	11	Heather	Erica Kramers Red	#1
	4	Dwarf Hydrangea	Hydrangea FireLight Tid Bit	#2
	1	Ninebark	Physocarpus opulifolius 'Amber Jubilee'	#2
	4	Norway Spruce	Picea abies 'Little Gem'	#3
	6	Sword Fern	Polystichum munitum	#2
	4	Rhododendron	Rhododendron 'Pjm Elite'	#2
	1	Redflower Currant	Ribes sarguineum 'King Edward'	#5
	10	Black Eyed Susan	Rudbeckia Goldstrum	#1
	4	Existing Skimmia	Skimmia 'Rubella'	#2
	29	Arborvitae	Thuja occidentalis 'Emerald Green'	6' B&B



- LEGEND
- GARDEN AREA
 - GARDEN WALL
 - PAVINGSTONES
 - PROPERTY LINE
 - SOD
 - STEPPING SLABS
 - COMPOSITE FENCING

ERRORS AND OMISSIONS
 CONTRACTORS/OWNERS RESPONSIBLE TO VERIFY
 AND REVIEW DIMENSIONS AND SPECIFICATIONS
 PRIOR TO INSTALLATION, AND ALERT DESIGNER OF
 ANY ERRORS AND OMISSIONS



SCALE: 1/8" = 1'
 DATE: July 29 2024
 PREPARED FOR: Barbucci
 Construction
 SHEET: 1 of 1

LANDSCAPE PLAN
 51435 208a St
 Langley City BC



OUTDOOR DECOR AND DESIGN
 1109 252ST ALDERGROVE BC
 604-644-0676
 WWW.OUTDOORDECORANDESIGN.COM