



ADVISORY DESIGN PANEL

THURSDAY, JULY 18, 2024 AT 7:00 PM

Council Chambers
Langley City Hall
(In-Person Meeting)

A G E N D A

1) **AGENDA**

Adoption of the July 18, 2024 agenda.

2) **MINUTES**

Adoption of minutes from the June 27, 2024 meeting.

3) **ZONING BYLAW AMENDMENT APPLICATION RZ 13-23**

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

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.

5) **NEXT MEETING**

September 11, 2024.

6) **ADJOURNMENT**



**MINUTES OF THE
ADVISORY DESIGN PANEL**

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

**THURSDAY, JUNE 27, 2024
AT 7:03 PM**

Present: Councillor Paul Albrecht (Chair)
Councillor Mike Solyom (Co-Chair)
Mayor Nathan Pachal
Blair Arbuthnot
Jaswinder Gabri
Tony Osborn
Ritti Suvilai

Absent: Cst. Dennis Bell
Matt Hassett
Leslie Koole
Dammy Ogunseitan
Ella van Enter

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

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

Due to exceptional circumstances, in order to permit the meeting to proceed without quorum,

It was MOVED and SECONDED

THAT the rule under Section 33(4) of the Council Procedure Bylaw regarding quorum requirements for committees be suspended for this meeting.

CARRIED

With required 2/3rds vote

1) AGENDA

Adoption of the June 27, 2024 agenda.

It was MOVED and SECONDED

THAT the agenda for the June 27, 2024 Advisory Design Panel be approved.

CARRIED

2) MINUTES

Adoption of minutes from the May 29, 2024 meeting.

It was MOVED and SECONDED

THAT the minutes of the May 29, 2024 Advisory Design Panel meeting be approved as circulated.

CARRIED

3) ZONING BYLAW AMENDMENT APPLICATION RZ 06-23

Multi-phase apartment & commercial mixed-use master plan at 20501 Logan Avenue.

Carl Johannsen, Director of Development Services introduced the project.

Anton Metalnikov, Planner, spoke to the staff report dated June 12, 2024 and provided a brief overview of the Zoning Bylaw amendment application.

Mr. Johannsen spoke further regarding flood construction level requirements in the area which may impact this development.

Staff responded to questions from Panel members regarding the following:

- Clarification of Panel's role at this early stage of the application process with only renderings of massing, public spaces and green spaces to review;
- Innovation Boulevard development in relation to this application;
- Traffic safety considerations with regard to proposed Eastleigh Crescent extension through the site ;
- On and off-street parking considerations;
- Vehicle and pedestrian access points into the site;
- Potential cycling facilities for interior streets;
- Mixed Employment and Transit-Oriented Corridor land use designations;

The Applicant team entered the meeting:

Steven Bartok, Principal, Keystone Architecture & Planning Ltd.
Elena Topisirovic, Project Manager, Keystone Architecture & Planning Ltd.
Jeff Ardron, Developer, Argus Holdings Ltd.
Mark Ardron, Developer, Argus Holdings Ltd.
Ryan van Baal, Owner, Ventures on the Ridge Ltd.
Peter Fassbender, President, Fassbender Consulting Ltd.
Kevin Leyenhorst, Director of Preconstruction, Caliber Projects

On behalf of the applicant, Peter Fassbender provided opening remarks with respect to this multi-phased project which is intended to be a legacy development for the property owners that will be kept in their family trust;

Mr. Bartok and Ms. Topisirovic presented the application, providing a high level overview of the vision for the development, providing information on the following:

- Background on the property;
- High level sketch;
- Site Context;
- Proximity to SkyTrain Station;
- Aerial view of concept massing;
- Intent to bring Eastleigh through the site;
- 5 big themes;
- Underground parking massing;
- Public green space massing;
- Commercial storefront massing;
- Massing diagrams of each storey;
- Project Data;
- Master Plan;
- Site Sections;
- Street Section through Eastleigh extension;
- Street Section through Glover Road;
- Exterior Concept;
- Site Plan;
- Landscape precedents;
- Plaza concepts;
- Promenade concept;
- Eastleigh extension concept;
- Hidden parking concept;
- Ground oriented concept;
- Courtyard concept;
- Glover Road concept; and
- Logan Avenue concept.

Mr. Fassbender provided closing remarks with respect to the first phase of construction and future phasing of the construction, subject to market conditions.

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

- Potential for incorporating historic elements, public art into the development to create a unique sense of place;
- Concerns with the grade differences throughout the development creating a lack of cohesiveness, hierarchy and sense of place;
- Encouraging tech companies to locate on Innovation Boulevard by identifying tech innovation space on Glover Road in plans;
- Importance of creating interesting and inviting views into the development, especially from the corner of Glover Road and Logan Avenue; and
- In terms of accessibility, potential for less parking, more bike storage throughout the development.

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

- Types of commercial spaces envisioned for the development;
- Rationale for the massing;
- Rationale for courtyard location;
- Floodplain elevation;
- Timeline to start other phases;
- Rationale for choosing 14 storeys for tallest buildings;
- Whether any rooftop amenities are being planned;
- Landscape considerations in terms of urban design;
- Glover Road connection to site;
- Location of loading zones, garbage services;
- Security considerations for the site; and
- Purpose of podium amenity area.

The applicant team left the meeting.

Staff responded to questions from Panel members and further discussion took place regarding the following:

- Preference for more green space in the interior of the development;
- Having more gradual transitions between private, semi-private and public green spaces;
- Keeping loading and garbage services off-street from a visual perspective;
- Minimizing grade differences and eliminating ramping and stairs as much as possible;

- Applicant needs to consider what the character of the development will be;
- Interior space should be purposeful, residential or commercial; and
- The view of Mount Baker is blocked due to the way the first phase is fronted;
-

Staff advised they would report back to Council on the Building Code height maximums of buildings incorporating wood-frame construction. Within the subject master plan as currently conceptualized, Phase 1 would use wood-frame construction, Phase 2 may use either wood-frame or concrete construction, and Phases 3 and 4 would be concrete.

It was MOVED and SECONDED
THAT:

1. The ADP receive the staff report dated June 12, 2024 for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Incorporate Langley City/property heritage in urban design to create a unique sense of place (e.g. public art, interpretative features, etc.);
 - b. Minimize grade differences between sidewalks, buildings, and pedestrian open spaces (especially from the corner plaza, through the linear plaza or allee to Eastleigh Crescent and from Eastleigh Crescent to the interior plaza/pocket park), eliminate stairs/ramps as much as possible, and mitigate any unavoidable differences through design;
 - c. Strengthen the sense of hierarchy and place in design and landscaping throughout pedestrian open space areas, including considering terminating vistas (viewing from corner pedestrian space towards a landmark final phase building) and creating greater distinction between the corner pedestrian plaza (more urban, commercial uses) and interior space (e.g. more natural, pocket park-setting and residential focused);
 - d. Avoid visual impacts of parkades and service uses to sidewalks and plazas; and
 - e. Incorporate intentional articulation to blocks to emphasize pedestrian scale

CARRIED

4) DEVELOPMENT PERMIT APPLICATION DP 04-23
ZONING BYLAW AMENDMENT APPLICATION RZ 04-23

4-unit rowhouse development at 20139 53A Avenue.

Carl Johannsen, Director of Development Services introduced the project.

Anton Metalnikov, Planner, spoke to the staff report dated June 17, 2024 and provided a brief overview of the Development Permit application.

The Applicant team entered the meeting:

Darren Hall, Architect, D&D Design Ltd.
Clark Kavolinas, Landscape Architect, C. Kavolinas & Associates Inc.

The property owners were also in attendance.

Mr. Hall provided information on the following:

- Development location
- Proximity to transit and schools
- Proposed development site layout
- Unit layouts
- Form and character
- Landscaping
- Fencing
- CPTED

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

- Questioned how to identify units fronting lane as addressing will only be on the end of one unit fronting 53A Ave.; and
- Whether the exterior colours fit in with neighbouring developments; would like to see rendering of the development with neighbouring properties.

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

- Why no coniferous trees were included in landscape plan;
- How to distinguish the unit with two front doors; and
- Whether there is the ability to have suites.

The applicant team left the meeting.

Further discussion took place regarding the following:

- Potential to have a pet relief area behind the visitor parking space; and
- How postal service and garbage pick-up will work as there could be potential challenges with both given the configuration of the development.

It was MOVED and SECONDED
THAT:

1. The ADP receive the staff report dated June 17, 2024 for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Review usability of second door on south unit;
 - b. Incorporate wayfinding on street frontage;
 - c. Provide more context detail in architectural package; and
 - d. Consider pet relief area in space behind visitor parking space.

CARRIED

Staff note: Provide more information on mail delivery and waste pick-up

5) NEXT MEETING

July 18, 2024

6) ADJOURNMENT

It was MOVED and SECONDED

THAT the meeting adjourn at 9:09 pm.

CARRIED



ADVISORY DESIGN PANEL CHAIR



CORPORATE OFFICER



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Rezoning Application RZ 13-23
(5501 204 St & 20300 Douglas Cres)**

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

File #: 6620.00
Bylaw #: 3290

Doc #:

Date: July 2, 2024

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider a Zoning Bylaw amendment application by Orion Construction for a multi-phase mixed-use master plan at 5501 204 St and 20300 Douglas Cres.

POLICY:

The subject property is currently zoned C1 Downtown Commercial Zone in Zoning Bylaw No. 2100 and designated "Transit-Oriented Core" in the Official Community Plan Land Use map.

OCP Policy 1.13. (Master Planning) requires all proposed developments on sites greater than 2 acres involving multiple phases to prepare a master plan. The subject site is 9 acres in size and is intended to be developed in phases. Accordingly, a rezoning application has been submitted to align the site's zoning with its OCP designation and enable Development Permit applications for individual buildings to be made in the future and adopt a master plan site layout these buildings will generally conform to. Specific policies guiding the redevelopment of the Langley Mall are contained in OCP Appendix B.

A Comprehensive Development (CD) Zone is proposed to implement the site-specific master plan.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Orion Construction
Owner:	0622215 B.C. LTD.
Civic Addresses:	5501 204 Street & 20300 Douglas Crescent
Legal Description:	Lot 375, District Lot 36, Group 2, New Westminster District, Plan 46221; Parcel A, District Lots 305 and 36, Group 2, New Westminster District, Plan BCP35185
Number of Units	Approximately 1,900 (subject to change)
Site Area:	3.6 hectares (9.0 acres)
Floor Area Ratio:	Maximum 5.5
OCP Designation:	Transit-Oriented Core
Existing Zoning:	C1 Downtown Commercial
Proposed Zoning:	CD100 Comprehensive Development Zone
Development Cost Charges:	To be calculated at Building Permit stage
Community Amenity Contributions (CACs):	To be calculated at Building Permit stage

Discussion:

1. Context

The applicant is proposing a multi-phase mixed-use development intended to be built out, in four phases, over 10 to 20 or more years on a large outdoor commercial centre site composed of two properties: the Langley Mall and its parking lot at 5501 204 Street and the Tim Hortons at 20300 Douglas Crescent.

The site is strategically located on Douglas Crescent and between 203 Street and 204 Street, with frontages on all of these streets, and south of City Hall and Timms Community Centre. As a key 'hinge point' between the adjacent Historic Downtown, commercial areas on Fraser Highway and 56 Avenue and residential neighbourhoods to the west and south, the site has the potential to add significant residential density and enhanced commercial activity, and new public open spaces and amenities that will benefit both residents and businesses.

This site is well-served by existing arterial road connections and a high concentration of shops and services, including those provided by the existing commercial centre itself. A mix of both commercial and low-rise apartment buildings sit across from the site to both the east, north, and west. To the south, the site is neighboured by the Langley Lions senior housing complex, which itself had a site-wide master plan rezoning approved in 2019 with building heights of up to 15 storeys.



Site context

The site is well positioned with connections to retail and service areas given its location at a major Downtown intersection. It also benefits from proximity to key neighbourhood amenities, including:

- Timms Community Centre (across the street);
- Douglas Park (5-minute walk); and
- Douglas Park Elementary School (5-to-10-minute walk).

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

- Seven bus routes (directly adjacent);
- The Langley Centre transit exchange and the fifteen bus routes it serves, including the frequent 503 Fraser Highway Express (5-to-10-minute walk); and
- The planned Langley City Centre SkyTrain station and its associated transit exchange (5-to-7-minute walk).

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

The site is designated Transit-Oriented Core in the City's OCP, which allows for residential and commercial development of up to 15 storeys in height (subject to the federal Airport Zoning Regulation) and a Floor Area Ratio (FAR) of up to 5.5.

Within the OCP's Appendix B: District Policies, the Langley Mall has a dedicated set of policies on its redevelopment. These include requirements for a master-planned two-property assembly, high-rise apartment buildings, commercial frontage and public open space on Douglas Crescent, pedestrian access both north-south and east-west through site, adding on-street parking to Douglas Crescent, and maintaining three vehicle accesses near their existing locations.

The site is also located within the Transit-Oriented Areas (TOAs) of the Langley City Centre SkyTrain station and Langley Centre bus exchange, as identified in the City's Zoning Bylaw. These TOAs are required by Provincial legislation (namely the *Local Government Act*, as amended by Bill 47 passed in November 2023) which introduced TOAs to set specific heights and densities (based on distance from transit) which must be allowed by local governments, along with a prohibition on residential parking requirements except for accessible parking. The City's OCP allows for greater height and density (15 storeys and 5.5 FAR) than would be permitted by the site's TOA tier (12 storeys and 4 FAR). In accordance with the TOA, future Development Permit applications will not be subject to minimum residential parking requirements but will be subject to minimum accessible residential and commercial parking requirements.

The site is also currently zoned C1 Downtown Commercial which permits high density mixed-use development and a height limit of 46 metres or about 150 ft, which typically equates to 15 residential floors or storeys. The 150 foot building height limit has been in the C1 zone since 1996. The site has been envisioned to accommodate buildings up to 15 storeys in height since 2009, when a site concept for the future redevelopment of the Langley Mall was included in the Downtown Master Plan showing 14 storey residential buildings situated on top of a commercial podium (total of 15 storeys).

The subject property is proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone to allow higher densities in future Development Permit applications that are anticipated to be higher than the density permitted by its existing C1 zoning, but still involving a maximum height of 15 storeys. The CD zone will also include a master plan layout to guide the future phased development of the site. Noting that the site is to be built out over multiple phases, this CD Zone-based approach provides flexibility for future individual buildings to respond to different market and policy contexts over time, while maintaining certainty as to the general street and block pattern, building location

and pedestrian open space layout of this future development. The primary effect of the site's CD100 Comprehensive Development zoning will be to allow a mix of uses and higher densities and identify the general street alignments, open space configurations, and building footprints. Within these parameters, the CD100 Zone will allow for different heights, densities and uses, and individual Development Permits will be required prior to any redevelopment occurring, and these Development Permits will include more detail on building integration with the master plan, individual building design and form and character, pedestrian open space design and landscaping. As such, the unit count and density as shown in the proposal's conceptual massing and in this report are approximate.

2. Design

The proposed master plan was designed with the goal of urbanizing the subject site and developing it as an extension of the Downtown area, by way of expanding the adjacent and existing street grid, emphasizing a pedestrian-friendly environment with slow streets and vibrant public spaces, and maintaining of a significant commercial floor area supported by high residential densities, which in turn will support the Downtown's existing offerings and future transit improvements. It is important to note that while relatively detailed assumptions about the ultimate development have been made in the attached drawing package, including on building heights and uses, the master plan is intended to be flexible in response to market and policy conditions as may exist in the future.

Though subject to change, the site is intended to be developed in at least four phases or quadrants over the next 10 to 20 or more years, with the possibility of subphases. The order of these phases is expected to start with the southwest quadrant (5 years to completion), followed by the northwest (5 to 10 years), then the southeast (10-15 years), and finishing with the northeast quadrant (15-20 years). This phasing plan is largely based on the lease obligations with the site's existing tenants, including the No Frills grocery store. The applicant has indicated that a grocery store use will be maintained as a part of the redevelopment of the site (although likely relocated to a phase fronting Douglas Crescent) and the existing mall commercial space will be largely replaced within new phases on Douglas Crescent. Another tenancy of note is the Tim Hortons located on the northwest corner, which has a multi-decade lease in place.

The proposed master plan shows an overall FAR of 4.43 and about 1,900 residential units, although this is subject to change and will be confirmed through future Development Permit applications. As noted above, the maximum FAR for this site in the OCP is 5.5.

Overall Site Concept: Walkable Blocks, High-quality Pedestrian Experience

The master plan site layout and phasing is based on an urban street and block pattern that divides the 9 acre site into four smaller blocks or quadrants/phases, and follows the existing street and block pattern of the surrounding Downtown area. This street and block pattern is organized around a new internal east-west street between 203 Street and 204 Street and a new north-south street that connects Douglas Crescent to the new east-west street. These streets will make the site much more walkable by enabling direct pedestrian and cycle access through the site and to/from adjacent properties, and will distribute vehicle traffic evenly through and into and out of the site, and enable easy access for current and future parking and commercial operations, loading and waste management.

This new street and block pattern is also centred on an interconnected plaza and pocket park promenade or 'spine' that will create a vibrant, attractive and high-quality pedestrian experience and distinct sense of place, following the policies in OCP Appendix B. This plaza-to-pocket park journey begins at the intersection of Douglas Crescent and the new north-south street, where an urban plaza is envisioned to be located and lined with ground floor retail, restaurants, cafes, and street trees, and including outdoor seating, landscaping and public art, and then progressing southward along a wide sidewalk space with an outdoor seating corridor on the east side of the north-south street, and culminating in a pocket park 'anchor' at the south end of the site. This pocket park, accessible to the public, is envisioned to act as the 'green heart' of the site, complete with grassed/landscaped areas, trees and outdoor play features. This park will also create a pedestrian connection between the site and the Langley Lions site.

The proposed new street frontages along 203 Street, 204 Street and Douglas Crescent will feature a high-quality public realm design that is consistent with adjacent Downtown areas, including wide sidewalks, bike lanes, street trees and landscaping pockets and on-street parking to support new street-fronting ground floor commercial spaces along Douglas Crescent and 204 Street.

New Street Grid Details

At build-out the master plan proposes a new east-west street that will upgrade and realign the existing east-west drive aisle on the existing Mall site, and act as an extension of Park Avenue through the site to 203 Street. This east-west street will also enable commercial parking, loading and waste management access for the phases fronting Douglas Crescent. The Douglas Crescent intersection with the new north-south street will be shifted slightly to improve safety at the intersection, and the existing rear lane will be maintained but widened, both to support Fire Rescue access and its potential to provide residential parkade access, and maintain delivery access to the No Frills grocery store.

All streets and lanes on-site are proposed to be private with statutory right of ways to permit public passage. As self-contained throughways with limited connections beyond this site, this approach is feasible and allows for the streets to be owned and maintained by the site owner, including allowing the space under these streets to be used for parking. All internal streets will have on-street parking bays. Dedications will be required from all three fronting streets (Douglas, 203 and 204) to accommodate upgrades including lane reconfigurations, sidewalk and bike lane upgrades, new treed boulevards, and on-street parking. Building accesses shown in the master plan are conceptual. Actual locations and detailed designs are to be confirmed as part of Development Permit applications to be made for individual building phases in the future and based on the results of Traffic Impact Assessments (TIAs).

Conceptual buildings and uses

The buildings in the two northern phases, located between the east-west street and Douglas Crescent, are envisioned to take on a more commercial character, including ground-floor commercial spaces and the potential for an office building on the northwest corner (subject to market conditions). Total commercial floor space at this time is expected to total approximately 11,360 m² (122,000 ft²) if the northwest corner is developed with an apartment building or 22,060 m² (237,000 ft²) if it is developed with an office building, compared to the site's existing commercial floor area of approximately 13,000 m² (140,000 ft²). Above the commercial ground floors, six residential high-rises are proposed, including two longer buildings flanking a plaza on the southeast corner of the Douglas Crescent intersection and the north-south street. These longer buildings are proposed be angled or 'canted' to reduce their apparent massing and floorplate when viewed from the street and to ensure more light access at street level. This approach is based on OCP Development Permit Area Guidelines for high-rises.

On the south side of the east-west street, in the two southern phases, four high-rise buildings are proposed with residential uses only. While height and massing will be finalized at the associated Development Permit stages, these buildings will be required to step down in height (from 14 to 10 storeys) toward the south to create a more sensitive transition to the shorter buildings on the neighbouring Langley Lions site and existing buildings on properties to the east and west. The top of the stepped down portion of these high-rises are also envisioned to include roof-top amenity areas and landscaping/trees.

All of the proposed high-rise buildings on the site are based on best design practice and generally follow the OCP Development Permit Area guidelines for high-rises, with a particular focus on ensuring the high-rise building faces above 10 storeys are located at least 25 metres or 82 feet apart from each other, to reduce shadowing and massing impacts at street level, allow more light access and a comfortable sense of enclosure at street level, and to help maintain privacy

for occupants of these buildings. The spaces between these buildings also enables large outdoor amenity courtyard areas to be placed between towers, for use by the residents of the high-rise residential buildings and complete with landscaping, outdoor play areas, community garden plots and trees.

3. Sustainability

Sustainability has been considered in the site design by way of prioritizing easy pedestrian movement through the site, accommodating new and upgraded bike lanes and boulevards along the fronting streets, and incorporating large green spaces at grade level and as raised courtyards on top of buildings' parkades. More detailed building-level sustainability features will be identified as part of future individual Development Permit applications. Overall, the site is designed to be a model transit-oriented development, in close proximity to the SkyTrain station, with high densities and a mix of uses that support increased transit ridership and the use of active transportation options, and will reduce automobile dependence and emissions over time.

The redevelopment concept also shows the potential for over 210 trees at full build-out, which is almost three times more trees than the existing amount of trees (75) on the site. Efforts will be made throughout build-out, by way of implementing existing and future urban forest management plan policy, to maximize the number of potential trees on site. The total landscaped area proposed in the redeveloped site is almost 5 times more than the current site. These green features, along with high albedo roof covers, will greatly assist in reducing the significant heat island effect that the Langley Mall creates in the Downtown area during hot weather, and provide a greener and more pleasant pedestrian and urban experience compared to the present site condition.

CPTED

CPTED (Crime Prevention Through Environmental Design) is addressed by the master plan through its high density and mix of uses, which will encourage the area to be well-used and keep eyes on the street. design principles will be considered through individual phases and their Development Permit applications, which will require CPTED reports with design assessments and recommendations for improvement to be completed by a qualified consultant. All of the public open spaces on the site will be bounded by active commercial and residential uses to ensure there are eyes of the street throughout a 24 hour day.

4. Variances

As a master plan implemented through a site-specific Comprehensive Development (CD) Zone, no variances are requested or required.

5. Summary

The proposed development is consistent with the City's OCP and District Policies and would convert a large low-density commercial site into a transit-oriented development expanding Downtown.

Engineering Requirements:

As part of the proposed rezoning the applicant is required to fulfil multiple engineering requirements and conditions to ensure the final expected buildout meets City standards on servicing, transportation, and environmental protection. More detailed building-level engineering requirements will apply at the time of individual Development Permit applications. In recognition of the flexibility incorporated into the master plan, engineering studies at this stage will assume a highest infrastructure demand scenario.

Engineering requirements applicable to the subject master plan are as follows, with the Developer responsible for the work which shall be designed by a Professional Engineer:

- I. 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).
- II. 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.
- III. At the Developer's expense, the capacity of the existing water and sanitary sewer systems shall be assessed through hydraulic modeling performed by the City's standing hydraulic modeling consultant per the DCM, Sections 3.8 & 6.5.
 - a. Any upgrade requirement for either sanitary or water mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
 - b. At the Developer's expense, the City's standing hydraulic modeling consultant shall conduct a fire hydrant flow test to be used in the City's water modeling to determine if the existing water network is adequate for fire flows (based on architectural data supplied by the Developer's Architect). Upgrading of existing watermains may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995."
- IV. Land dedications and rights-of-way shall be granted to the City based on the design produced by staff and provided to the Developer via email on April 8, 2024.

- V. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per DCM Section 8.21. The proposed development plan and statistics, once ready, should be forwarded to the City Engineer to develop the scope of this traffic study. TIA reports must be approved by the City Engineer prior to taking the application to Council. The TIA completion timing must be:
 - a. *For OCP Amendment / Rezoning Applications:* Prior to Council's first and second readings; and
 - b. *For Development Permits (DP):* Prior to Council consideration of the application.
- VI. The scope and extent of the off-site works shall be determined in part from the TIA. All road frontages will be upgraded in accordance with the City's DCM including new sidewalks, curbs, streetlighting, street trees, landscape strip and cycling facilities. The new road frontages shall tie into existing sidewalks, curb & gutters and cycling network at each end.
- VII. The condition of the existing pavement along all the proposed project's frontages shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavements are inadequate, they shall be remediated by the Developer, at the Developer's expense.
- VIII. Existing street lighting along the entire project frontages 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 the DCM. Any required street lighting upgrades, relocation, and/or replacement shall be done by the Developer at the Developer's expense.
- IX. The site layout shall be reviewed by a qualified Professional Engineer to ensure that the parking layout, vehicle circulation, turning paths and access design meet applicable standards and sightline requirements, including setbacks from property lines. Appropriate turning templates should be used to prove parking stalls, loading areas and drive aisles are accessible by service vehicles. Refer to DCM Section 8.0. The design shall be adequate for MSU trucks as the design vehicle.
- X. The Developer is required to deposit all requisite bonding and fees as outlined in the Subdivision and Development Servicing Bylaw.

Fire Department Comments:

The department has reviewed the overall Master Plan for this property. The department's main concern is around access to all buildings on the site. The primary access concern is from the south along the laneway as well ensuring

minimum 8 metre wide unobstructed internal roads throughout the property. The department will continue to work with each individual building development to ensure adequate access for fire apparatus and personnel to each building on site.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment application will be reviewed by the Advisory Design Panel (ADP) at the July 18, 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. In the absence of an associated Development Permit application, the ADP's role is to provide input on public realm and building interfaces to be considered in the detailed design of future phases. Presentation of this master plan to the ADP will also provide the necessary context for future evaluation of Development Permit applications by the ADP (i.e. how does the subject building relate to the rest of the master-planned site). ADP recommendations will be presented to Council through the ADP meeting minutes and, if applicable, through an additional City staff report, prior to Council consideration of the proposed Zoning Bylaw amendment.

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

BUDGET IMPLICATIONS:

Development Cost Charges (DCCs) and Community Amenity Contributions (CACs) are payable to the City at time of Building Permit issuance, which are preceded by Development Permit applications. As this application is solely for a rezoning, no DCCs or CACs will be provided with this application.

Prepared by:



Anton Metalnikov, RPP, MCIP
Planner

Concurrence:



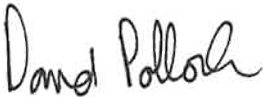
Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



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

Concurrence:



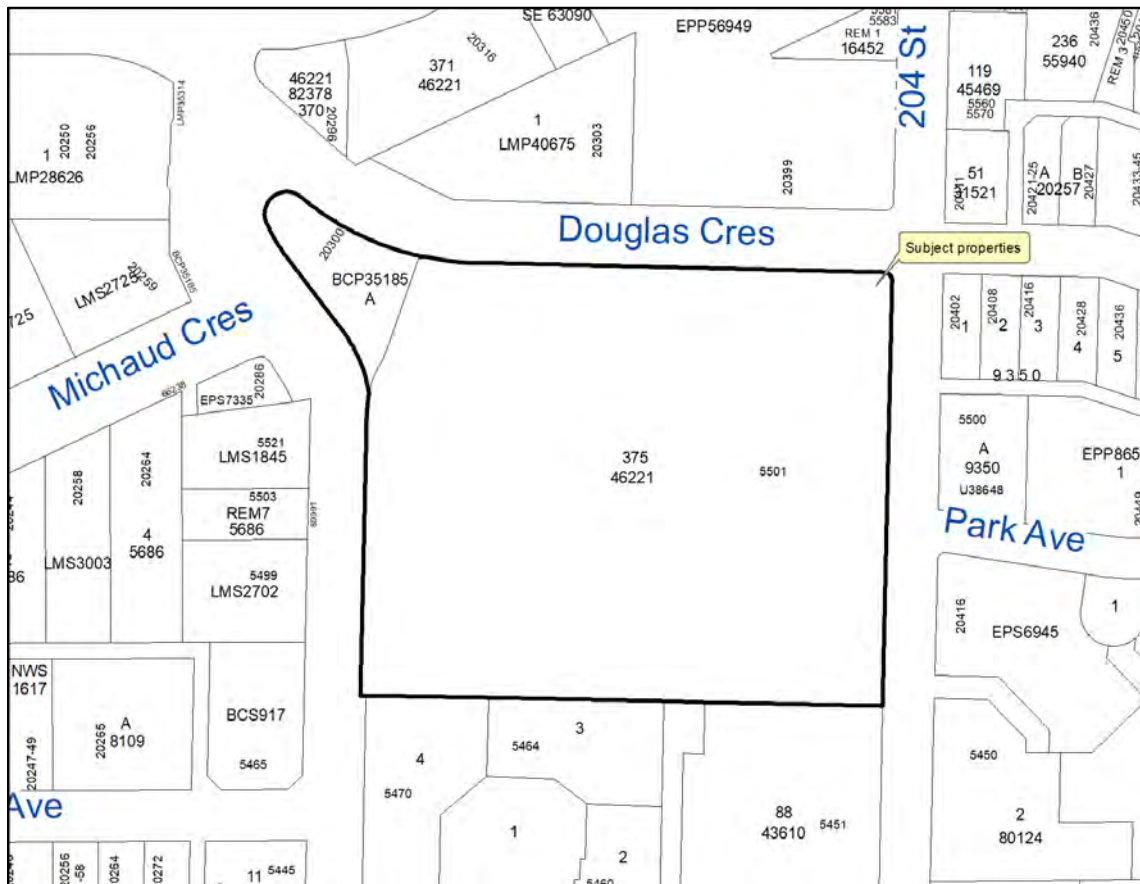
Scott Kennedy
Fire Chief

Attachments



REZONING APPLICATION RZ 13-23

Civic Address: 5501 204 Street & 20300 Douglas Crescent
Legal Description: Lot 375, District Lot 36, Group 2, New Westminster District, Plan 46221; Parcel A, District Lots 305 and 36, Group 2, New Westminster District, Plan BCP35185
Applicant: Orion Construction
Owner: 0622215 B.C. LTD.



CEDAR LANGLEY

5501 204TH ST, CITY OF LANGLEY, BC

ISSUE 05 - ADVISORY DESIGN PANEL - JULY 18, 2024

CONTACT LIST

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Site	RJC Engineers Suite 300, 12165 West Brackley, Vancouver BC, V6H 3X8	Danish Shahani	604.692.6102	dshahani@rjc.ca
Structural	Designs 1775 W 73rd Ave, Vancouver, BC, V6P 6P2	Matt Akmal	604.961.0548	akmal@designs.ca
Onsite/Construction	Centra Unit 306, 2600 Croydon Drive, Burnaby, BC, V5C 6T3	Outprent Palmer Tomya Bachman	604.771.3857 604.417.3115	outprent@centra.ca tomya@centra.ca
Cost	KD Planning & Design 400-34077 Steeles Avenue, Abbotsford, BC, V2S 2E8	Jessica Thomas Dale Cameron	778.806.3738 604.653.8631x127	jthomas@kdplanning.com dalec@kdplanning.com
Landscape				



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PROJECT TEAM



CEDAR COAST



Orion Construction

5501 204TH ST

CEDAR LANGLEY

CITY OF LANGLEY, BC

COVER

21980

NOT TO SCALE

2024-07-18

5 - ADP

A-0.001

ARCHITECTURAL DRAWING INDEX

A-0.001	COVER	NOT TO SCALE
A-0.002	DRAWING INDEX	NOT TO SCALE
A-0.003	AREA CONTEXT - PHOTOS	NOT TO SCALE
A-0.004	SITE CONTEXT - PHOTOS	NOT TO SCALE
A-0.005	DESIGN RATIONALE	NOT TO SCALE
A-0.006	DESIGN RATIONALE	NOT TO SCALE
A-0.007	DESIGN RATIONALE	NOT TO SCALE
A-0.008	DESIGN RATIONALE	NOT TO SCALE
A-0.009	DESIGN RATIONALE	NOT TO SCALE
A-0.010	3D MASSING	NOT TO SCALE
A-0.011	3D MASSING	NOT TO SCALE
A-0.012	3D MASSING	NOT TO SCALE
A-0.013	3D MASSING	NOT TO SCALE
A-0.014	PERSPECTIVES	NOT TO SCALE
A-0.015	PERSPECTIVES	NOT TO SCALE
A-0.016	PERSPECTIVES	NOT TO SCALE
A-0.017	PERSPECTIVES	NOT TO SCALE
A-0.018	SITE DATA	NOT TO SCALE
A-0.019	SITE DATA	NOT TO SCALE
A-0.020	SITE DATA	NOT TO SCALE
A-0.021	SITE DATA	NOT TO SCALE
A-1.000	SURVEY	1:250
A-1.001	MASTER PLAN	1/32" = 1'-0"
A-1.002	DRAFT SUBDIVISION	1/32" = 1'-0"
A-2.001	LEVEL 1 FLOOR PLAN	1/32" = 1'-0"
A-2.002	LEVEL 2 FLOOR PLAN	1/32" = 1'-0"
A-2.003	LEVEL 3 FLOOR PLAN	1/32" = 1'-0"
A-2.004	LEVEL 4-10 FLOOR PLAN	1/32" = 1'-0"
A-2.007	LEVEL 11 FLOOR PLAN	1/32" = 1'-0"
A-2.008	LEVEL 12-14 FLOOR PLAN	1/32" = 1'-0"
A-3.001	SITE SECTIONS	1/32" = 1'-0"
A-3.002	SITE SECTIONS	1/32" = 1'-0"
A-5.003	STREET SECTIONS	1/16" = 1'-0"



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PROJECT TEAM

CEDAR COAST



Orion Construction

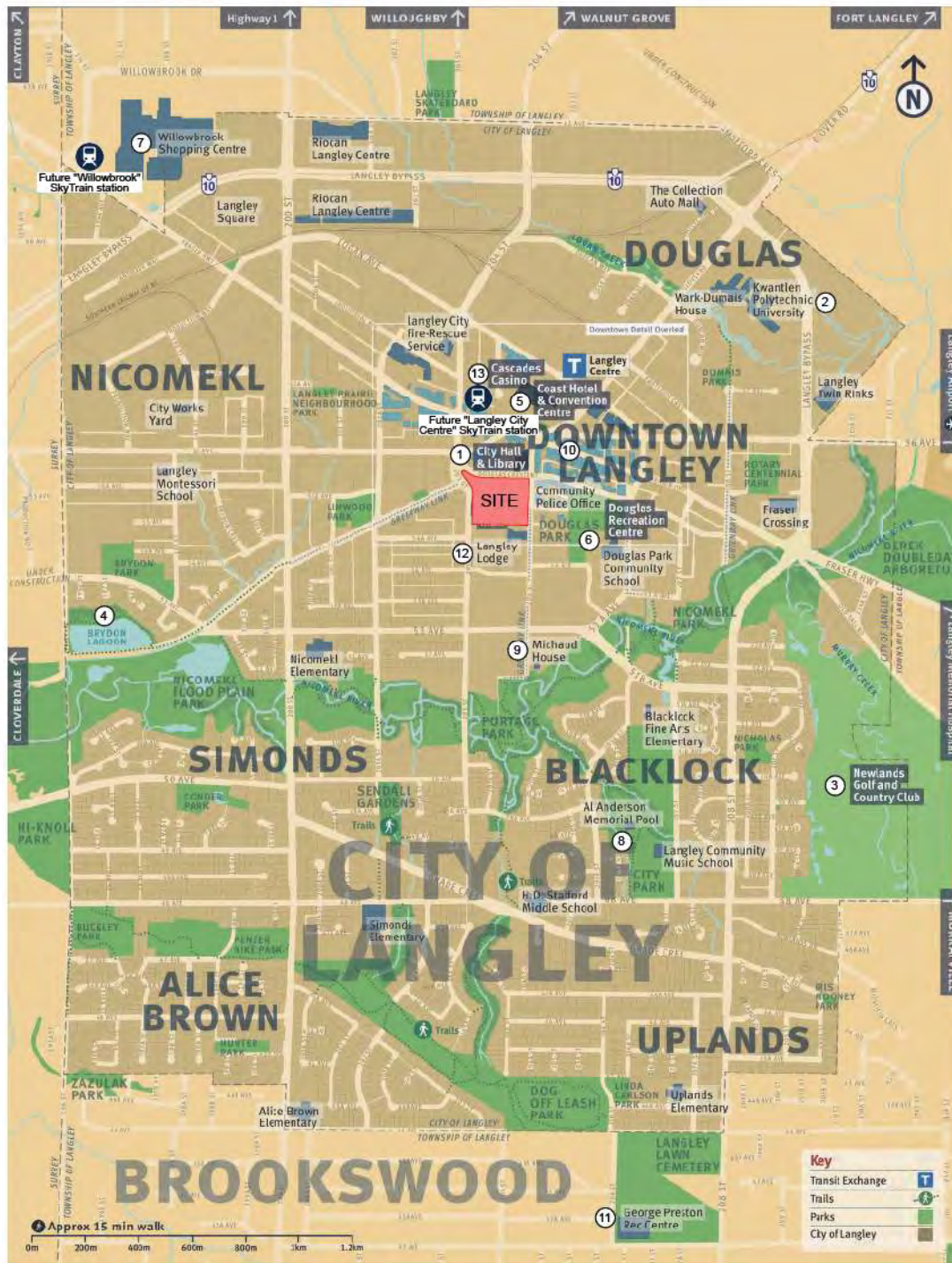
CEDAR LANGLEY

5801 204TH ST
CITY OF LANGLEY, BC

DRAWING INDEX

21889	(14/01/2021)
NOT TO SCALE	(14/01/21)
2024-07-16	(2021)
S - ADP	(2021)
	(2021/06/01)

A-0.002



1 - CITY HALL & LIBRARY



2 - KWANTLEN POLYTECHNIC UNIVERSITY



3 - NEWLANDS GOLF AND COUNTRY CLUB



4 - BRYDON LAGOON



5 - COAST HOTEL & CONVENTION CENTRE



6 - DOUGLAS PARK



7 - WILLOWBROOK SHOPPING CENTRE



8 - AL ANDERSON MEMORIAL POOL



9 - MICHAUD HOUSE



10 - DOWNTOWN LANGLY



11 - GEORGE PRESTON REC. CENTRE



12 - LANGLY LODGE



13 - CASCADES CASINO



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Orion Construction

(PROJECT)

CEDAR LANGLY

5801 204TH ST

CITY OF LANGLY, BC

(STAGE)

AREA CONTEXT - PHOTOS

21980 (PROJECT)

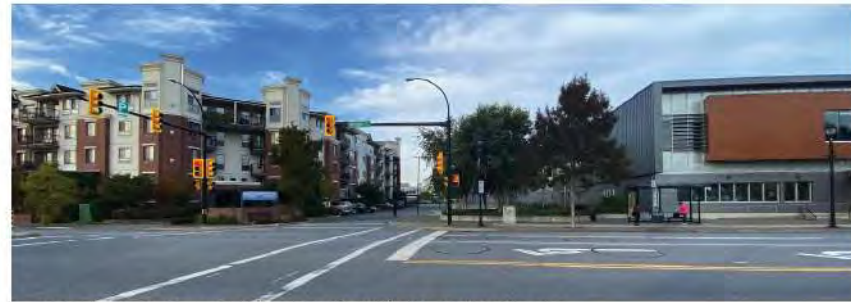
NOT TO SCALE (STAGE)

2004-07-18 (DATE)

5 - ADP (REVISION)

(DRAWING)

A-0.003



1 - DOUGLAS CRESCENT, LANGLEY APARTMENT ON THE LEFT, LANGLEY CITY HALL ON THE RIGHT



2 - TIM HORTONS



3 - PARKING, TIM HORTONS



4 - 204 STREET, LEGACY ON PARK AVENUE ON THE RIGHT



5 - 204 STREET, LANGLEY MALL ON THE RIGHT



6 - LANE, LANGLEY LODGE ON THE LEFT



7 - LANE, LANGLEY LODGE ON THE RIGHT



8 - LANGLEY LIONS (TIMBERS)



9 - LANE, LANGLEY LIONS (TIMBERS) ON THE RIGHT



10 - 203 STREET, LANGLEY MALL ON THE RIGHT



11 - PARKING, LANGLEY MALL ON THE RIGHT



12 - 203 STREET, CITY GATE SQUARE, PINNACLE



12 - PARKING, LANGLEY MALL



13 - PARKING, LANGLEY MALL



14 - PARKING, LANGLEY MALL



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(TITLE)

**SITE CONTEXT -
PHOTOS**

21980 (PROJECT)

NOT TO SCALE (SCALE)

2024-07-18 (DATE)

5 - ADP (ISSUE)

(DRAWING)

A-0.004

LANGLEY MALL MASTER PLAN & REZONING RATIONALE

SITE:

The Langley Mall site is located at 5501 204th St and 20300 Douglas Crescent, City of Langley. The site is bound by Douglas Crescent on the north, 203rd St to the west, 204th St to the east, and a private lane along the south property line. The site is currently comprised of one large contiguous retail building with multiple CRU tenancies at the south of the site and one small retail building (Tim Hortons) located at the north-west corner. The site is otherwise covered with at-grade parking and encumbered with a number of easements. Sitting on approx. 36,500 sq.m., the property is neighboured by the Langley Lions and Langley Lodge to the south, City of Langley City Hall and residential buildings to the north, along with a mix of commercial and residential uses to the east and west. The property is relatively flat throughout, with only 0.3 - 0.6m in grade change across the site.

MASTER PLAN:

In working closely with the City of Langley's Development Services Department and Department of Engineering, Parks, and Environment through multiple pre-application master plan submissions, the design team has developed a cohesive and exciting plan to invigorate this iconic downtown Langley property. When built-out, the site will provide thousands of units of housing, employment opportunities including office space, a welcoming high-street, and a variety of public and private greenspaces and amenities.

As identified in the OCP, this site is within the transit oriented core that establishes the intent to create a vibrant transit-oriented area with transit-supportive density and a mix of uses in close proximity to the future SkyTrain terminus station and existing high-frequency bus transit.

The project is influenced by other successful master planned urban centre developments across British Columbia and North America, whilst closely following the City of Langley's OCP vision for the site. The master plan follows the four Urban Design Principles in the OCP: people-friendly buildings and streets; great public spaces; inclusive, memorable and sustainable design and good neighbour adjacencies. The relationship of commercial and residential uses has been carefully curated for a sustainable development. The Master plan centres around the four quadrants divided by the "high street" (Road A), a pedestrian-focused retail and restaurant row with engaging public amenities and art ending in the park at the south end.



"HIGH STREET" CONCEPT



LANGLEY MALL MASTER PLAN & REZONING RATIONALE

GENERAL FORM & CHARACTER GUIDELINES

Building Siting + Orientation (OCP 8-19)

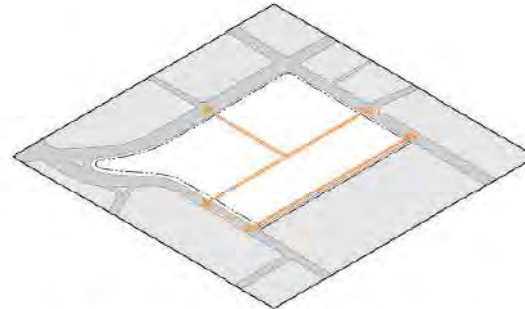
The building volumes are aligned to engage with public and internal streets. The massing along Douglas Crescent supports commercial spaces with the public interface of the busier street. Corner cuts and larger public plazas along the main retail spaces on Douglas Crescent provides an opening into the site from the north. The "high street" (Road A) running through the middle of the site draws pedestrians into the pedestrian friendly "market row" of shopping and restaurants. The architecture along the "high street" will respond and engage the public through a multitude of open and activated spaces.

Commercial podiums are incorporated in the two northern blocks within the site. This locates commercial spaces closer to the busier streets and the transit hubs providing a buffer to the residentially focused southern quadrants. The podiums create large outdoor courtyards for the residential towers. These semi-private amenity and landscape spaces create opportunities for play that adds community value. The podiums also provide significant additional trees and planting that do not currently exist on the site. This lush landscape contributes to the reduction of the heat island effect within the development whilst also bringing opportunities for urban fauna to return to the downtown Langley core.

The massing of the NW2 and NE1 buildings is orientated in a north-south direction to limit the shadowing on adjacent sites and public outdoor areas and to minimize the impact to daylight access, sunlight and ventilation, whilst maintaining visual privacy. These buildings have been kinked in plan to reduce their visible and apparent building length. They are the two gateway buildings juxtaposed in position, creating view corridors within the site and openings for visual relief at both the ground plane and podium levels, as is illustrated by the diagrams provided on the following page.

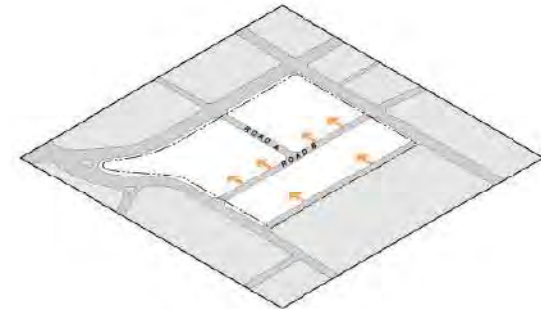
NW3 building form has two options within the rezoning, designed as either a residential or commercial office tower, the flat iron shape of the building reflects the unique position on the site that it holds. The leading iconic corner of the development is shaped by the confluence of Douglas Crescent and 203 St and is the closest point on the site to the future SkyTrain terminus.

The remaining buildings on the northern quadrants are a point tower typology, providing a range of unit types in an efficient floor plate that limits the shadowing impact on the adjacent public spaces.



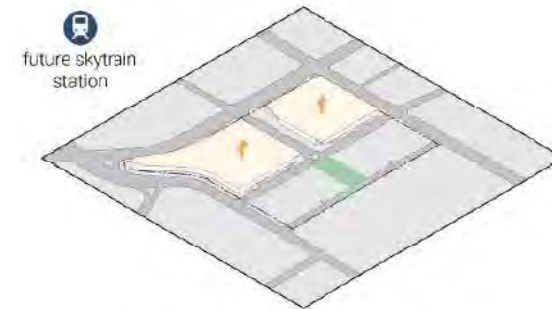
1. CIRCULATION THROUGH SITE

provide access across the site by internal roads, the linear park and widening the rear lane



2. INTERNAL ACCESS

provide access to parkade and loading from internal roads only

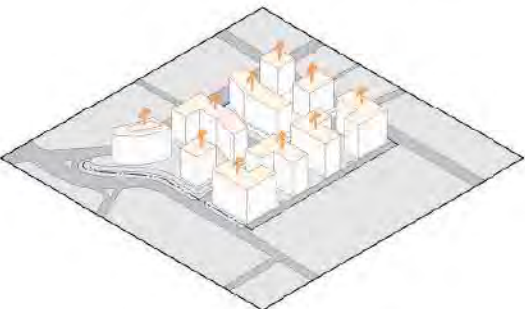


3. COMMERCIAL RELIEF

soften street edge along commercial fronts, encourage activity and movement into green space

4. COMMERCIAL PODIUM

commercial area provides employment and transitions the site towards future SkyTrain development



5. RESIDENTIAL DENSITY

building massing and heights allow for thousands of residential units



6. HEIGHT TRANSITION & GREEN SPACE

reduce storeys along residential edge and increase natural spaces for social interactions



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PROJECT TEAM

CEDAR COAST



Orion Construction

(2016-01)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(2016)

DESIGN
RATIONALE

21989 (2016-02)

NOT TO SCALE (2016)

2024-07-16 (2016)

5 - ADP (2016)

(2016-04)

A-0.006

LANGLEY MALL MASTER PLAN & REZONING RATIONALE

GENERAL FORM & CHARACTER GUIDELINES

The four buildings within the southern quadrants are strictly residential from the ground up to the 14th floor. The buildings scale has been sensitively considered to transition from the Langley Lions, utilizing 10 story volumes stepping up to the full 14 storeys in the northern end of the quadrant. This transitions appropriately to the north quadrant tower heights. All buildings maintain 82ft separation above 10 floors to ensure open sight lines, visual privacy and adequate solar access for lower levels and landscaped areas including the park.

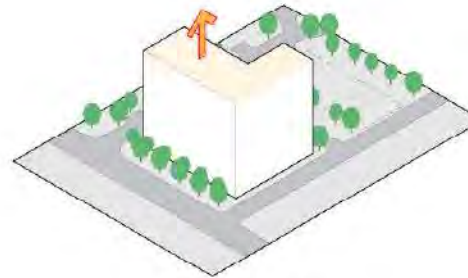
Vehicular Access + Parking (OCP 20-27)

Loading and parkade entrances have been located off the lane or internal streets, maintaining the higher quality of building interface with external streets. Parkade access and projections have been minimized. The two north quadrants parkade and loading access face south to the internal street and are wrapped in ground floor commercial. The two southern quadrants parkade access are off the lane. Small amounts of on street parking and short-term loading are located on the internal east/west road.

Massing + Articulation (OCP 2-44)

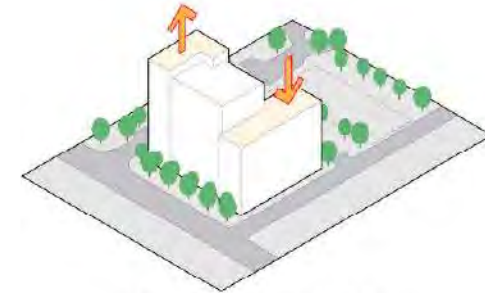
As previously highlighted, the design team has incorporated "good neighbour transitions" by stepping building heights and massing to relate to adjacent buildings and open spaces to soften height transitions as discussed with the City of Langley Development Services Department during the master planning process. Although detailed Architectural articulation and adherence to the OCP guidelines under this section will be addressed during the Development Permit application process, the rezoning application package has suggested building articulation and massing that addresses appropriate building design.

The architectural diagrams provided show a more detailed articulation that could be possible for the SW1 building. The building length along 203 St is broken into three main vertical sections, each corner addressing the north and south orientation and a middle section articulated with balcony and framed elements. The building height also reiterates these three volumes, the northern volume stands tall, with an over-height top floor to accentuate the stepping roof line of the southern volume. Each section is then also broken into a base, middle and top, creating a pedestrian friendly scale and interface whilst also working to reduce the overall height appearance. The design team has provided these massing diagrams with the intent of illustrating how successful the building height and density are on this site. The articulation provided is not intended to show aesthetic design direction or materiality, however suggest good design principals to be followed during the Development Permit application.



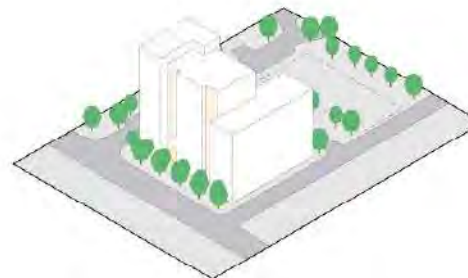
1. DENSITY

maximizing height to provide residential density



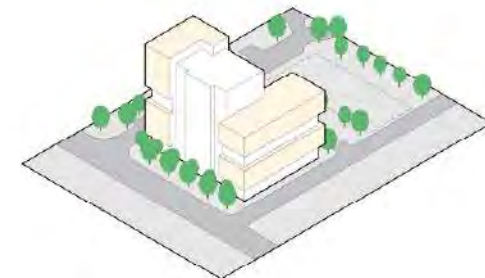
2. DIVISION BY THIRDS

push and pull to reduce massing & reduce building stories along residential edge



3. CENTRAL SPINE

emphasize verticality at central section



4. VISUAL INTEREST

create relationship between building ends & provide facade interest at street level



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PROJECT TEAM

CEDAR COAST



Orion Construction

2024-07-30

CEDAR LANGLEY

5801 204TH ST

CITY OF LANGLEY, BC

1/1/24

**DESIGN
RATIONALE**

21980

NOT TO SCALE

2024-07-30

5 - ADP

2024-07-30

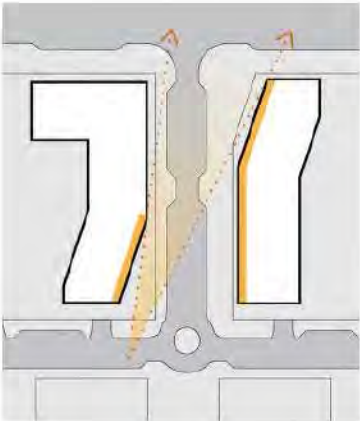
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LANGLEY MALL MASTER PLAN & REZONING RATIONALE

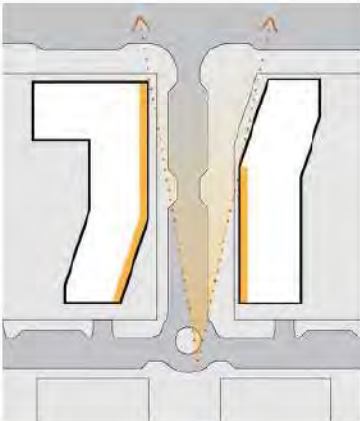
GENERAL FORM & CHARACTER GUIDELINES

Pedestrian Circulation + Accessibility (OCP 1-7)

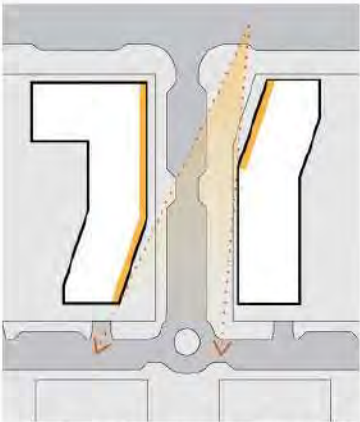
The development seeks to tie into and extend existing street networks and infrastructure with the introduction of private roads adjoining adjacent streets. This dissects the development site into a finer grain block pattern with smaller sites and buildings, with publicly accessible streets, lanes and walkways running through them. Clearly defined and well-lit pedestrian connections will be provided between buildings, pedestrian spaces, the main park and restaurant row to connection points outside the site. Infrastructure upgrades have been incorporated in the off-site civil works to accommodate the new cycling path along Douglas Crescent, as well as dedications along all road frontages. Applicants will work through the detailed DP applications for each phase to ensure appropriate secure bicycle parking adjacent to building entries; primary pedestrian spaces will be well lit, visible and linked to a comprehensive pedestrian network. The site design encourages access to buildings and open spaces through on-site pedestrian routes. Transitions between the public, semi-public, semi-private, and private realms have been defined to enhance both the privacy of residences and the pedestrian experience.



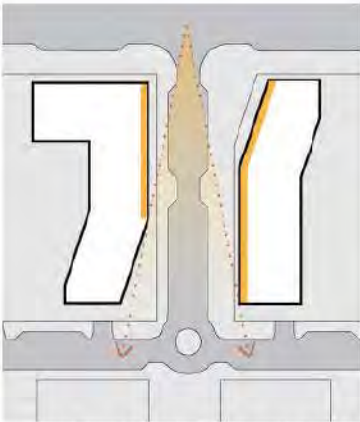
view from Road B (point 1)



view from Road B (point 2)



view from Douglas Cres. (point 1)



view from Douglas Cres. (point 2)

VIEW CORRIDORS
strategic massing and view corridors
reduce building length and provide visual relief



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PROJECT TEAM

CEDAR COAST



Orion Construction

PROJECT TEAM

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

1/15/18

DESIGN
RATIONALE

21989 (14/01/27)

NOT TO SCALE (14/01/27)

2024-07-18 (14/01/27)

5 - ADP (14/01/27)

(14/01/27)

A-0.008

LANGLEY MALL MASTER PLAN & REZONING RATIONALE

PUBLIC OPEN SPACE

(OCP 69-74.12) The site is reimagined with a focus on public enjoyment, and contains a variety of open spaces designed to cultivate inter-site travel, play and exercise, community building, relaxation, and shopping and dining experiences. These outdoor spaces begin at the north-east and north-west corners of the Douglas Crescent intersection, offering public plaza space and drawing in visitors. The public spaces continue down the "high street" to the large greenspace.

The public retail "high street" contains pavilions that create activity nodes and visual interest. The landscape design of the public plazas and corner spaces contain public art and significant hardscape which facilitate flexibility of uses and ease of travel. They are accessible and contain engaging seating and other uses. The streets are lined with trees to define pedestrian spaces and provide comfort, shade and interest.

The main public open park space is located at the end of the "high street" as a public amenity to draw visitors through the site and provide amenity space for the surrounding residential buildings. The park has excellent sightlines into, through, and out of this space, following CEPTED best practices. It will contain public art as well as areas for both play and leisure.



PUBLIC PLAZA



PUBLIC SITTING



PUBLIC ART



FLEX USE TURF



PLAYGROUND



OUTDOOR GYM



ENTERTAINMENT



COMMUNITY GARDEN



BBQ



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(TITLE)

**DESIGN
RATIONALE**

21980 (PROJECT)

NOT TO SCALE (SCALE)

2024-07-18 (DATE)

5 - ADP (ISSUE)

(DRAWING)

A-0.009

VIEW FROM THE NORTH-WEST CORNER



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PROJECT TEAM

CEDAR COAST



Orion Construction
(PROJECT)

CEDAR LANGLEY
5901 204TH ST
CITY OF LANGLEY, BC
(TITLE)

3D MASSING
21/08/2024 (DATE)
NOT TO SCALE (SCALE)
2024-07-16 (DATE)
S - ADP (DRAWN)
(DRAWN)

A-0.010

VIEW FROM THE NORTH-EAST CORNER



iA
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Telephone: 604.608.4200

PROJECT TEAM

CEDAR COAST



Orion Construction
(2024-001)

CEDAR LANGLEY
5901 204TH ST
CITY OF LANGLEY, BC
(1/15/24)

3D MASSING
21989 (2402/27)
NOT TO SCALE (1/15/24)
2024-07-26 (24/7)
S - ADP (24/7)
(24/09/24)

A-0.011

VIEW FROM THE SOUTH-EAST CORNER



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(PROJECT TEAM)

 CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(TITLE)

3D MASSING

21989 (PROJECT)

NOT TO SCALE (SCALE)

2024-07-16 (DATE)

5 - ADP (USER)

(DRAWING)

A-0.012

VIEW FROM THE SOUTH-WEST CORNER



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PROJECT TEAM

 CEDAR COAST



Orion Construction

(P.Eng.)

CEDAR LANGLEY

5901 204TH ST

CITY OF LANGLEY, BC

(1/15/18)

3D MASSING

21/08/18 (1/10/2017)

NOT TO SCALE (1/10/2017)

2024-07-18 (1/10/2017)

5 - ADP (1/10/2017)

(1/10/2017)

(1/10/2017)

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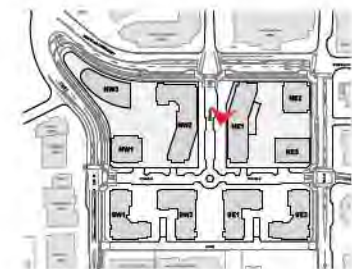
(1/10/2017)

(1/10/2017)



PERSPECTIVE 1

VIEW FROM "HIGH STREET" (ROAD A) TOWARDS CENTRAL INTERSECTION



Key Plan



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

CEDAR LANGLEY

5601 204TH ST

CITY OF LANGLEY, BC

PERSPECTIVES

21980

NOT TO SCALE

2024-07-18

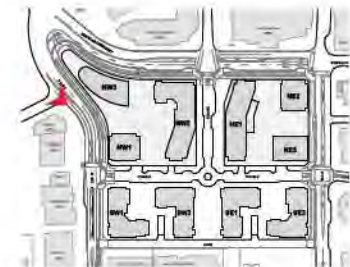
5 - ADP

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PERSPECTIVE 2

VIEW OF COMMERCIAL STREET FRONT ALONG 203 ST



Key Plan



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(PROJECT TEAM)

CEDAR COAST



(SEAL)

Orion Construction

(DATE)

CEDAR LANGLEY

5801 204TH ST

CITY OF LANGLEY, BC

(TITLE)

PERSPECTIVES

21980

(PROJECT)

NOT TO SCALE

(SCALE)

2024-07-18

(DATE)

5 - ADP

(REVISION)

A-0.015



PERSPECTIVE 3

VIEW OF "HIGH STREET" (ROAD A) FROM DOUGLAS CRESCENT



Key Plan



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5801 204TH ST

CITY OF LANGLEY, BC

21980

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A-0.016



PERSPECTIVE 4

VIEW OF RESIDENTIAL BUILDING FROM SW CORNER AT 203 ST AND LANE



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

CEDAR LANGLEY

5801 204TH ST

CITY OF LANGLEY, BC

PERSPECTIVES

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NOT TO SCALE

2024-07-18

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A-0.017



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(PROJECT TEAM)



SOUTH-WEST QUADRANT

SITE AREA

Total Site Area			
Total Gross Site Area	1.77 Acres	77,071.89 sq ft	7,160.15 m ²
Dedication	0.06 Acres	2,774.45 sq ft	257.75 m ²
Total Net Site Area	1.71 Acres	74,297.45 sq ft	6,902.40 m ²

FLOOR SPACE RATIO (FSR)

Maximum FSR			
Maximum Floor Area	5.63	423,895.40 sq ft	39,380.84 m ²
Proposed FSR			
Proposed Floor Area	4.67	360,003.68 sq ft	33,445.16 m ²
Assembly Interior req	452 m ²	4,865.33 sq ft	Provided 479 m ² 5,160.75 sq ft
Assembly Exterior req	504 m ²	5,730.66 sq ft	Provided 529 m ² 5,700.00 sq ft

UNITS

Apartment Building SW 1	204 Units
Apartment Building SW 2	248 Units
Total Number of Units	452 Units

OFA CALCULATION SUMMARY

RESIDENTIAL (sq ft)	SW 1	SW 2
Level 1-10	11,757.57	14,124.58
Level 11-14	8,487.29	12,444.33
Level 15 (Mechanical)	1,080.51	1,080.51
Subtotal	172,585.77	192,578.66
Total Residential area		365,164.43 sq ft 33,924.80 m ²
Total OFA		365,164.43 sq ft 33,924.80 m ²



SOUTH-EAST QUADRANT

SITE AREA

Total Site Area			
Total Gross Site Area	1.74 Acres	75,656.27 sq ft	7,028.64 m ²
Dedication	0.06 Acres	2,627.06 sq ft	244.06 m ²
Total Net Site Area	1.68 Acres	73,029.19 sq ft	6,784.58 m ²

FLOOR SPACE RATIO (FSR)

Maximum FSR			
Maximum Floor Area	5.63	416,109.49 sq ft	38,657.51 m ²
Proposed FSR			
Proposed Floor Area	4.76	360,003.68 sq ft	33,445.16 m ²
Assembly Interior req	452 m ²	4,865.33 sq ft	Provided 479 m ² 5,160.75 sq ft
Assembly Exterior req	504 m ²	5,730.66 sq ft	Provided 529 m ² 5,700.00 sq ft

UNITS

Apartment Building SE 1	246 Units
Apartment Building SE 2	204 Units
Total Number of Units	452 Units

OFA CALCULATION SUMMARY

RESIDENTIAL (sq ft)	SE 1	SE 2
Level 1-10	14,124.58	12,767.67
Level 11-14	11,757.57	10,444.33
Level 15 (Mechanical)	1,080.51	1,080.51
Subtotal	192,578.66	172,585.77
Total Residential area		365,164.43 sq ft 33,924.80 m ²
Total OFA		365,164.43 sq ft 33,924.80 m ²

CEDAR COAST



Orion Construction

CEDAR LANGLEY

5801 204TH ST
CITY OF LANGLEY, BC

SITE DATA

21880 (PROJECT)
NOT TO SCALE (PROJECT)
SOUTH-01-01 (DATE)
S - ADP (DATE)

A-0.018



NORTH-WEST QUADRANT OPTION 1 - OFFICE BUILDING

SITE AREA				
Total Site Area				
Total Gross Site Area	2.95 Acres	128,937.68 sq ft	11,879.66 m ²	
Dedication	0.15 Acres	6,548.81 sq ft	608.40 m ²	
Total Net Site Area	2.81 Acres	122,388.85 sq ft	11,370.26 m ²	
FLOOR SPACE RATIO (FSR)				
Maximum FSR	5.50	705,157.13 sq ft	65,862.30 m ²	
Proposed FSR	4.13	532,275.76 sq ft	49,449.62 m ²	
Proposed Floor Area				
Assembly Interior req	424 m ²	4,563.94 sq ft	Provided	509 m ² 5,479.61 sq ft
Assembly Exterior req	848 m ²	9,127.87 sq ft	Provided	928 m ² 10,000.00 sq ft

UNITS	
Apartment Building NW 1	117 Units
Apartment Building NW 2	307 Units
Total Number of Units	424 Units

GFA CALCULATION SUMMARY			
RESIDENTIAL (sq ft)	COMMERCIAL (sq ft)		
	NW 1	NW 2	NW (including Office Building)
Level 1	3,547.07	3,445.99	72,988.68
Level 2			
Level 3	9,067.00	20,413.45	21,228.44
Level 4	9,067.00	20,413.45	
Level 5-12	9,067.00	20,413.45	11,274.58
Level 13-14	9,067.00	20,413.45	
Level 15 (Mechanical)	1,008.38	2,551.68	9,408.32
Subtotal	101,359.45	250,959.07	135,431.25
Total Residential area	362,318.62 sq ft	52,751.19 m²	
Total Commercial area	186,431.26 sq ft	17,528.86 m²	
Total GFA		697,749.77 sq ft	64,858.17 m²

NORTH-WEST QUADRANT OPTION 2

SITE AREA				
Total Site Area				
Total Gross Site Area	2.95 Acres	128,937.68 sq ft	11,879.66 m ²	
Dedication	0.15 Acres	6,548.81 sq ft	608.40 m ²	
Total Net Site Area	2.81 Acres	122,388.85 sq ft	11,370.26 m ²	
FLOOR SPACE RATIO (FSR)				
Maximum FSR	5.50	705,157.13 sq ft	65,862.30 m ²	
Proposed FSR	4.31	556,310.20 sq ft	51,662.48 m ²	
Proposed Floor Area				
Assembly Interior req	563 m ²	6,060.12 sq ft	Provided	536 m ² 5,710.55 sq ft
Assembly Exterior req	1,126 m ²	12,120.26 sq ft	Provided	1,161 m ² 12,600.00 sq ft

UNITS	
Apartment Building NW 1	117 Units
Apartment Building NW 2	307 Units
Apartment Building NW 3	139 Units
Total Number of Units	663 Units

GFA CALCULATION SUMMARY				
RESIDENTIAL (sq ft)	COMMERCIAL (sq ft)			
	NW 1	NW 2	NW 3	NW
Level 1	3,547.07	3,445.99	3,231.04	70,287.08
Level 2				
Level 3-14	9,067.00	20,413.45	11,274.58	
Level 15 (Mechanical)	1,008.38	2,551.68	9,408.32	
Subtotal	101,359.45	250,959.07	140,936.32	70,287.35
Total Residential area	492,365.84 sq ft	45,749.78 m²		
Total Commercial area	70,287.35 sq ft	6,628.88 m²		
Total GFA		662,621.19 sq ft	62,288.78 m²	



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5801 244TH ST

CITY OF LANGLEY, BC

(PROJECT)

SITE DATA

21980 (PROJECT)

NOT TO SCALE (SCALE)

2024-07-18 (DATE)

0 - ADP (REVISION)

(DRAWING)

A-0.019



NORTH-EAST QUADRANT

SITE AREA

Total Site Area			
Total Gross Site Area	3.54 Acres	110,858.71 sq ft	9,299.03 m ²
Destination	0.18 Acres	7,843.09 sq ft	728.89 m ²
Total Net Site Area	2.95 Acres	103,015.06 sq ft	9,570.42 m ²

FLOOR SPACE RATIO (FSR)

Maximum FSR			
Maximum Floor Area	5.55	609,722.91 sq ft	56,644.64 m ²
Proposed FSR	4.18	463,536.34 sq ft	43,083.58 m ²
Proposed Floor Area			
Assembly Interior req	523 m ²	5,629.57 sq ft	Provided
Assembly Exterior req	1,046 m ²	11,259.14 sq ft	Provided
			526 m ² 5,660.54 sq ft
			1,068 m ² 11,500.00 sq ft

UNITS

Apartment Building NE 1	269 Units
Apartment Building NE 2	120 Units
Apartment Building NE 3	144 Units
Total Number of Units	629 Units

GFA CALCULATION SUMMARY

RESIDENTIAL (sq ft)	NE 1	NE 2	NE 3	NE
Level 1	2,512.87	2,352.94	3,364.16	52,026.93
Level 2	-	-	-	-
Level 3	16,430.07	9,067.00	8,393.33	-
Level 4-14	17,083.16	8,067.00	6,383.33	-
Level 15 (Mechanical)	2,125.40	1,008.38	1,047.92	-
Subtotal	211,893.10	100,165.22	105,012.04	52,026.93
Total Residential area	417,170.55 sq ft	88,768.67 m²		
Total Commercial area	62,026.93 sq ft	4,833.42 m²		
Total GFA			489,197.28 sq ft	45,389.48 m²



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CEDAR COAST



Orion Construction

CEDAR LANGLEY

5801 264TH ST
CITY OF LANGLEY, BC

SITE DATA

21980 (PROJECT)
NOT TO SCALE (SCALE)
2024-07-18 (DATE)
S - ADP (DRAWING)

A-0.020

OVERALL OPTION 1

SITE AREA

Total Site Area			
Total Gross Site Area	9.01 Acres	382,324.53 sq ft	36,496.42 m ²
Dedication	0.45 Acres	19,793.01 sq ft	1,832.82 m ²
Total Net Site Area	8.56 Acres	372,791.52 sq ft	34,627.80 m ²

FLOOR SPACE RATIO (FSR)

Maximum FSR			
Maximum Floor Area	5.00	2,156,894.92 sq ft	200,565.30 m ²
Proposed FSR			
Proposed Floor Area	4.37	1,719,819.48 sq ft	158,403.52 m ²
Amenity Interior req	1,851 m ²	19,824.18 sq ft	Provided
Amenity Exterior req	3,702 m ²	39,648.33 sq ft	Provided
			41,500.00 sq ft

UNITS

Apartment Building SW 1	204 Units
Apartment Building SW 2	248 Units
Apartment Building SE 1	248 Units
Apartment Building SE 2	204 Units
Apartment Building NW 1	117 Units
Apartment Building NW 2	307 Units
Apartment Building NE 1	258 Units
Apartment Building NE 2	170 Units
Apartment Building NE 3	144 Units
Total Number of Units	1,851 Units

GFA CALCULATION SUMMARY

Total Residential area	1,699,617.73 sq ft	156,336.47 m ²
Total Commercial area	237,488.18 sq ft	22,050.49 m ²
Total GFA	1,937,105.91 sq ft	178,386.97 m ²

OVERALL OPTION 2

SITE AREA

Total Site Area			
Total Gross Site Area	9.01 Acres	382,324.53 sq ft	36,496.42 m ²
Dedication	0.45 Acres	19,793.01 sq ft	1,832.82 m ²
Total Net Site Area	8.56 Acres	372,791.52 sq ft	34,627.80 m ²

FLOOR SPACE RATIO (FSR)

Maximum FSR			
Maximum Floor Area	5.00	2,156,894.92 sq ft	200,565.30 m ²
Proposed FSR			
Proposed Floor Area	4.43	1,735,853.80 sq ft	161,636.37 m ²
Amenity Interior req	1,990 m ²	21,420.36 sq ft	Provided
Amenity Exterior req	3,980 m ²	42,840.72 sq ft	Provided
			44,000.00 sq ft

UNITS

Apartment Building SW 1	204 Units
Apartment Building SW 2	248 Units
Apartment Building SE 1	248 Units
Apartment Building SE 2	204 Units
Apartment Building NW 1	117 Units
Apartment Building NW 2	307 Units
Apartment Building NW 3	139 Units
Apartment Building NE 1	258 Units
Apartment Building NE 2	120 Units
Apartment Building NE 3	144 Units
Total Number of Units	1,998 Units

GFA CALCULATION SUMMARY

Total Residential area	1,639,853.05 sq ft	152,348.07 m ²
Total Commercial area	122,294.28 sq ft	11,361.42 m ²
Total GFA	1,762,147.33 sq ft	163,709.49 m ²



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15/01/2018 10:14 AM

CEDAR COAST
ORION
CONSTRUCTION



Orion Construction
(P.Eng.)

CEDAR LANGLEY
5501 207th St
CITY OF LANGLEY, BC
(1/10/18)

SITE DATA

2580 (P.Eng.)
NOT TO SCALE (1/04/18)
2584-01-18 (1/04/18)
S - ADP (10/04/18)
A-0.021 (10/04/18)



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Project: 2024-07-30
Project Team:



TOPOGRAPHIC PLAN OF LOT 375, PLAN 46221 AND LOT A, PLAN BCP35185;
BOTH OF DISTRICT LOT 36, GROUP 2, NEW WESTMINSTER DISTRICT

City of Langley

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CEDAR COAST



Orion Construction

2024-07-30

CEDAR LANGLEY

5801 204TH ST

CITY OF LANGLEY, BC

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2024-07-30

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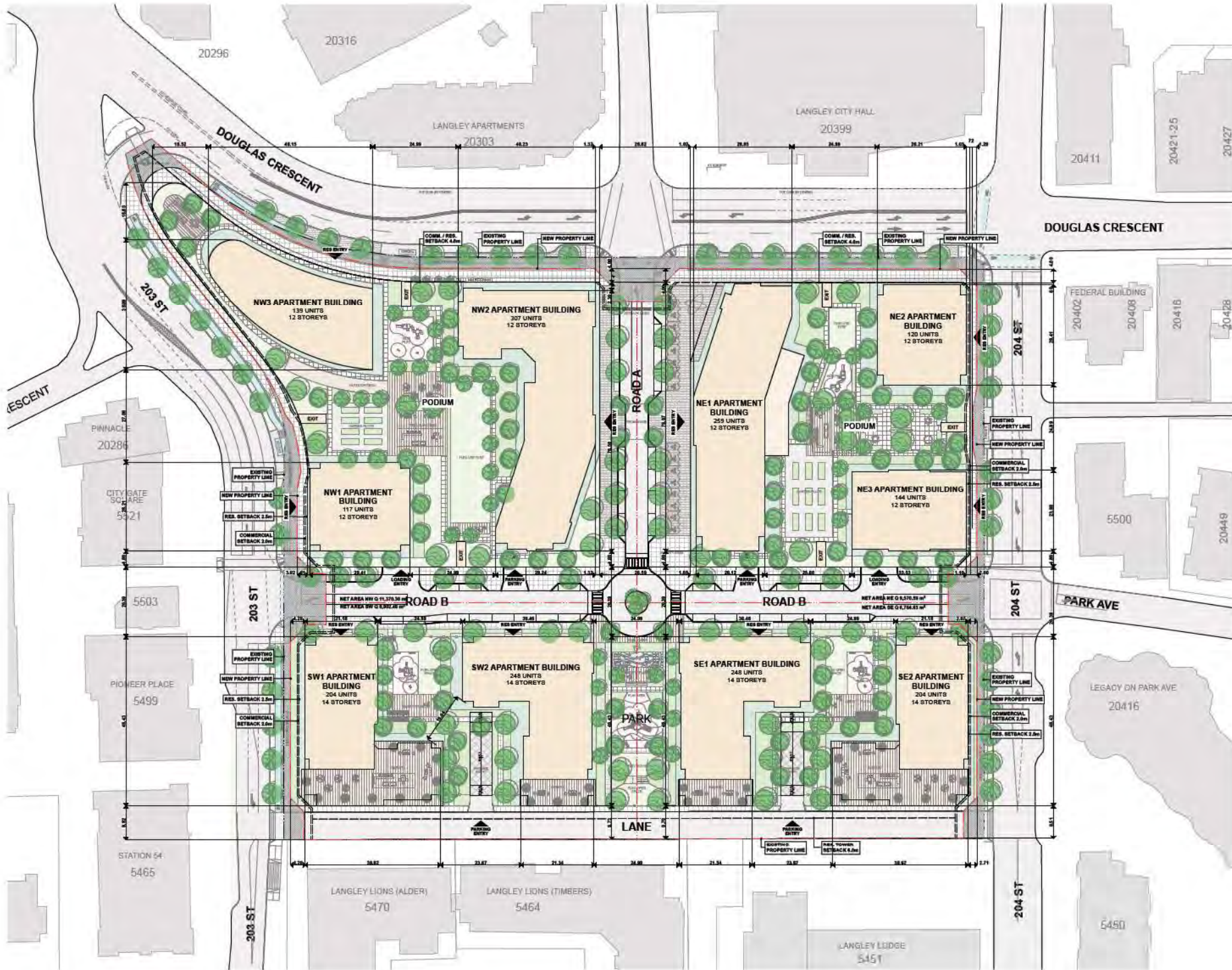


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CONTRACT NO. 2024-01-01
DATE: 2024-07-18
PROJECT NAME: CEDAR LANGLEY



CEDAR COAST



Orion Construction

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

MASTER PLAN

21560	(PROJECT)
1/8" = 1'-0"	(SCALE)
2024-07-18	(DATE)
5 - ADP	(SHEET)
	(DRAWN)

A-1.001

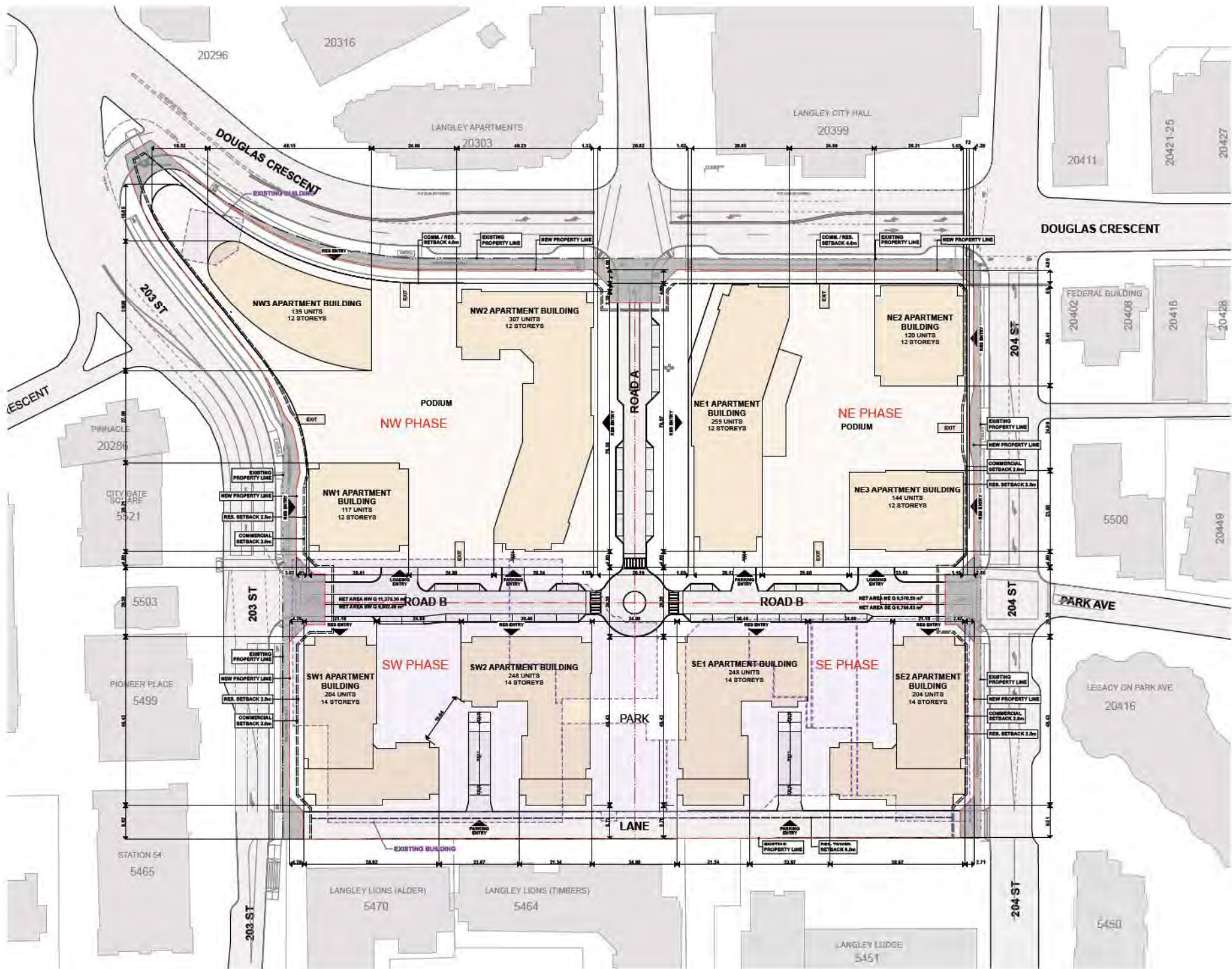


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CONTRACT NO. 2024-01-001
DATE: 2024-01-01
BY: [Signature]
FOR: [Signature]



CEDAR COAST



Orion Construction

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

DRAFT
SUBDIVISION

21560	(PROJECT)
1/8" = 1'-0"	(SCALE)
2024-01-01	(DATE)
5-ADP	(ISSUE)
	(DRAWN)

A-1.002



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(TITLE)

LEVEL 1 FLOOR PLAN

21980 (PROJECT)

1/8" = 1'-0" (SCALE)

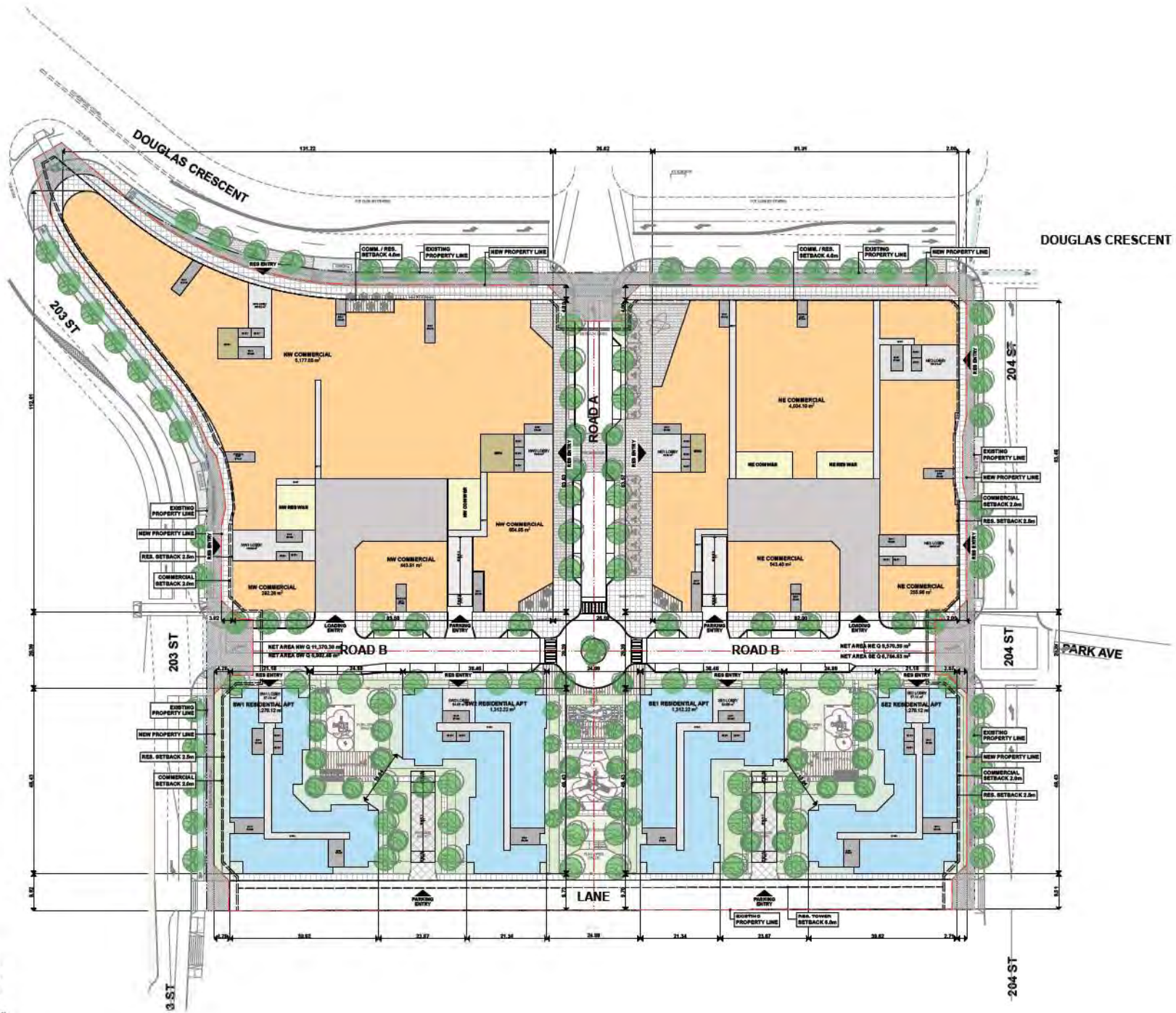
2024-07-19 (DATE)

5 - ADP (REVISION)

(DRAWING)

A-2.001

- AREA LEGEND:
- RESIDENTIAL AREA
 - COMMERCIAL AREA
 - SERVICE / STORAGE
 - WATER
 - CIRCULATION VERTICAL
 - CIRCULATION HORIZONTAL





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DATE: 2024-07-19

BY: ADP

PROJECT NAME

PROJECT YEAR

PROJECT YEAR

PROJECT YEAR

PROJECT YEAR

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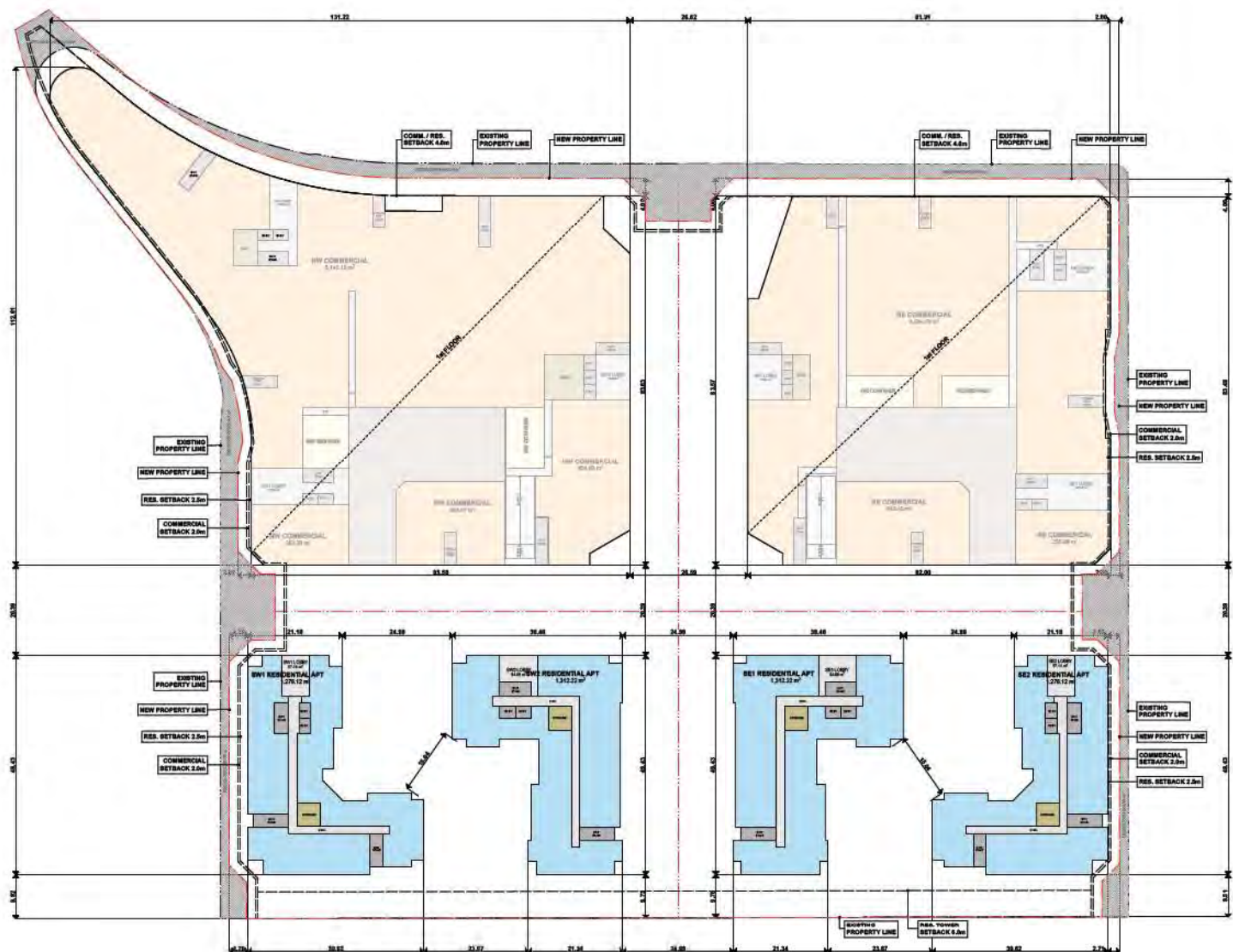
PROJECT YEAR

PROJECT YEAR

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PROJECT YEAR



- AREA LEGEND:
- RESIDENTIAL AREA
 - COMMERCIAL AREA
 - SERVICE / STORAGE
 - WATER
 - CIRCULATION VERTICAL
 - CIRCULATION HORIZONTAL

CEDAR COAST



Cedric Construction Ltd.

PROFESSIONAL ARCHITECT

BRITISH COLUMBIA

REG. NO. 12345

DATE: 2024-07-19

BY: ADP

PROJECT NAME

PROJECT YEAR

PROJECT YEAR

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- AREA LEGEND:
- RESIDENTIAL AREA
 - COMMERCIAL AREA
 - SERVICE / STORAGE
 - WATER
 - CIRCULATION VERTICAL
 - CIRCULATION HORIZONTAL

CEDAR COAST



Orion Construction

CEDAR LANGLEY

5501 204TH ST
CITY OF LANGLEY, BC

LEVEL 3 FLOOR PLAN

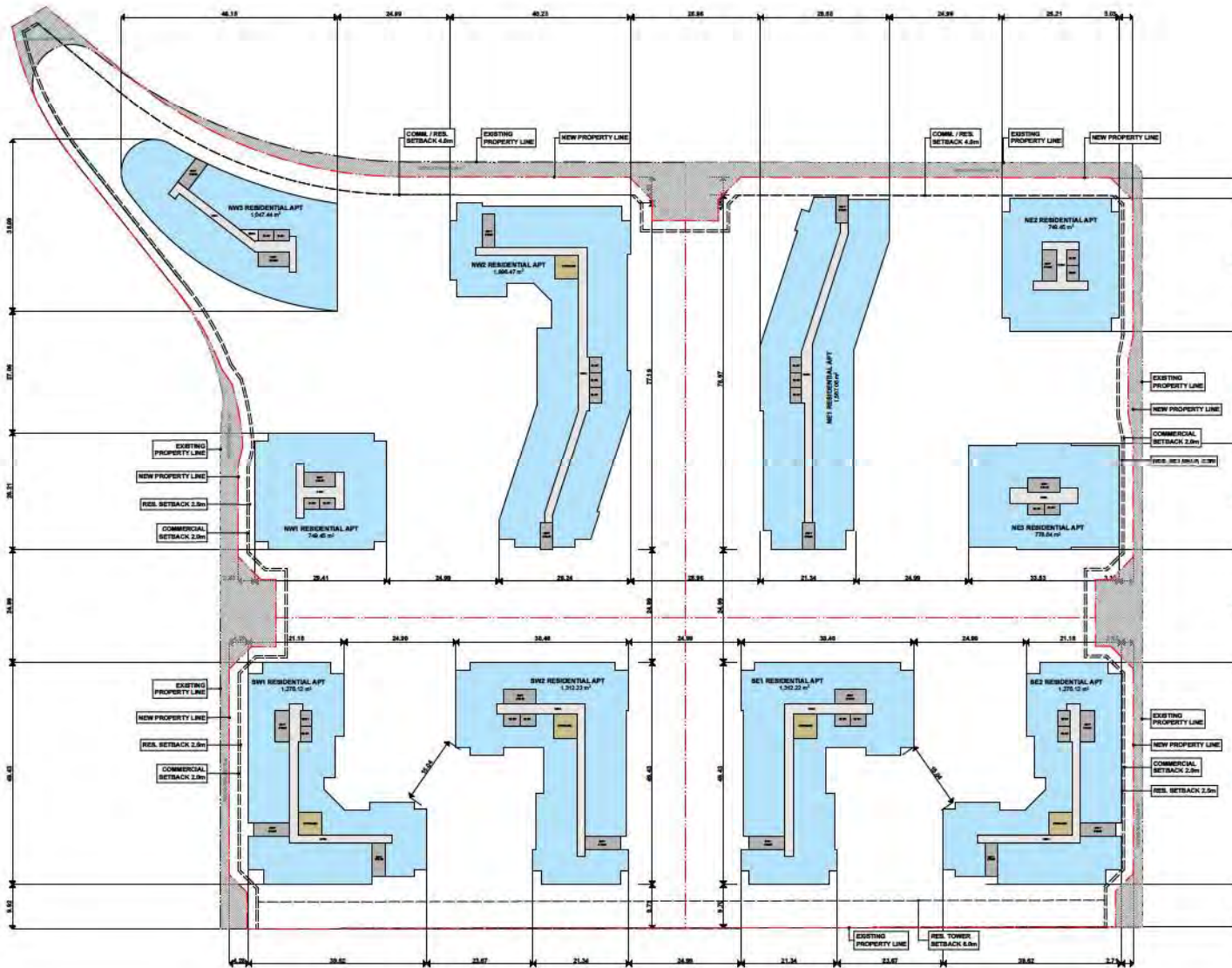
21980 (PROJECT)
1/8" = 1'-0" (SCALE)
2024-07-19 (DATE)
S - ADP (REVISION)
A-2.003 (DRAWING)

A-2.003



Integra
ARCHITECTURE INC.

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www.integra-arch.com
Telephone: 604.568.4220



- AREA LEGEND:
- RESIDENTIAL AREA
 - COMMERCIAL AREA
 - SERVICE / STORAGE
 - WHR
 - CIRCULATION VERTICAL
 - CIRCULATION HORIZONTAL

CEDAR COAST



Orion Construction

CEDAR LANGLEY

5501 204TH ST
CITY OF LANGLEY, BC

LEVEL 4-10
FLOOR PLAN

21980	(140.000)
102" = 1'-0"	(1:12.5)
2024-07-16	(DATE)
5 - ADP	(SHEET)
	(DRAWING)

A-2.004



Integra

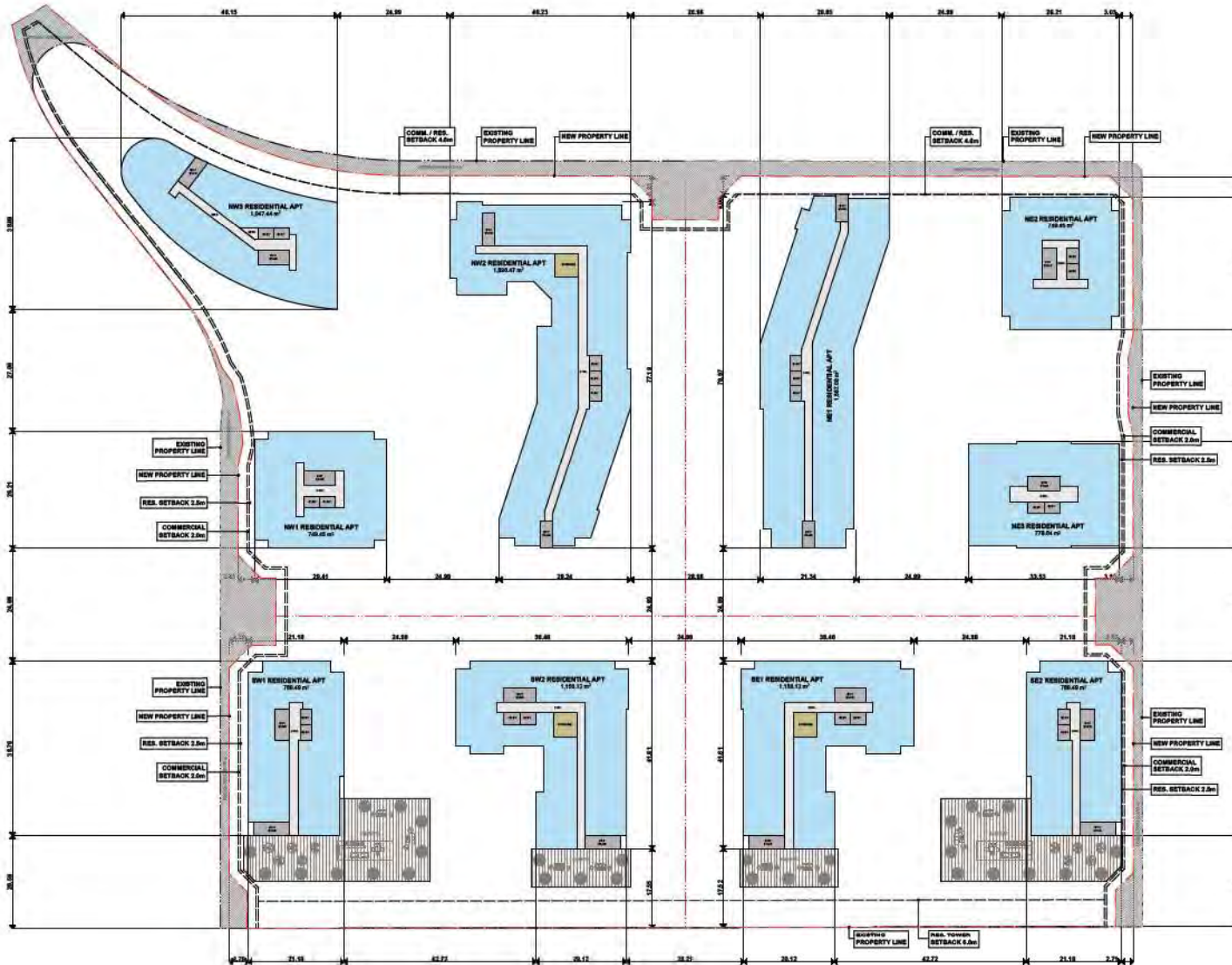
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(PROJECT TEAM)



- AREA LEGEND:
- RESIDENTIAL AREA
 - COMMERCIAL AREA
 - SERVICE / STORAGE
 - WATER
 - CIRCULATION VERTICAL
 - CIRCULATION HORIZONTAL

CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(PROJECT)

LEVEL 11 FLOOR PLAN

21980 (PROJECT)

1/8" = 1'-0" (SCALE)

2024-07-19 (DATE)

5 - ADP (ISSUE)

(DRAWING)

A-2.007



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

(246.0/017)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(1/11/18)

**LEVEL 12-14
FLOOR PLAN**

21985 (14.0/027)

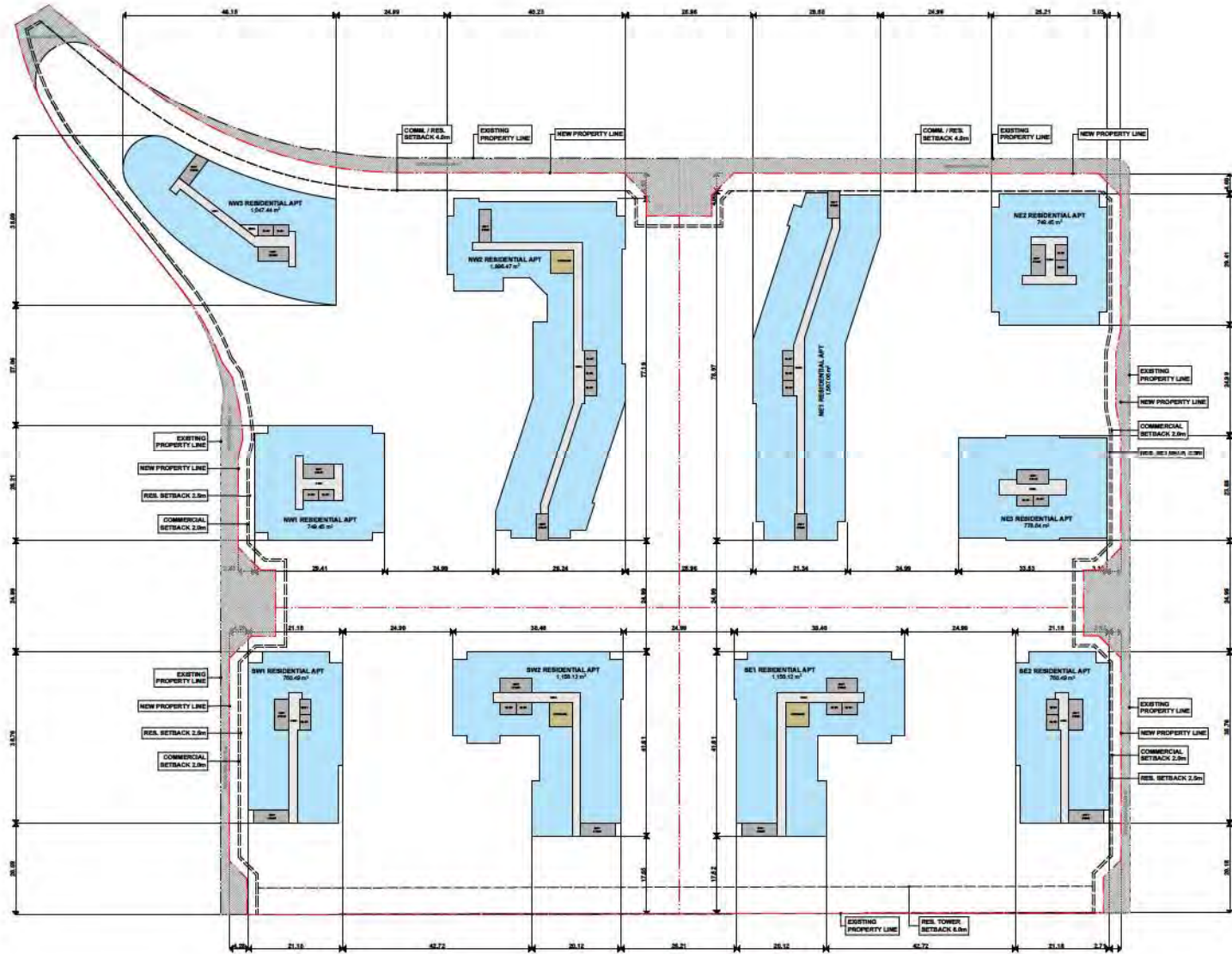
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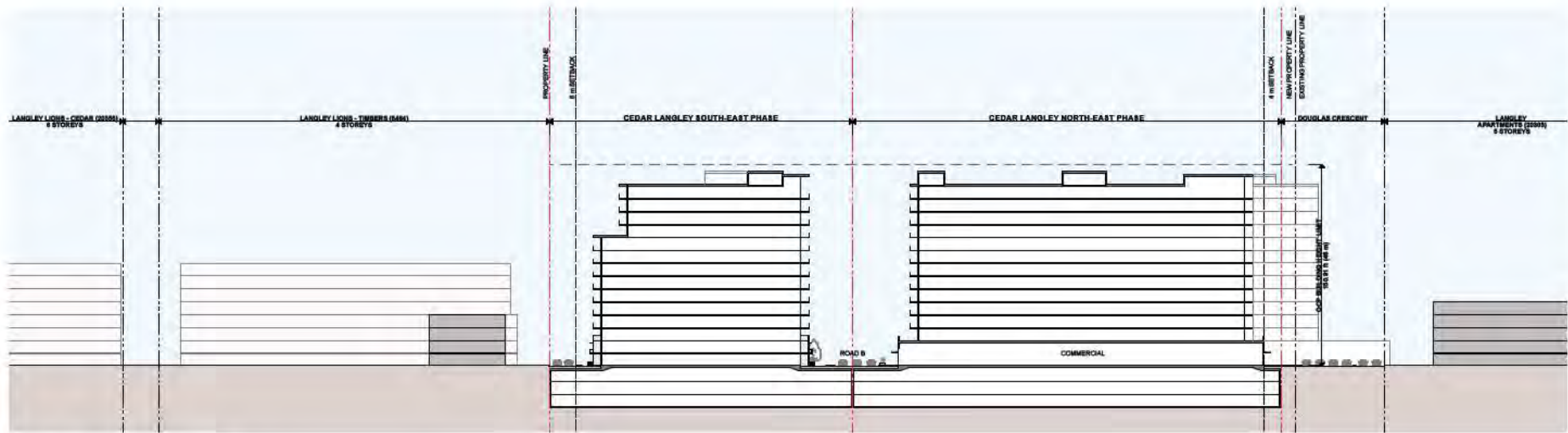
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(14.0/04/04)

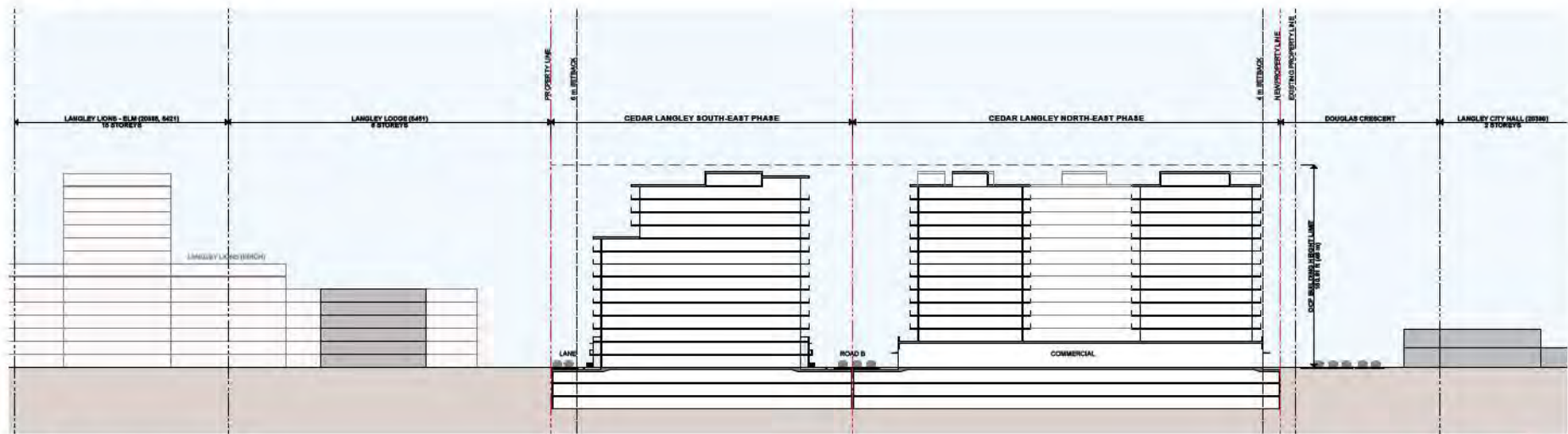
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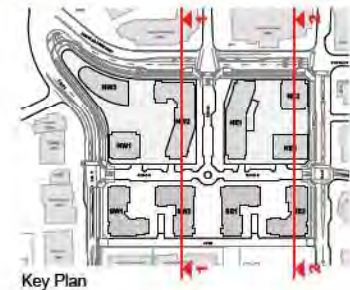
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- RESIDENTIAL AREA
 - COMMERCIAL AREA
 - SERVICE / STORAGE
 - WTR
 - CIRCULATION VERTICAL
 - CIRCULATION HORIZONTAL



1 SITE SECTION SW-NW
SCALE: 1/32" = 1'-0"



2 SITE SECTION SE-NE
SCALE: 1/32" = 1'-0"



Key Plan



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PROJECT TEAM

CEDAR COAST



Orion Construction

PROJECT

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

11/11/24

SITE SECTIONS

21/08/24 PROJECT

1/32" = 1'-0" SCALE

2024-07-19 DATE

5 - ADP (REV)

PROJECT

A-3.001



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Key Plan



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

SITE SECTIONS

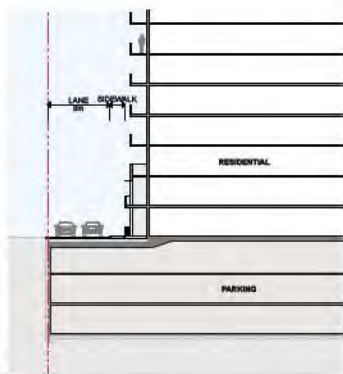
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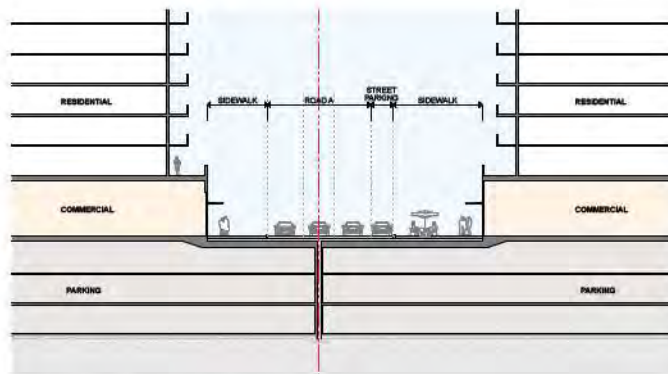
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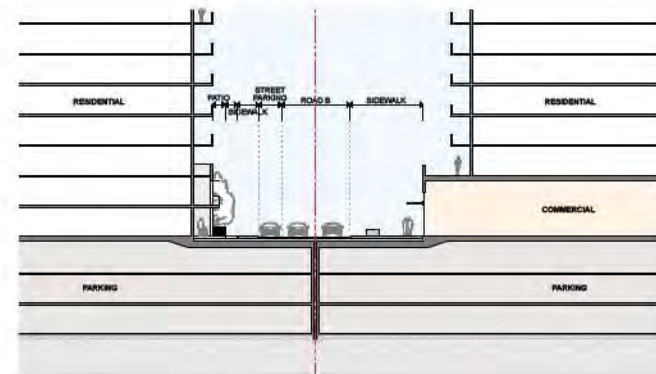
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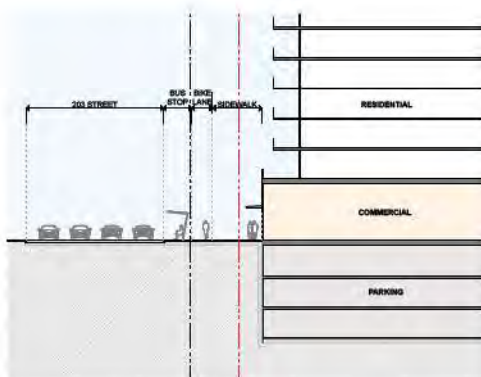
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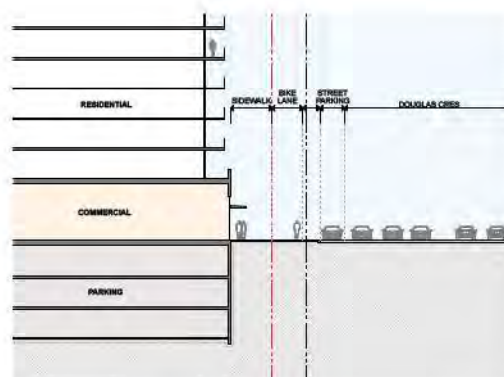
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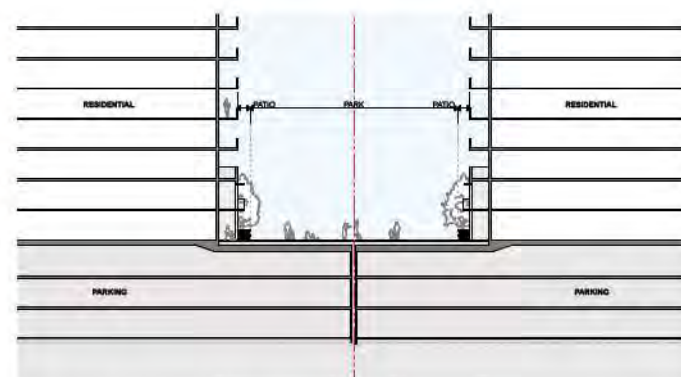
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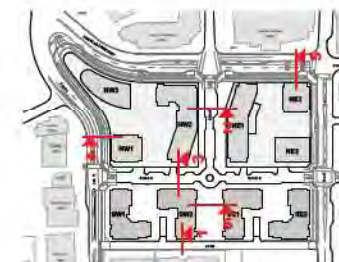
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SCALE: 1/16" = 1'-0"



5 STREET SECTION 5
SCALE: 1/16" = 1'-0"



6 STREET SECTION 6
SCALE: 1/16" = 1'-0"



Key Plan



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(PROJECT TEAM)

CEDAR COAST



Orion Construction

(PROJECT)

CEDAR LANGLEY

5501 204TH ST

CITY OF LANGLEY, BC

(TITLE)

STREET SECTIONS

21980 (PROJECT)

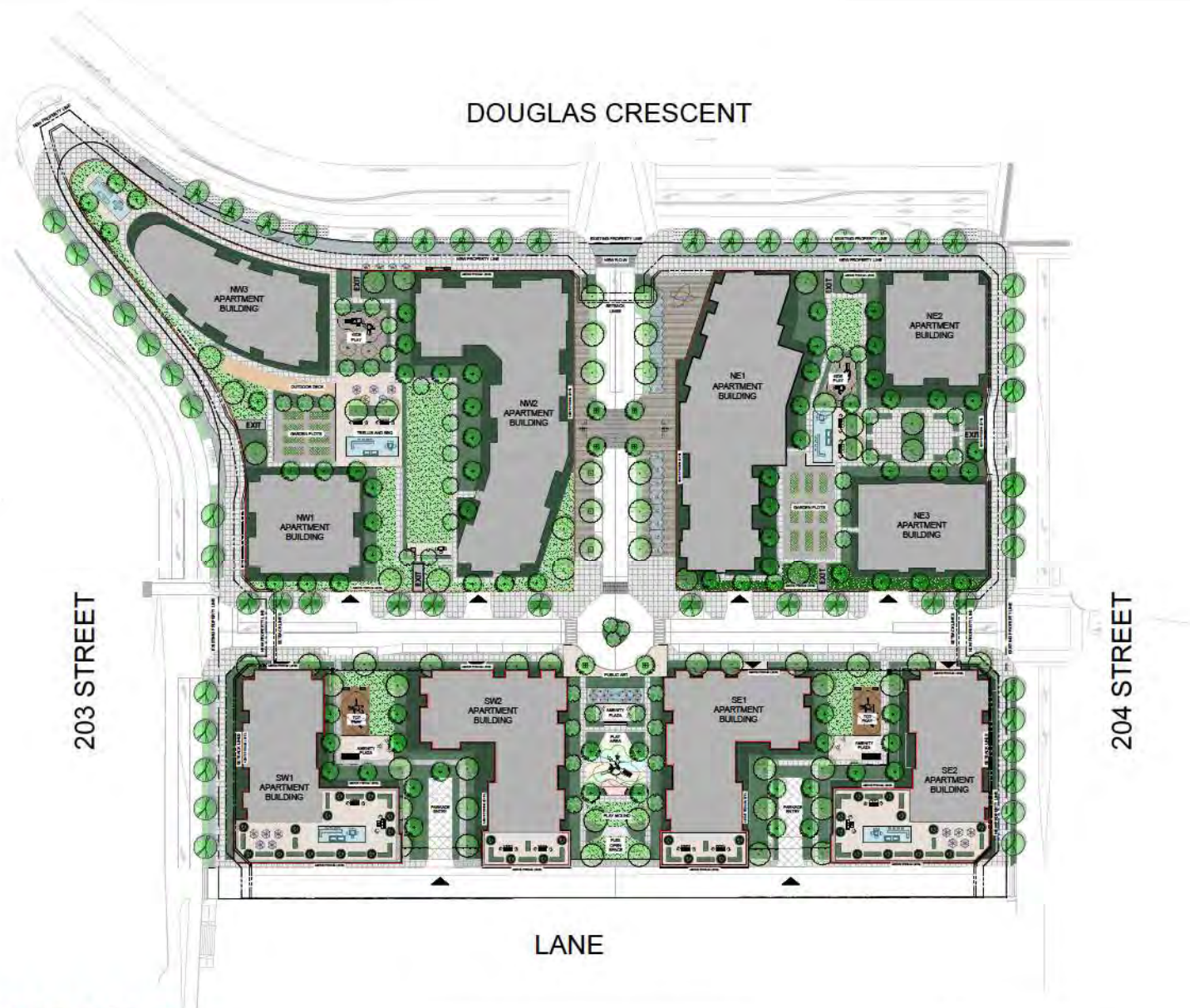
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2024-07-10 (DATE)

0 - ADP (REVISION)

(DRAWING)

A-5.003



- LEGEND**
- SOO
 - PLANTING BED
 - RESIDENTIAL SCREEN PLANTING AREA
 - CONCRETE SIDEWALK
 - GRAVEL
 - ASPHALT BIKE PATH
 - PLAYGROUND
 - PUBLIC ART
 - BENCH
 - CLUSTER SEATING
 - OVERHEAD STRUCTURE
 - EXISTING PROPERTY LINE
 - NEW PROPERTY LINE
 - NEW F.O.W.
 - PROPOSED TREE
 - EXISTING TREE TO BE REMOVED





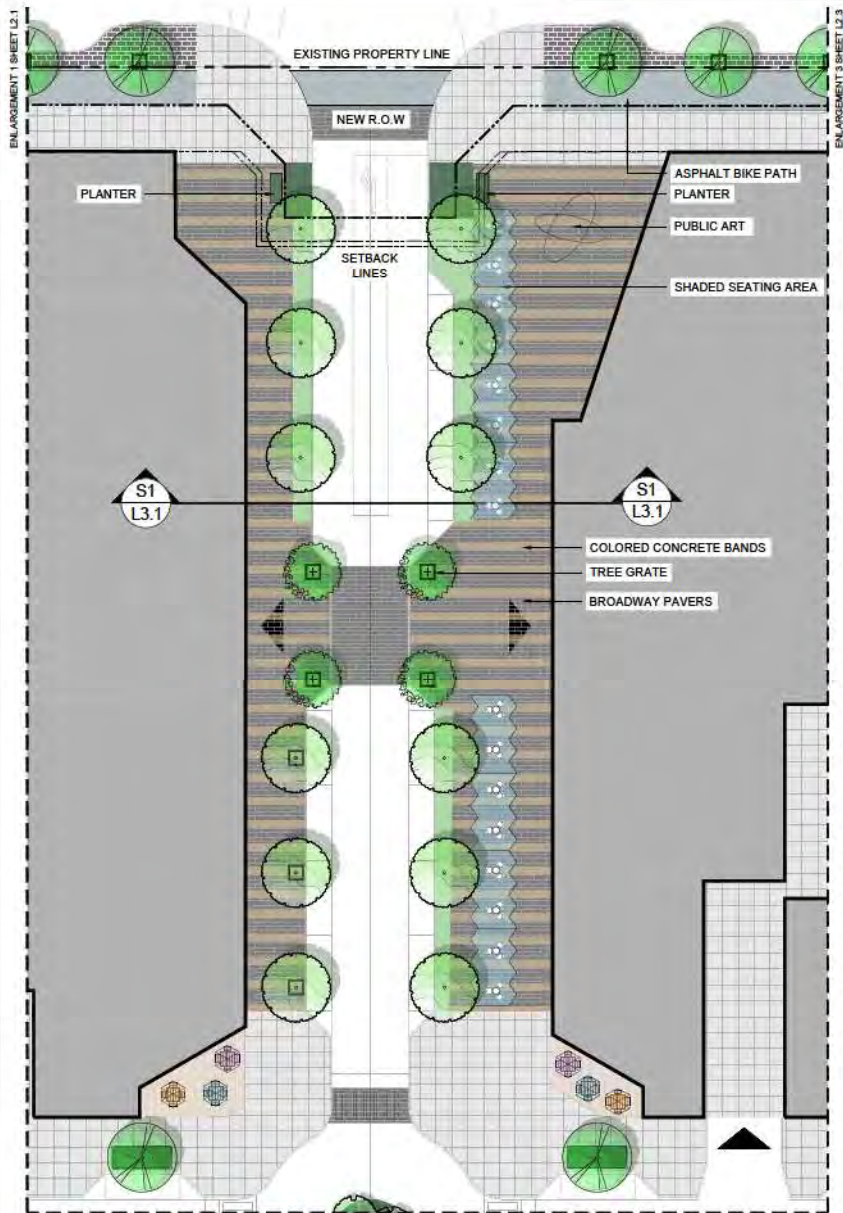


GROUND LEVEL

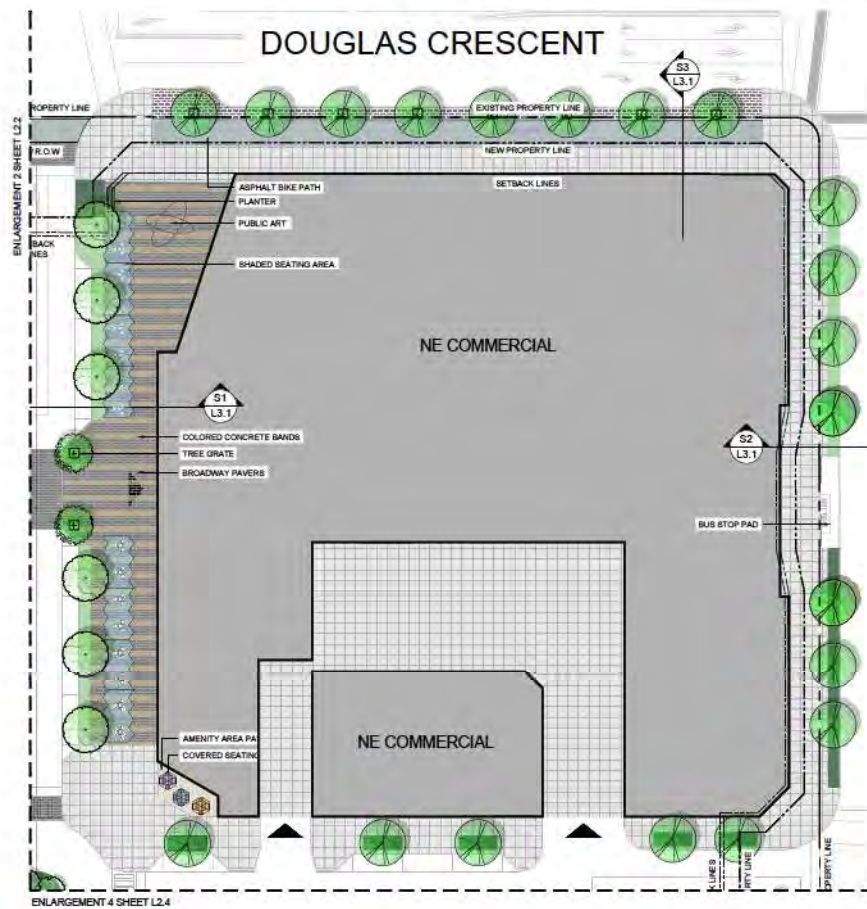


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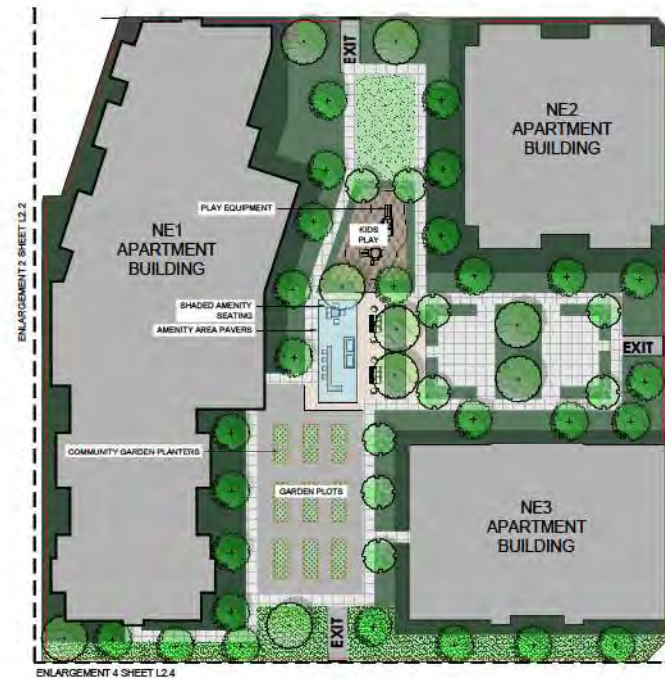




- LEGEND
- SOIL
 - PLANTING BED
 - RESIDENTIAL SCREEN PLANTING AREA
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 - GRAVEL
 - ASPHALT BIKE PATH
 - PLAYGROUND
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 - EXISTING PROPERTY LINE
 - NEW PROPERTY LINE
 - NEW R.O.W
 - PROPOSED TREE
 - EXISTING TREE TO BE REMOVED

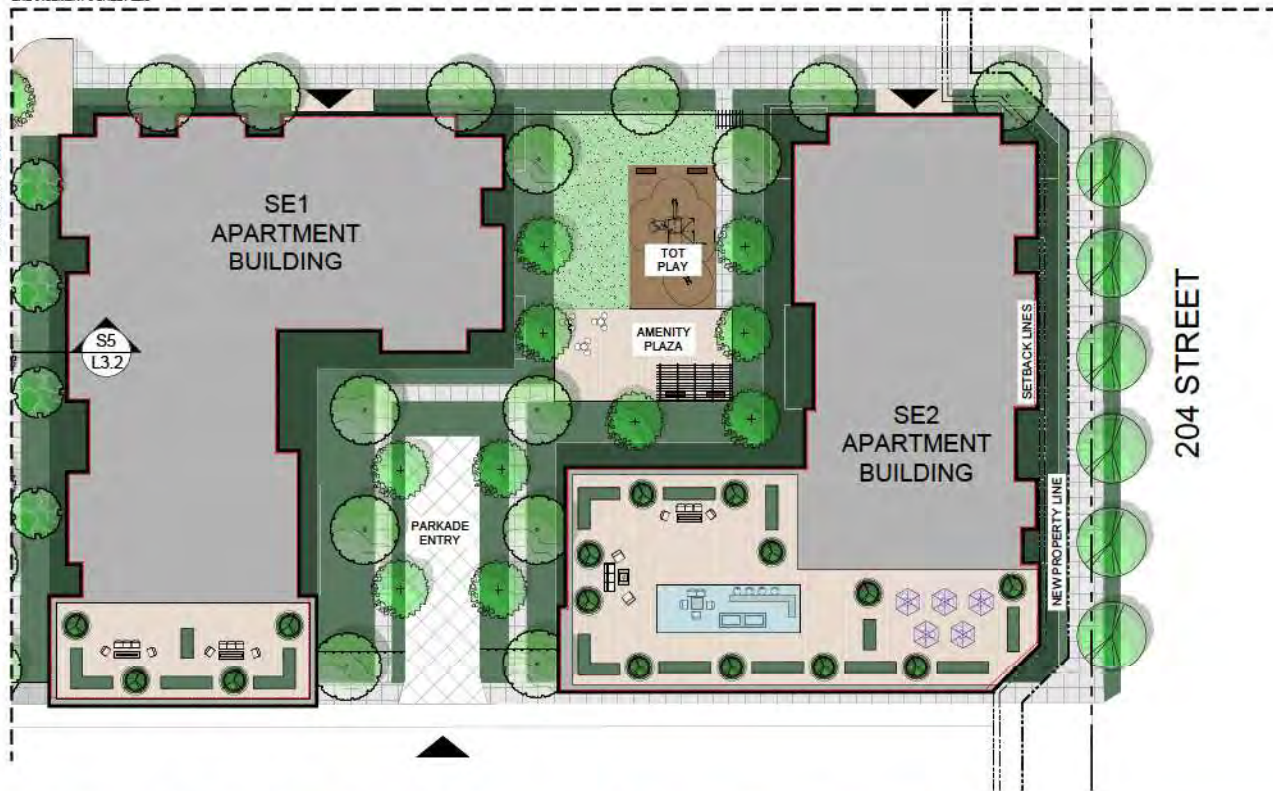


GROUND LEVEL



UPPER LEVEL

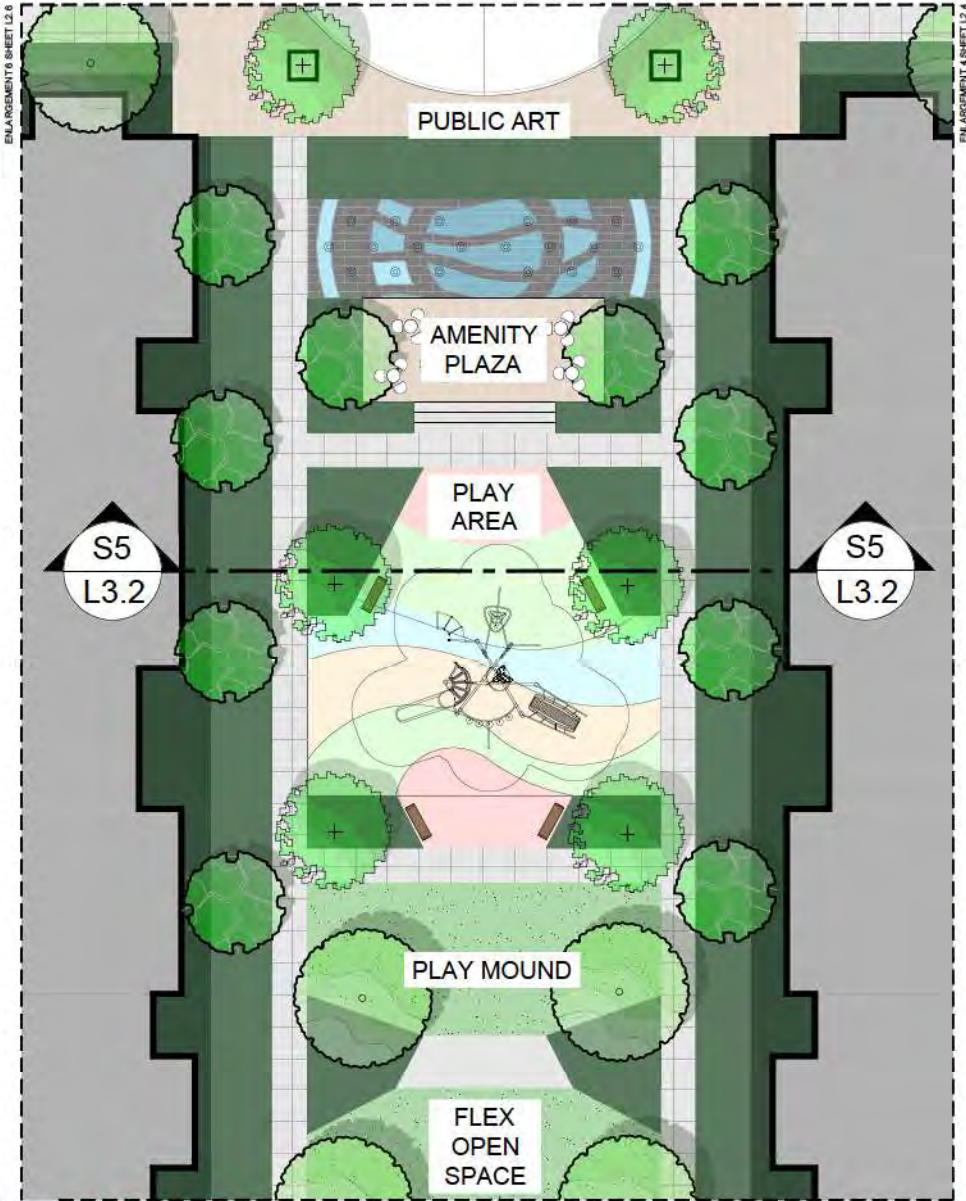




- LEGEND**
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 - NEW PROPERTY LINE
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 - PROPOSED TREE
 - EXISTING TREE TO BE REMOVED



ENLARGEMENT 2 SHEET L2.2



- LEGEND**
- SOO
 - PLANTING BED
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 - OVERHEAD STRUCTURE
 - EXISTING PROPERTY LINE
 - NEW PROPERTY LINE
 - NEW R.O.W.
 - PROPOSED TREE
 - EXISTING TREE TO BE REMOVED



CEDAR COAST LANGLEY MALL

5501 204th STREET | CITY OF LANGLEY | BRITISH COLUMBIA



ENLARGEMENT 5

1:100

220419

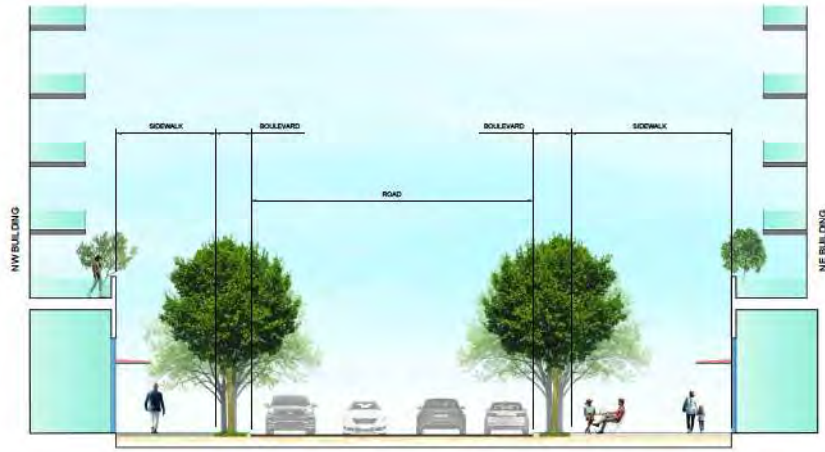
L2.5



- LEGEND
- SOIL
 - PLANTING BED
 - RESIDENTIAL SCREEN PLANTING AREA
 - CONCRETE SIDEWALK
 - GRAVEL
 - ASPHALT BIKE PATH
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 - PROPOSED TREE
 - EXISTING TREE TO BE REMOVED

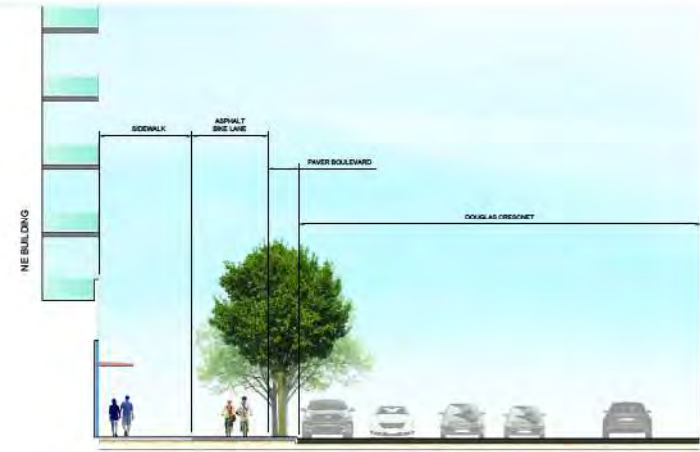


GREEN SPACE COMPARISON	
EXISTING SITE:	PROPOSED SITE:
LANDSCAPED AREA: 1882 m ²	LANDSCAPED AREA: 9325 m ²
APPROXIMATE TREE COUNT: 75	APPROXIMATE TREE COUNT: 213



S1 SECTION THROUGH NORTH PROMENADE CORRIDOR

1:100



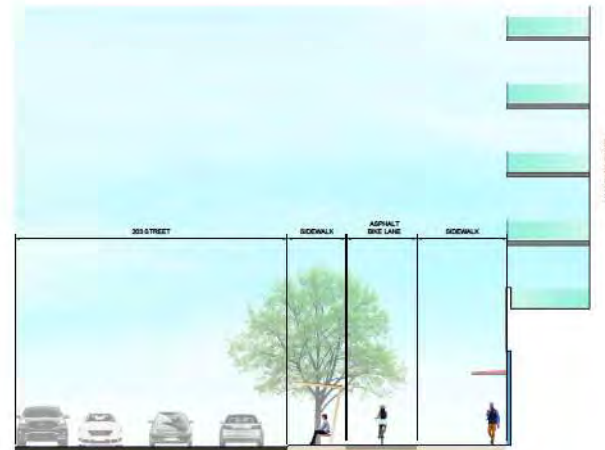
S3 SECTION THROUGH NORTH EAST DOUGLAS CRES.

1:100



S2 SECTION THROUGH CENTER HORIZONTAL STREET

1:100



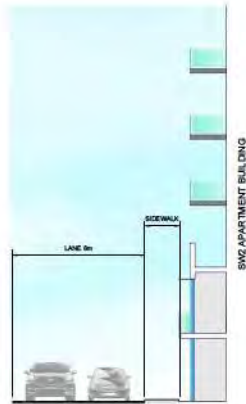
S4 SECTION THROUGH 203 STREET BOULEVARD

1:100



S5 SECTION THROUGH VERTICAL AMENITY CORRIDOR

1:100



S6 SECTION THROUGH SOUTH BOULEVARD LANE

1:100



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 14-23
Rezoning Application RZ 12-23
(20220-20230 Michaud Crescent)**

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

File #: 6620.00
Bylaw #: 3291

Date: July 3, 2024

Doc #:

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Development Permit and Zoning Bylaw amendment applications by Matthew Cheng Architect Inc. for a 6-storey, 64-unit apartment development at 20220-20230 Michaud Crescent.

POLICY:

The subject properties are currently zoned RM1 Multiple Residential Low Density Zone in Zoning Bylaw No. 2100 and designated "Transit-Oriented Residential" in the Official Community Plan Land Use map. All lands designated for multi-unit residential use are subject to a Development Permit (DP) to address building form and character.

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

COMMENTS/ANALYSIS:

Background Information:

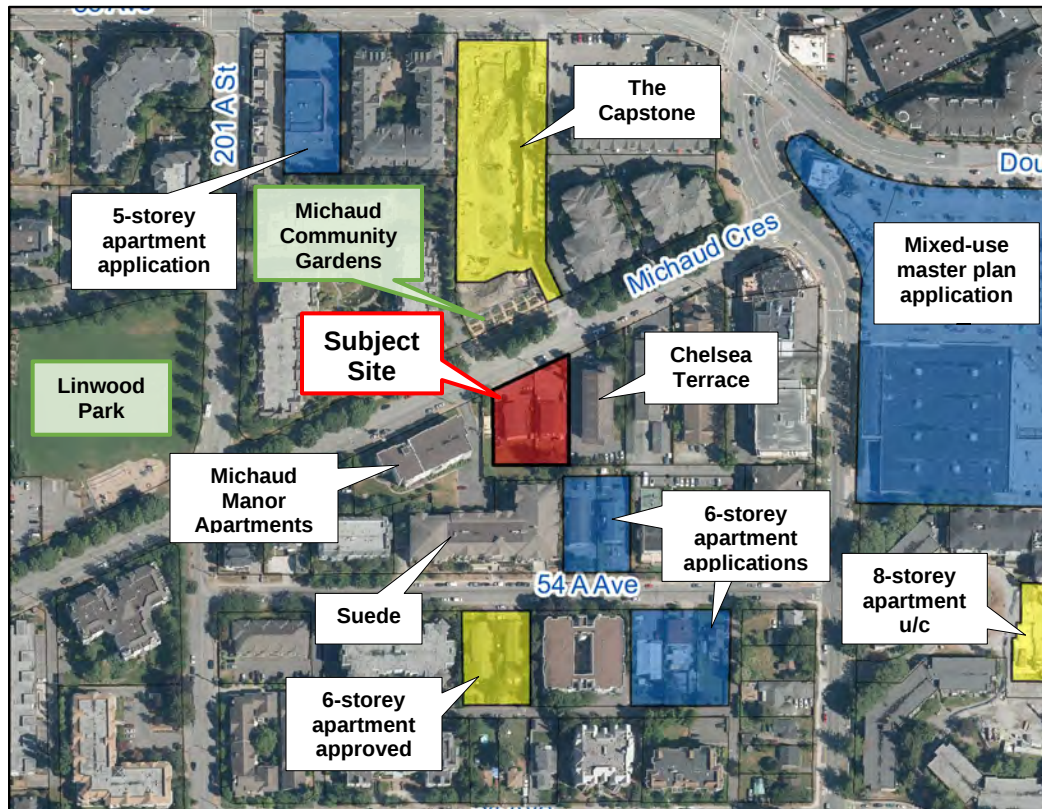
Applicant:	Matthew Cheng Architect Inc.
Owner:	Elegant Glass Holdings Ltd.
Civic Addresses:	20220-20230 Michaud Crescent
Legal Description:	Parcel "A" (Reference Plan 7403), Lot 1, District Lot 305, Group 2, New Westminster District, Plan 1614; Strata Lots 1 & 2, District Lot 305, Group 2, New Westminster District, Strata Plan NW1538
Site Area:	2,027.68 m ² (0.50 acres)
Number of Units:	64 apartments
Gross Floor Area:	5,494.93 m ² (59,147 ft ²)
Floor Area Ratio:	2.710
Lot Coverage:	37%
Total Parking Required:	3 h/c spaces (Provincial Transit-Oriented Area; no minimum required residential parking, other than accessible spaces)
Parking Provided:	
Resident	63 spaces
<u>Visitor</u>	<u>1 spaces</u>
Total	64 spaces (including 3 h/c spaces)
OCP Designation:	Transit-Oriented Residential
Existing Zoning:	RM1 Multiple Residential Low Density
Proposed Zoning:	CD101 Comprehensive Development
Variances Requested:	2.4 m small car width (2.5 m required) 59% small car spaces (40% max.) Distance of 0.3 m between parking spaces and walls (0.6 m required)
Development Cost Charges:	\$1,159,372.00 (City - \$537,500.00, GVS&DD - \$248,200.00, GVWD - \$245,936.00, SD35 - \$34,400.00, TransLink - \$93,336.00)
Community Amenity Contributions (CACs):	\$260,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 64-unit apartment building on a site consisting of two duplex properties. The site is located in an established higher-density residential area which consists of apartment buildings and townhome-style buildings of various sizes and ages and has seen a higher recent level of development interest, with several developments recently completed, under construction, or in the application stage nearby.

The site's primary frontage is formed on the north by Michaud Crescent, a collector road with a greenway character which currently has pedestrian and cycling-oriented improvements under construction. Michaud Community Gardens sits across this street and will be expanded upon the completion of the Capstone, a 6-storey apartment building under construction immediately adjacent to the north. Unconstructed lane rights-of-way flank the site to the west and east, which separate it from Michaud Manor Apartments (3-storey building completed in 1984) and the Suede (4-storey apartment building completed in 2011) respectively. Chelsea Terrace (3-storey apartment building completed in 1988) neighbours the site to the east.



Site context

The site is well positioned with connections to retail and service areas given its Downtown location. It also benefits from proximity to key neighbourhood amenities, including:

- Michaud Community Gardens and Linwood Park (few minutes' walk);
- Timms Community Centre (5-to-10-minute walk); and
- Nicomekl Elementary School (10-minute walk).

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

- Six bus lines within a 5-minute walk;
- The frequent 503 Fraser Highway Express bus (10-minute walk); and
- The 203 Street SkyTrain station and its associated transit exchange (5-to-7 minute walk, about 450 metres).

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

The site is designated Transit-Oriented Residential in the City's OCP, which allows for apartment development of up to 15 storeys in height and a Floor Area Ratio (FAR) of up to 4.5.

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

The site is also located within the Transit-Oriented Areas (TOAs) of the Langley City Centre SkyTrain station and Langley Centre bus exchange, as identified in the City's Zoning Bylaw. These TOAs were identified recently as required by changes to Provincial legislation (namely the *Local Government Act*, as amended by Bill 47 passed in November 2023) which introduced TOAs to set specific heights and densities (based on distance from transit) which must be allowed by local governments, along with a prohibition on residential parking requirements except for accessible parking. The City's OCP allows for greater height and density (15 storeys and 4.5 FAR) than would be permitted by the site's TOA tier (8 storeys and 3 FAR). In accordance with the TOA, this application will not be subject to minimum residential parking requirements but will be subject to minimum accessible residential parking requirements.

The site consists of two duplex properties (one rental and one strata) which appear to both have been illegally split into fourplexes at some point in the past. This means there are two purpose-built rental units, but eight total units currently

being rented out. Under Policy 1.16.1 of the City's OCP, the proposed new development must replace any existing purpose-built rental units at a one-to-one ratio, with these replacement units secured by a Housing Agreement. The applicant has proposed to meet this requirement by including two rental units in the new development, with the Housing Agreement to secure the replacement units to be executed prior to the application proceeding to consideration of Final Reading by Council. The other 62 units will be sold as condominiums. This approach supports OCP Policy 1.16.2., which encourages mixed-tenure (rental and strata) developments.

3. Tenant Relocation Plan

Council Policy CO-81 (*Tenant Relocation Plans*) applies to the redevelopment of purpose-built rental buildings, with duplex buildings exempted from the Policy. However, given that the current buildings function as rental fourplexes, and despite the requirement to replace only two purpose-built rental units, the applicant is undertaking a Tenant Relocation Plan, as required by Policy 1.18 (*Tenant Relocation Plans*) of the City's OCP and Council Policy CO-81 to meet the intent of these policies. A separate explanatory memo detailing the applicant's efforts and communications with existing tenants to date will be provided when the application is considered by Council. The Provincial *Residential Tenancy Act* legislation also applies.

4. Design

The application is for a wood-frame building oriented in an obtuse L-shape with direct frontage along Michaud Crescent to the north and the west lane. This configuration allows the building to maximize density in its low-rise form and screen an internal parking area which is served by a ramp off the south lane due to its slight elevation above grade. This parking area is enclosed with concrete walls on its other two sides, including a zero lot line condition on the east and a roof which acts as a common courtyard. An additional underground parking level is served by a dedicated ramp off the rear lane. The primary pedestrian entrance is located on the building's northeast corner, with ground-floor units having individual front doors and walk-out patios along Michaud Crescent and the west lane. On the ground floor, a single-loaded building design allows for more space at the rear for the surfaced parking area. On the floors above, the building transitions to a double-loaded configuration and sits above this parking area on columns. The building rises to a height of six storeys, with the top floor raised on the north and west sides of the interior corridor.

The building's exterior takes a "base-middle-top" design approach. The ground level features a painted grey raised concrete patio level and brick cladding on the first two floors, which are interspersed with strips of grey fiber cement siding.

These strips continue up the building where they break up a predominantly white fiber cement siding façade, which is further decorated by warmer extruded frame features. The top floor is more muted in shade, stepped back, and finished with a prominent cornice. Balconies of alternating lengths from floor to floor decorate the building's northwest corner.

The development's landscaping softens its outside edge with a variety of shrubs and grasses. Additional plantings are incorporated where planting areas are larger, including columnar Japanese maple trees dotted between the unit patios and a pink flowering dogwood and bruns Serbian spruce near the main entrance. The raised courtyard features additional species spread among a number of raised planters of various sizes which are used to delineate different outdoor amenity spaces, private unit patios, and the edge of the courtyard. A pink flowering dogwood is provided on this level too, totalling ten trees across the development, with additional street trees to be provided as part of required frontage upgrades. The courtyard amenity space is programmed with a children's play area, barbecue area, lounge area, and seven resident garden plots.

The unit type distribution of the building includes 14 one-bedroom units, 43 two-bedroom units, and 7 three-bedroom units. 14 (21%) of the units are adaptable. Resident storage facilities are provided in storage rooms located in common areas as well as within individual units. 476 m² (5,124 ft²) of total amenity space is provided, including 74 m² (797 ft²) of indoor amenity space and 402 m² (4,327 ft²) of outdoor amenity space. A two-elevator core services the building.

5. Sustainability

The proposal incorporates several sustainable development features, including:

- Using construction techniques that minimize site disturbance and protect air quality;
- Using lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Achieving an energy performance of 25% above the current Model National Energy Code for multi-unit residential buildings;
- Reducing the heat island effect by use of a landscaped courtyard covering the surface parking area;
- Using drought-tolerant and non-water dependent materials in the landscape design served by an irrigation system with central control and rain sensors;
- Using water-conserving toilets;
- Providing 10 resident parking stalls with Level II electric vehicle (EV) chargers, with the remaining resident spaces pre-wired and visitor spaces pre-ducted for future installation; and
- Providing resident garden plots.

6. CPTED

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

7. Variances

The applicant's proposed development is generally consistent with the draft 6-12 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw and which may be used to regulate relatively lower-density developments under the Official Community Plan's Transit-Oriented Residential land use designation. However, given the proponent has applied to redevelop the site prior to the adoption of the new Zoning Bylaw, a site-specific Comprehensive Development (CD) Zone is proposed to be created to accommodate the redevelopment.

Despite the use of a CD Zone, the proposal requires variances from general Zoning Bylaw provisions to reduce the width of small car parking spaces to 2.4 metres (from 2.5 metres), increase the share of small car parking spaces to 59%, compared to a maximum of 40%, and reduce the space between parking spaces and walls to 0.3 metres (from 0.6 metres). These adjustments were made to help accommodate a greater number of parking space on a site which is not subject to minimum parking requirements, other than for accessible stalls, due to its location within the Langley City Centre SkyTrain station Transit-Oriented Area (TOA) . Specifically, this approach allows for 64 parking spaces to be provided, which is equivalent to one parking space per unit.

Reducing the width of small car spaces to 2.4 metres is under consideration for the new Zoning Bylaw to accommodate additional parking spaces in all developments. This width is also similar to other municipalities in the region, such as Burnaby, which has a minimum small car space width of 2.4 metres, and Richmond, which has a minimum small car space width of 2.3 metres. Staff are not considering changes to the required drive aisle widths in the Zoning Bylaw to ensure safe and convenient vehicle movements in parking areas are maintained.

Staff are considering increasing the maximum small car share in the Zoning Bylaw to 60% for properties within the "Core" and "Shoulder" in the Official Community Plan, which this site is located within. This approach can significantly improve parkade space efficiency, as the use of slightly smaller individual spaces often results in the creation of additional stalls on the same amount of land.

Staff note the Township of Langley, Coquitlam, Richmond and Surrey permit the distance between parking spaces and parkade walls to be as low as 0.3 metres.

This proposed variance is considered to be minor and is under consideration for inclusion in the upcoming new Zoning Bylaw.

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

8. Summary

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

Engineering Requirements:

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 **64-Unit Apartment Development located at 20220-20230 Michaud Crescent.**

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 with 20% added to the calculated results to account for climate change. A safety factor of 20% shall be added to the calculated storage volume. *Pre-development release rates shall not include climate change effect.*
- III. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a demolition permit.
- IV. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity.
- V. At the Developer's expense, the capacity of the existing water and sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's standing hydraulic modeling consultant per DCM 3.8 and 6.5.
 - a. Any upgrade requirement for either sanitary or water mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
 - b. At the Developer's expense, the City's standing hydraulic modeling consultant shall conduct a fire hydrant flow test to be used in the City's water modeling to determine if the existing water network is adequate for fire flows (based on architectural data supplied by the Developer's Architect). Upgrading of the existing watermain(s) may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995."
- VI. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be per DCM Section 3.10 and approved by the City Engineer and the City of Langley Fire Rescue Service.
- VII. A property dedication of 1m will be required along the lane west of the project frontage of the proposed development to provide a new lane width of 7m – to be determined by a legal surveyor. A 4m corner truncation will be required at the intersection of the 2 fronting lanes.
- VIII. At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed per DCM Section 8.21. The proposed development plan and statistics, once ready, should be forwarded to the City Engineer to develop the scope of this traffic study. TIA reports must be approved by the City Engineer prior to taking the application to Council. The TIA completion timing must be:

- a. *For OCP Amendment / Rezoning Applications*: Prior to Council's first and second readings; and
 - b. *For Development Permits (DP)*: Prior to Council consideration of the application.
- IX. The scope and extent of the off-site works shall be determined in part from the TIA. New sidewalk, barrier curb, gutter will be required along the project's Michaud frontage, complete with boulevard trees and a planting strip. The Michaud frontage shall tie into existing sidewalk, curb & gutter and cycling network at each end.
- X. The condition of the existing pavement along all the proposed project's frontages shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated by the Developer, at the Developer's expense.
- XI. The site layout shall be reviewed by a qualified Professional Engineer to ensure that the parking layout, vehicle circulation, turning paths and access design meet applicable standards and sightline requirements, including setbacks from property lines. Appropriate turning templates should be used to prove parking stalls, loading areas and drive aisles are accessible by service vehicles. Refer to DCM Section 8.0. The design shall be adequate for MSU trucks as the design vehicle.
- XII. Existing street lighting along the entire project frontage shall be analyzed (excluding any BC Hydro lease lights) by a qualified electrical consultant to ensure street lighting and lighting levels meet the criteria outlined in DCM 9.0. Any required street lighting upgrades, relocation, and/or replacement shall be done by the Developer at the Developer's expense.
- XIII. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's Michaud project frontage by replacing with underground infrastructure.
- XIV. Pre-ducting shall be a minimum requirement.
- XV. A dedicated on-site loading zone shall be provided by the developer. The design shall be adequate for MSU trucks as the design vehicle.

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

- I. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
- II. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.

- III. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
- IV. The City will require a \$40,000 bond for the installation of a water meter to current City standards as per the DCM.
- V. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

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

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

- I. The Developer's Consulting Engineer shall perform their periodic Field Reviews, as required by EGBC, and send a copy of the Review to the City Engineer within a week of completion of each Review
- II. Unless otherwise specified by the City Engineer, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's Subdivision and Development Servicing Bylaw 2021, No. 3126
- III. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer.
- IV. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.
- V. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.
- VI. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.
- VII. An approved backflow prevention assembly must be installed on the domestic water connection immediately upon entering the building to provide premise isolation.
- VIII. A *Stormceptor* or equivalent oil separator is required to treat site surface drainage.
- IX. A complete set of record drawings (as-built) of off-site works, service record cards and a completed tangible capital asset form (TCA) all sealed by a Professional Engineer shall be submitted to the City within 60 days of the

substantial completion date. Digital drawing files in .pdf and .dwg formats shall also be submitted. All the drawing submissions shall:

- a. Use City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's DCM that will be provided to the Developer's Consulting Engineer.
- X. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.
- XI. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
- XII. Garbage and recycling enclosures shall accommodate on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update." Please refer to the City's Subdivision and Development Servicing Bylaw 2021, No. 3126 for more details.

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place for apparatus and firefighters. A construction fire safety plan shall be completed, complete with crane inspection records. A progressive standpipe installation will be required as construction rises. Standpipes will be required at the parkade entrance, and in elevator lobby refuge area. All garbage/recycling containers must be stored in a fire rated, sprinklered room, and must be of adequate size to prevent spillover into adjacent area. Stairwells must be constructed to accommodate shelter in place applications. Marked Exits must not be on a fob. A radio amplification bylaw is currently in development and will need to be adhered to. Consideration will be given to the installation of power banks in the storage room lockers for e-bikes charging. A Fire Safety plan and FD lock box (knox box) will be required before occupancy. The 4" FDC will be located on a pedestal at the front of the building, exact location to be discussed with the Fire Department at a later date.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the July 18, 2024 meeting.

According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP recommendations will be presented to Council through the ADP meeting minutes and, if applicable,

through an additional City staff report, prior to Council consideration of the proposed Zoning Bylaw amendment and Development Permit Applications.

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

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$537,500.00 to City Development Cost Charge accounts and \$260,000.00 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

To: Advisory Design Panel

Date: July 3, 2024

Subject: Development Permit Application DP 14-23 & Rezoning Application RZ 12-23

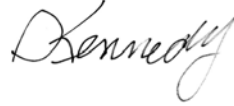
Page 14

Concurrence:



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

Concurrence:



Scott Kennedy
Fire Chief

Attachments



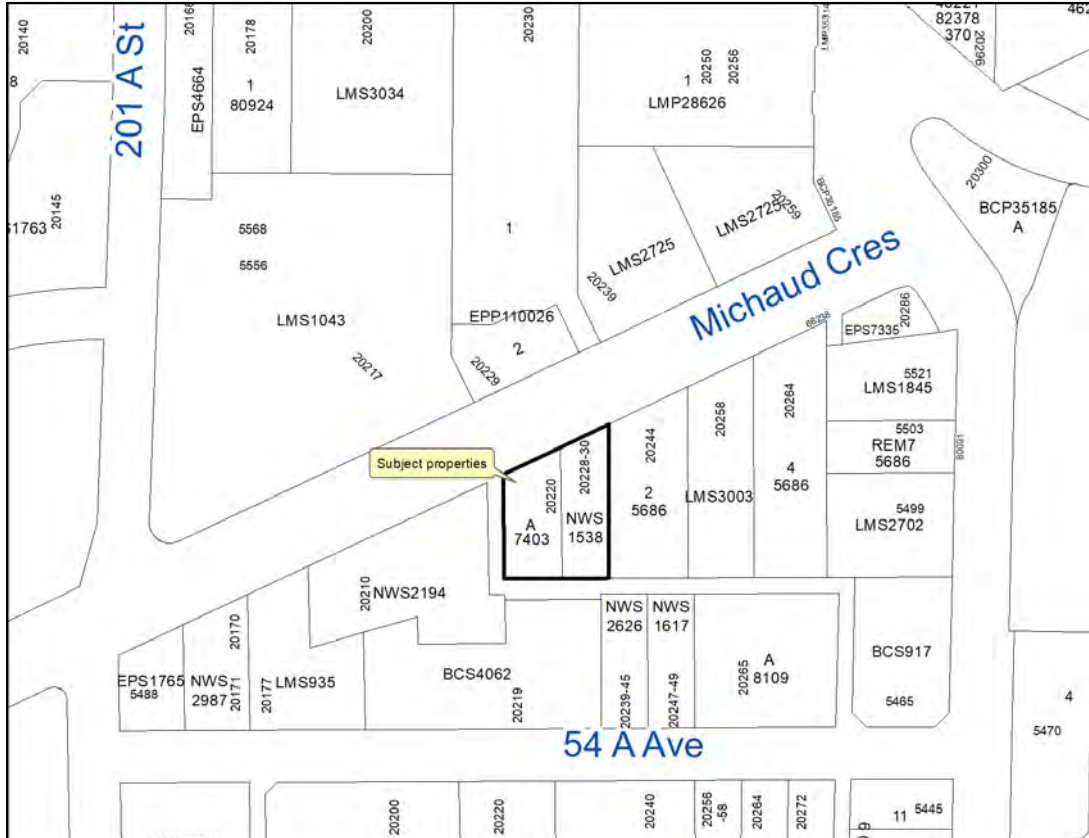
DEVELOPMENT PERMIT APPLICATION DP 14-23 REZONING APPLICATION RZ 12-23

Civic Addresses:
Legal Description:

**20220-20230 Michaud Crescent
Parcel "A" (Reference Plan 7403), Lot 1, District Lot
305, Group 2, New Westminster District, Plan 1614;
Strata Lots 1 & 2, District Lot 305, Group 2, New
Westminster District, Strata Plan NW1538**

Applicant:
Owner:

**Matthew Cheng Architect Inc.
Elegant Glass Holdings Ltd.**



GROSS LOT AREA 2027.68m² (21825.75sf)

NET LOT AREA 1979.26m² (21304.62sf)

PROPOSED 6-STOREY APARTMENT

20220,20228 & 20230 MICHAUD CRESCENT , LANGLEY, B.C.

SITE COVERAGE	37%	INDOOR AMENITY AREA	74.32m ² (800sf)
AVERAGE GRADE	10.28m	OUTDOOR AMENITY AREA	402m ² (4336sf)
BUILDING HEIGHT	19.79m		

BUILDING AREA:		UNIT TYPES	NO.
LEVEL 1	653.48m ² (7034sf)	1-BED	9
LEVEL 2	924.11m ² (9947sf)	1-BED+FLEX	5
LEVEL 3	992.85m ² (10687sf)	2-BED	43
LEVEL 4	992.85m ² (10687sf)	3-BED	7
LEVEL 5	992.85m ² (10687sf)	TOTAL	64
LEVEL 6	938.78m ² (10105sf)	PROVIDED 14 ADAPTABLE UNITS (21%)	
TOTAL	5494.93m ² (59147sf)	TWO RENTAL UNITS REQUIRED UNITS 201 & 301 ASSIGNED AS RENTAL	
NET FAR	5494.93/1979.26=2.77	NUMBER OF UNITS PER HECTARE 320	
GROSS FAR	5494.93/2027.68=2.7		



1 NORTH-WEST VIEW

PARKING SPACE CALCULATION			STORAGE ROOM/LOCKERS DISTRIBUTION:			
	REQUIRED	PROVIDED	INSIDE COMMON AREA	NO.	INSIDE UNITS	NO.
1-BED	14X1=14		PARKING LEVEL - 1	4	UNIT A-1	4
2-BED	43X1.2=52		LEVEL 1*	4	UNIT A-2	5
3-BED	7X1.4=10		LEVEL 2	1	UNIT A-3	5
VISITOR	64X0.15=10		LEVEL 3	1	UNIT B-1	30
TOTAL	88	64	LEVEL 4	1	UNIT C-1	6
SMALL CAR	64X60%=38	38(60%)	LEVEL 5	1	UNIT C-2	1
ACCESSIBLE STALLS	64X5%=3	3	LEVEL 6	1		
LOADING SPACE	1	1	TOTAL	13	TOTAL	51
LEVEL II EV CHARGES	6 (10%)	10 (15%)	TOTAL	64		
	REQUIRED	PROVIDED	* ONE STRATA STORAGE ROOM PROPOSED AT LEVEL-1 TOO.			
BIKE SPACE CALCULATION	64X0.5=32	33				
VISITOR BIKE ON GRADE	6	6				

Sheet List	
Sheet Number	Sheet Name
A00	PROJECT DATA
A01	3-D VIEWS
A02	CONTEXT PLAN
A03	SHADOW STUDY
A04	STREETSCAPE VIEWS
A05	SITE PLAN
A06	PARKING LEVEL 1
A07	LEVEL 1
A08	LEVEL 2
A09	LEVEL 3
A10	LEVEL 4
A11	LEVEL 5
A12	LEVEL 6
A13	ROOF PLAN
A14	UNIT TYPES A & B Units
A15	UNIT TYPES B & C Types

Sheet List	
Sheet Number	Sheet Name
A16	WEST & SOUTH ELEVATION
A 17	NORHT & EAST ELEVATION
A 18	SECTIONS
A 19	SECTIONS
L1	LANDSCAPE TREE PLAN
L2	LANDSCAPE SHRUB PLAN
L3	LANDSCAPE DETAILS



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title
PROJECT DATA

Drawn: Author
Checked: Checker
Scale:
Project Number:
Revision Date: Dwg. No.:
Print Date: 09/04/23



① VIEW TO NORTH -EAST



② VIEW TO SOUTH-EAST



⑤ VIEW TO NORTH-WEST



④ VIEW TO SOUTH-WEST



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2024-07-05

Project Title
**20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
3-D VIEWS

Drawn: Author

Checked: Checker

Scale:

Project Number:
Project Number

Revision Date: Dwg. No.:

Print Date:
11/16/23

A01



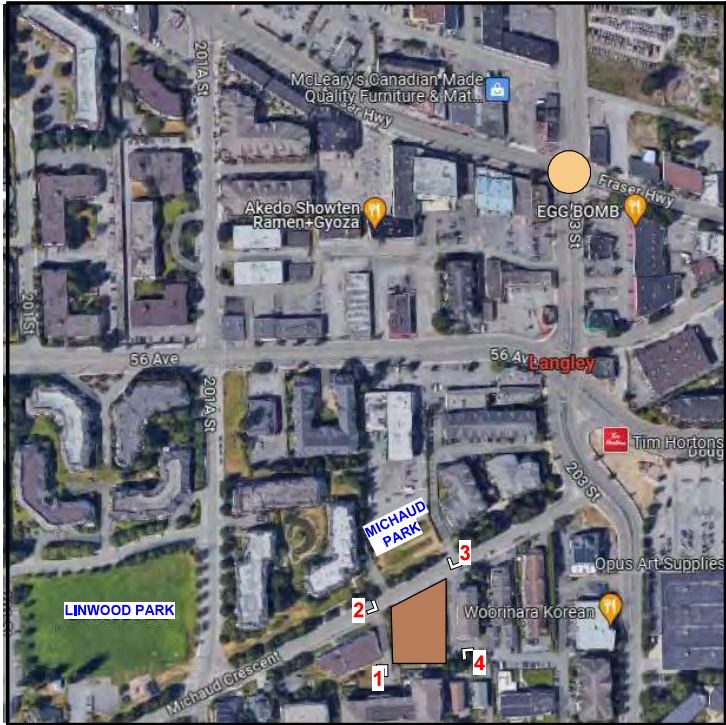
2-NORTH-WEST VIEW



2-NORTH-EAST VIEW



4-SOUTH-EAST VIEW



1-SOUTH-WEST VIEW

SUBJECT SITE



FUTURE SKY TRAIN STATION



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICAUD CRESCENT
LANGLEY, B.C.

Sheet Title
CONTEXT PLAN

Drawn: Author

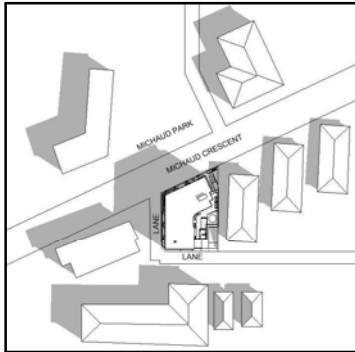
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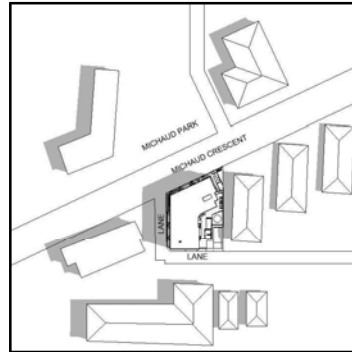
Project Number: Project Number

Revision Date: Dwg. No.

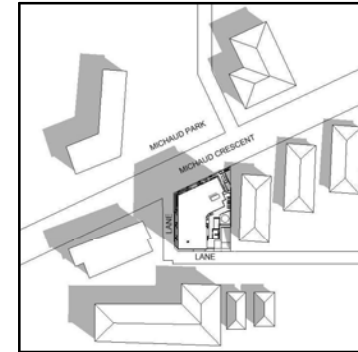
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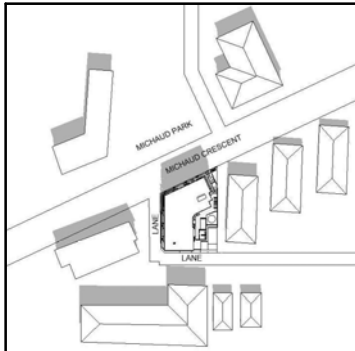
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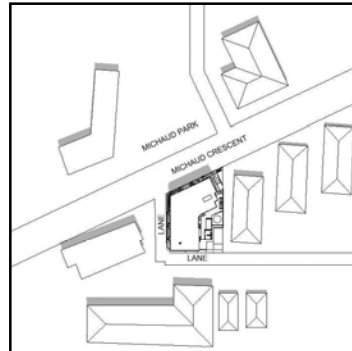
JUNE 21, 9am



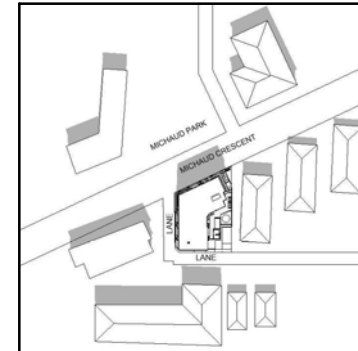
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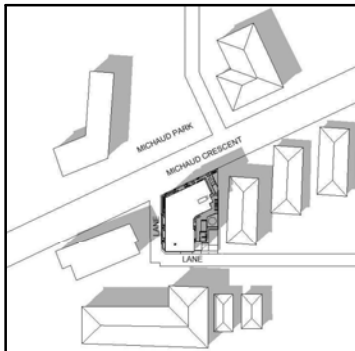
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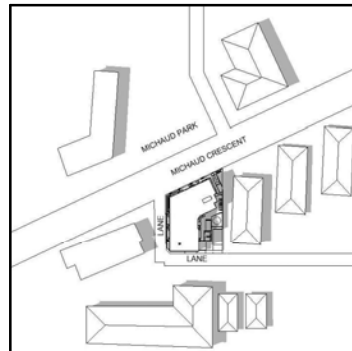
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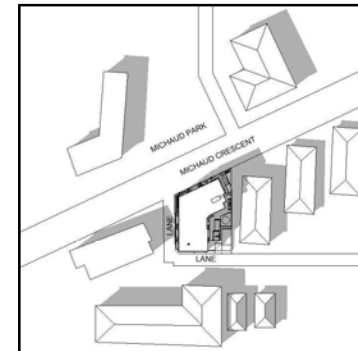
SEPTEMBER 21, 12pm



MARCH 21, 3pm



JUNE 21, 3pm



SEPTEMBER 21, 3pm

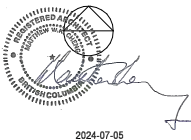


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Project Title
**20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
SHADOW STUDY

Drawn: Author

Checked: Checker

Scale: 1" = 400'-0"

Project Number:
Project Number

Revision Date: Dwg. No.:

Print Date:
12/01/23

A03



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title
STREETSCAPE
VIEWS

Drawn: Author

Checked: Checker

Scale: 1/64" = 1'-0"

Project Number:
Project Number

Revision Date: Dwg. No:

Print Date:
12/01/23

A04

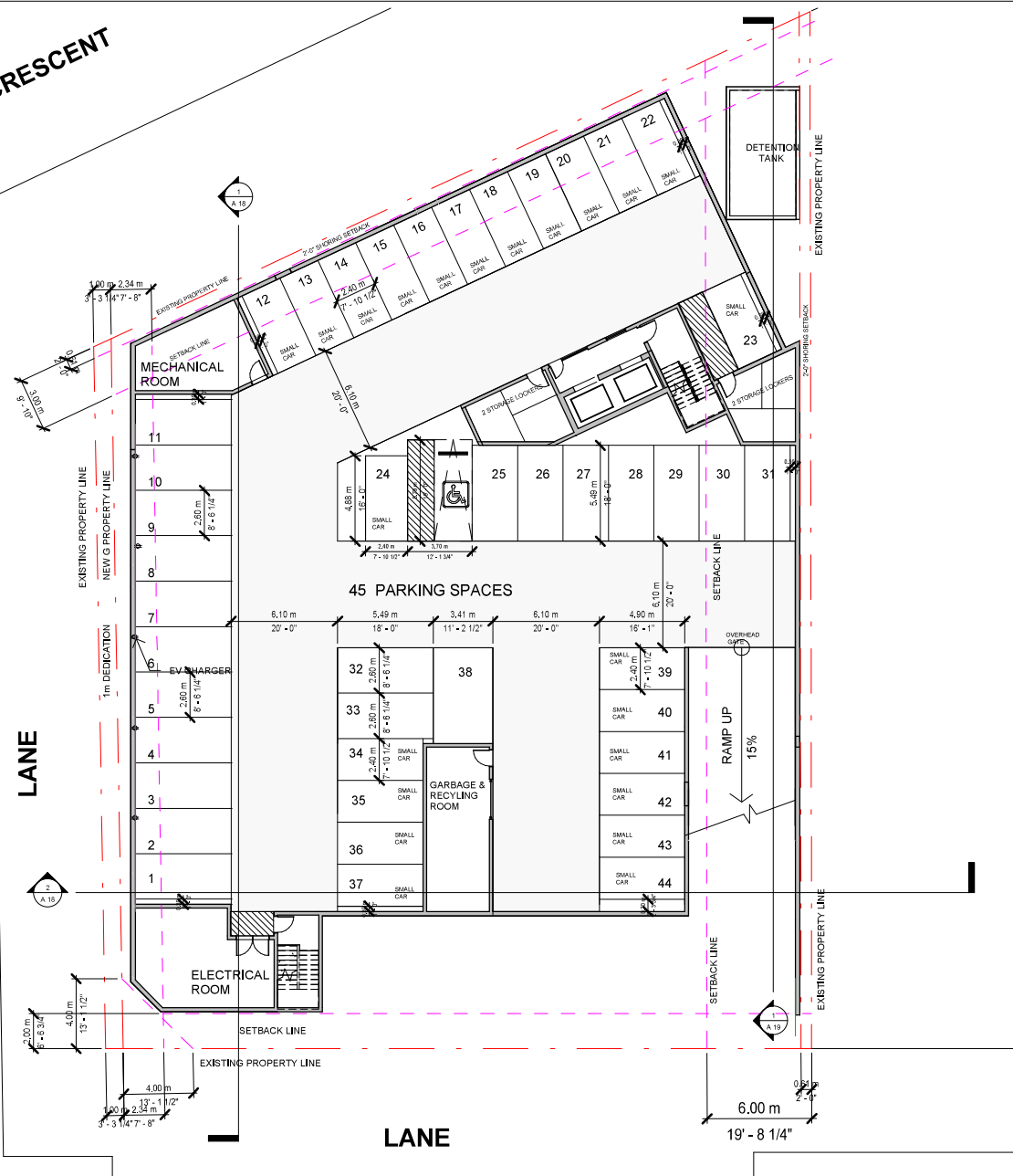


① STREETSCAPE (MICHAUD CRESCENT VIEW)
1/64" = 1'-0"



② STREETSCAPE (WEST LANE VIEW)
1/64" = 1'-0"

MICHAUD CRESCENT



2 P1
3/64" = 1'-0"



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title
PARKING LEVEL 1



2024-07-05

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Scale: As indicated

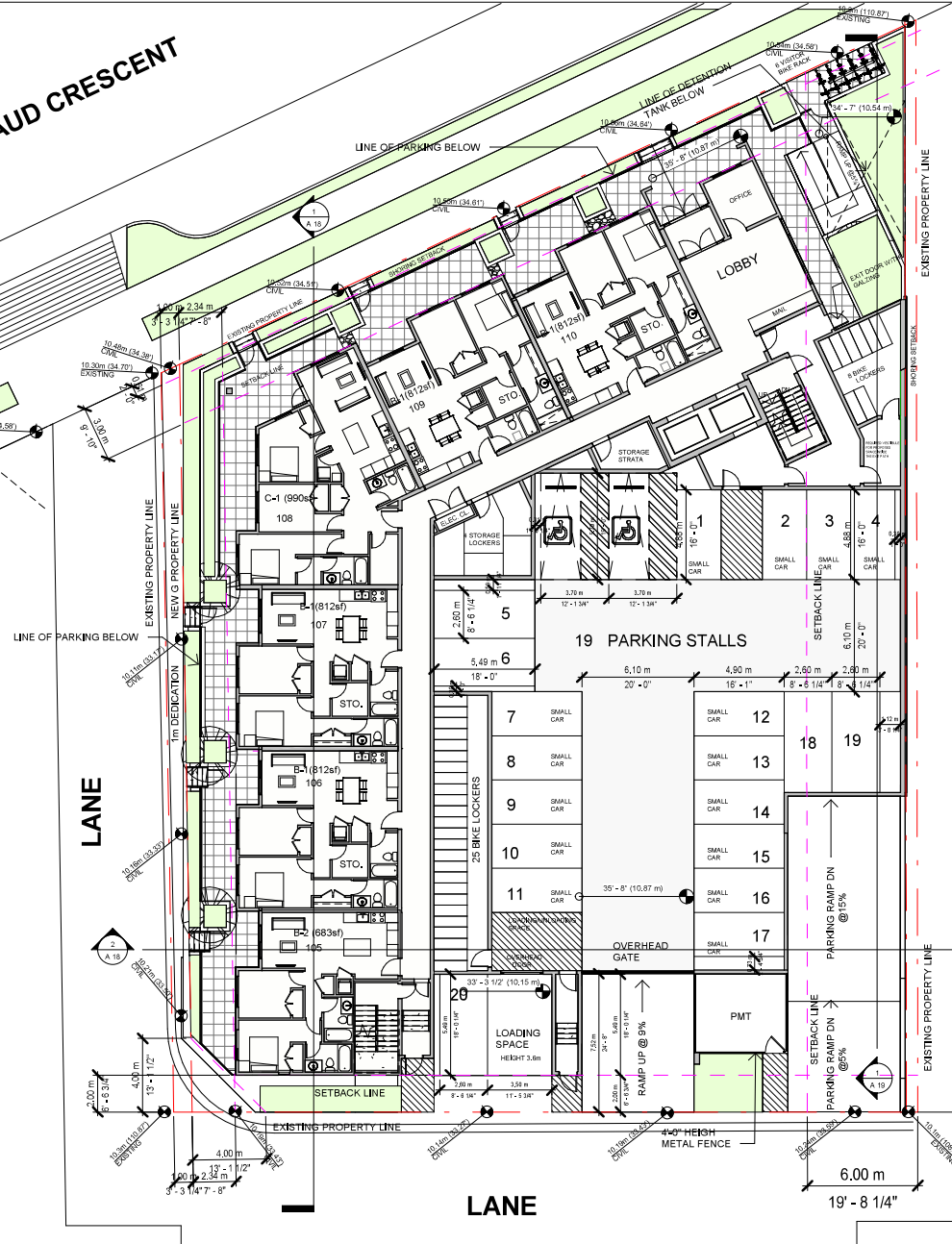
Project Number: Project Number

Revision Date: Dwg. No.

Print Date: 03/15/19

A06

MICHAUD CRESCENT



① Level 1
1" = 30'-0"



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No.	Date	Revision



Project Title
**20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
LEVEL 1



Drawn: Author
2024-07-05

Checked: Checker

Scale: As indicated

Project Number:
Project Number

Revision Date: Dwg. No.

Print Date:
06/12/18

A07

C-1
MICHAUD CRESCENT



① Level 2
3/64" = 1'-0"



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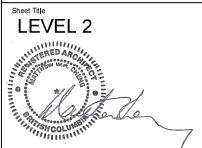
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No.	Date	Revision

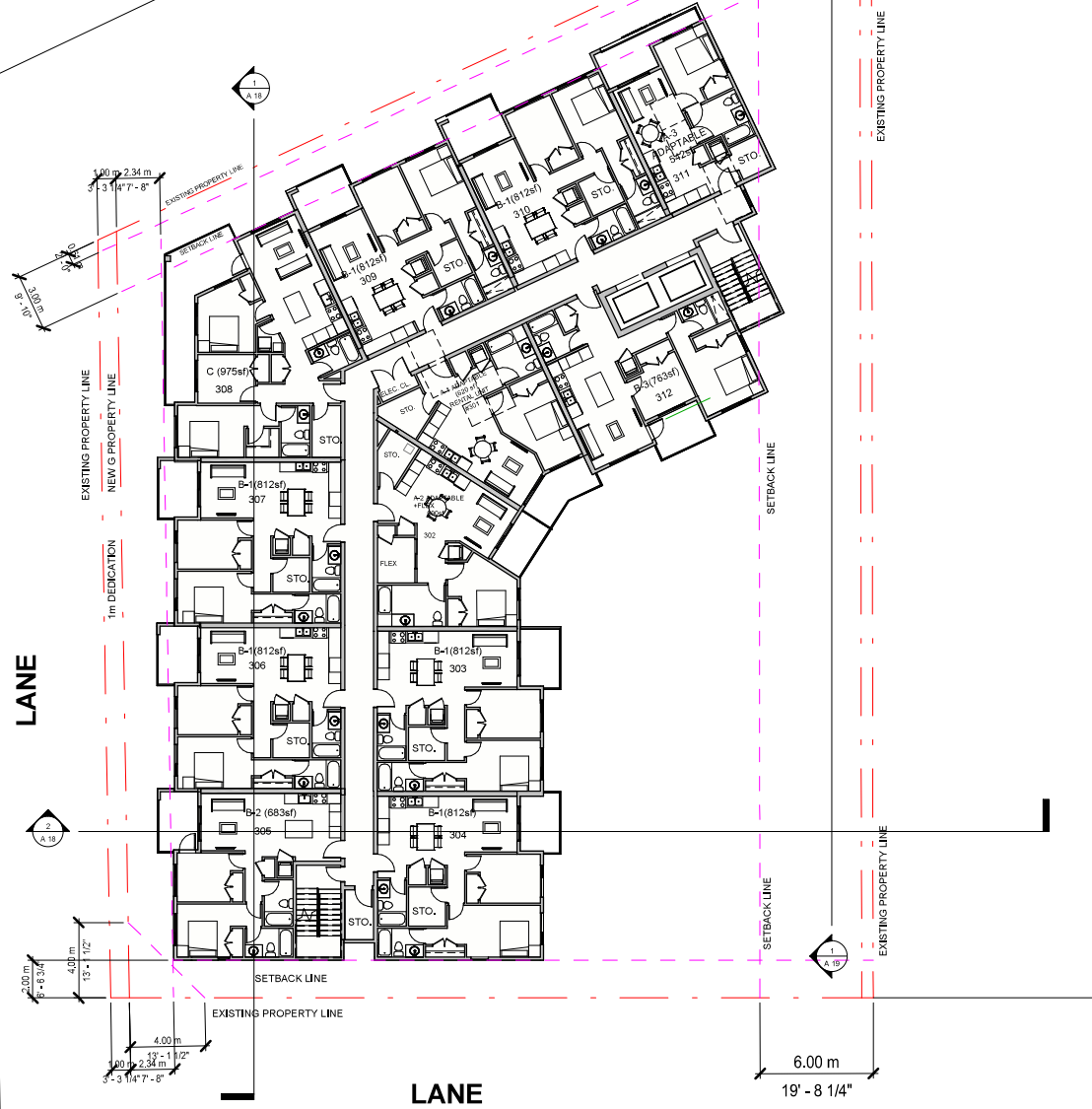


Project Title
**20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.**



2024-07-05
Drawn: Author
Checked: Checker
Scale: As indicated
Project Number: Project Number
Revision Date: Dwg. No.:
Print Date: 06/12/18
A08

MICHAUD CRESCENT



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No.	Date	Revision



Project Title
**20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
LEVEL 3



Drawn: Author 2024-07-05

Checked: Checker

Scale: As indicated

Project Number:
Project Number

Revision Date: Dwg. No.

Print Date:
12/07/23

A09

[illegible]

MICHAUD CRESCENT

LANE

LANE



1 Level 5
3/64" = 1'-0"



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title
LEVEL 5



Drawn: Author

Checked: Checker

Scale: As indicated

Project Number: Project Number

Revision Date: Dwg. No.

Print Date: 12/07/23

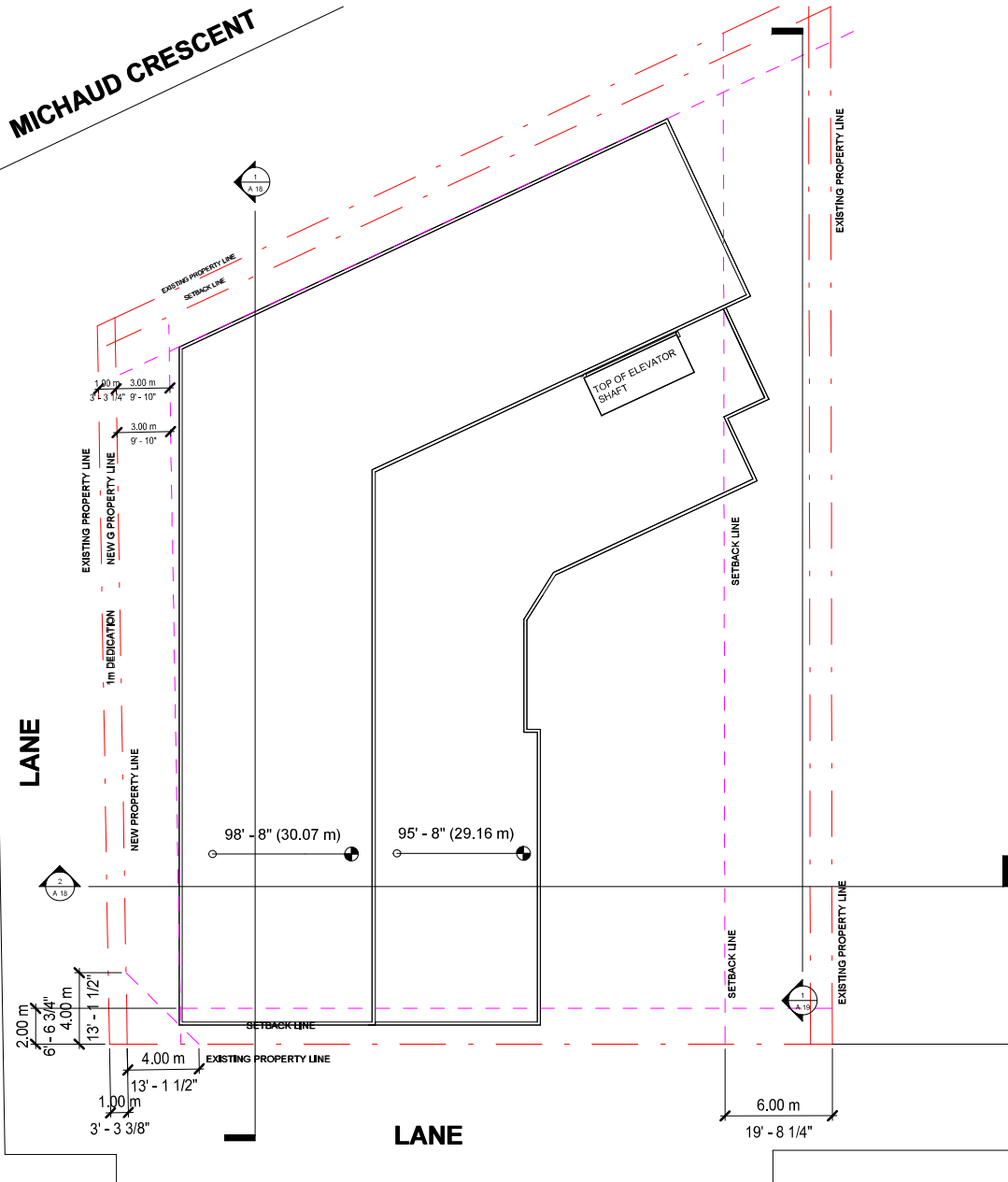
A11

[illegible]

MICHAUD CRESCENT

LANE

LANE



① Roof
3/64" = 1'-0"



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title
ROOF PLAN



Drawn: Author

Checked: Checker

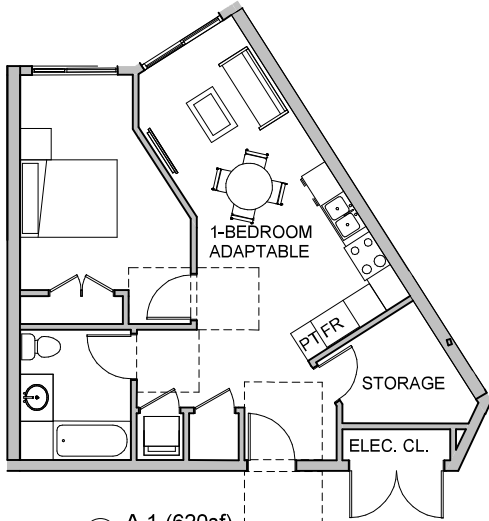
Scale: As indicated

Project Number:
Project Number

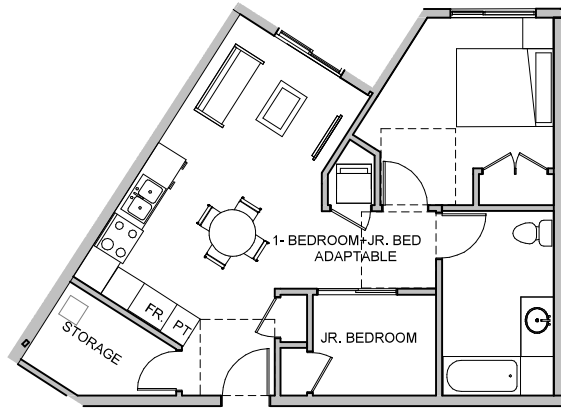
Revision Date: Dwg. No.

Print Date:
12/01/23

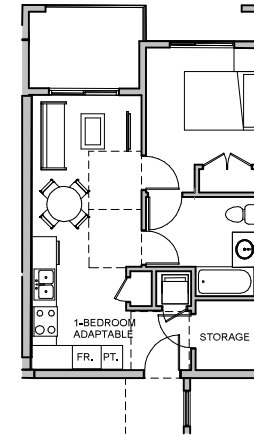
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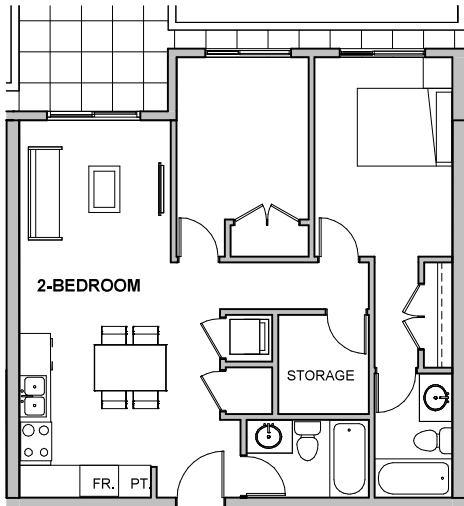
① A 1-(620sf)
1/8" = 1'-0"



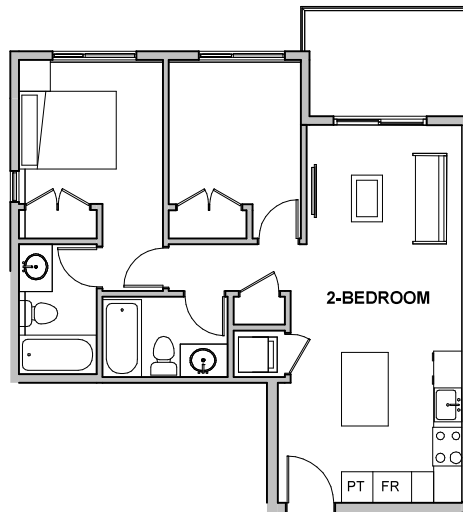
② A 2- Adaptable Unit (692sf)
1/8" = 1'-0"



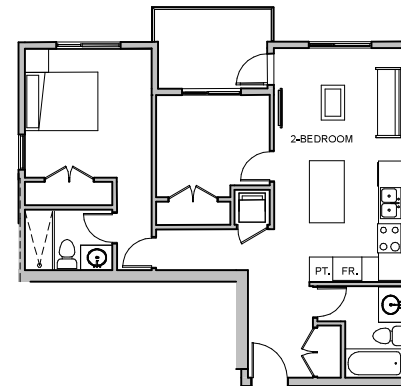
③ A3 (550sf)
3/32" = 1'-0"



④ B1 (812 sf)
1/8" = 1'-0"



⑤ B 2 (683SF)
1/8" = 1'-0"



⑥ B3 (763sf)
3/32" = 1'-0"



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No.	Date	Revision



2024-07-05

Project Title
**20220, 20228, 20230
MICAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
**UNIT TYPES
A & B Units**

Drawn: Author

Checked: Checker

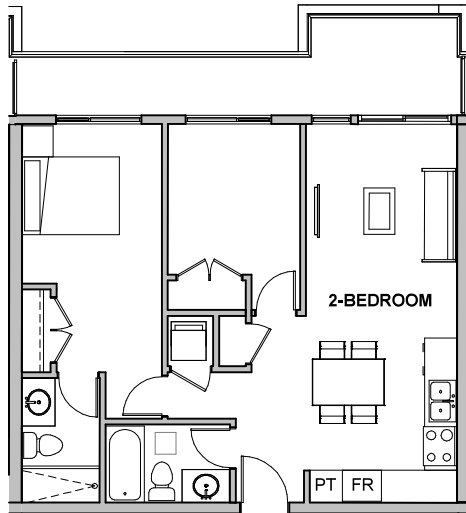
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Project Number:
Project Number

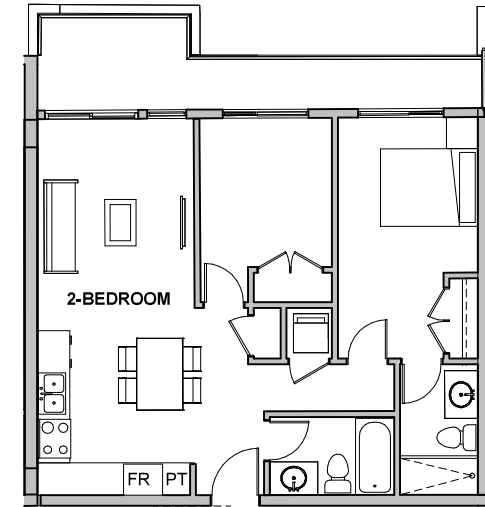
Revision Date: Dwg. No.

Print Date:
12/07/23

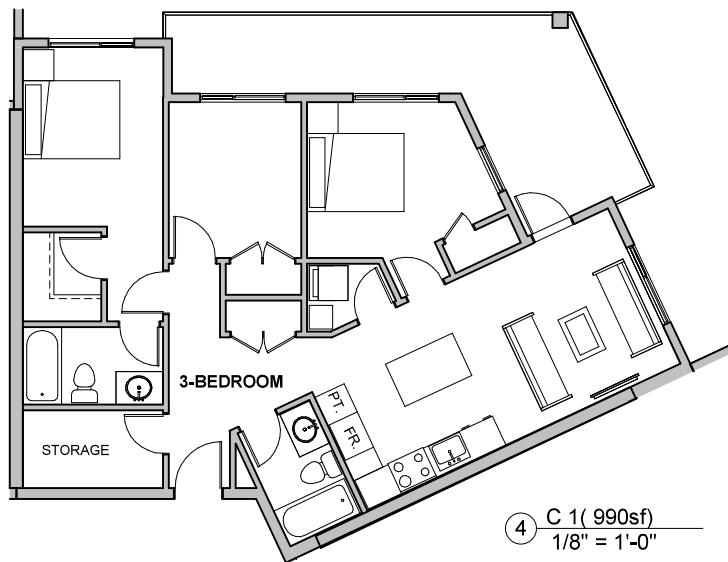
A14



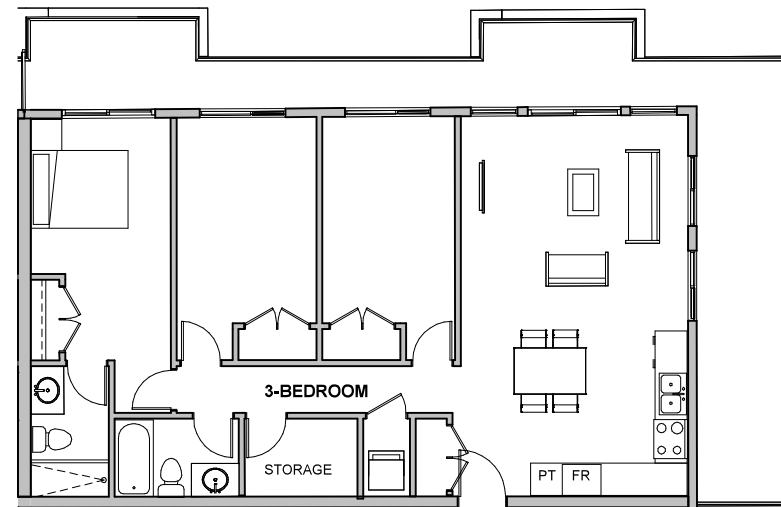
① B 4 (727sf)
1/8" = 1'-0"



③ B 5 (732sf)
1/8" = 1'-0"



④ C 1 (990sf)
1/8" = 1'-0"



⑤ C 2 (1017sf)
1/8" = 1'-0"



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No.	Date	Revision



2024-07-05

Project Title
**20220, 20228, 20230
MICAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
**UNIT TYPES
B & C Types**

Drawn: Author

Checked: Checker

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

Project Number:
Project Number

Revision Date: Dwg. No.

Print Date:
12/07/23

A15



① West Elevation
3/64" = 1'-0"



② South Elevation
3/64" = 1'-0"

MATERIAL FINISH LEGEND:

A	WHITE COLOR SIDING FIBER CEMENT
B	WHITE COLOR FIBER CEMENT BOARD
C	LIGHT GREY SIDING FIBER CEMENT
D	DARK BROWN BRICK
E	GREY COLOR, FIBER CEMENT BOARD & FACIA
F	GREY COLOR PAINTED CONCRETE WALL
G	BLACK COLOR WINDOW & RAILING FRAME
H	WOOD GRAIN COLOR METAL LONG BOARD SIDING/SOFFT
K	ETHNIC BROWN PAINTED FIBER CEMENT BOARD



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No.	Date	Revision



2024-07-05

Project Title
**20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
**WEST & SOUTH
ELEVATION**

Drawn: Author

Checked: Checker

Scale: As indicated

Project Number:
Project Number

Revision Date: Dwg. No.:

Print Date:
02/15/20

A16



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No.	Date	Revision



Project Title
20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title

NORHT & EAST
ELEVATION

Drawn: Author

Checked: **Checker**

Scale: As indicated

Project Number:
Project Number

Revision Date: Dwg. No:

Print Date:
05/15/20

A 17



① North Elevation
3/64" = 1'-0"



② East Elevation
 $3/64" = 1'-0"$

MATERIAL FINISH LEGEND:

A		WHITE COLOR SIDING FIBER CEMENT
B		WHITE COLOR FIBER CEMENT BOARD
C		LIGHT GREY SIDING FIBER CEMENT
D		DARK BROWN BRICK
E		GREY COLOR, FIBER CEMENT BOARD & FACIA
F		GREY COLOR PAINTED CONCRETE WALL
G		BLACK COLOR WINDOW & RAILING FRAME
H		WOOD GRAIN COLOR METAL LONG BOARD SIDING/SOFFT
K		ETHNIC BROWN PAINTED FIBER CEMENT BOARD



① Section 4
3/64" = 1'-0"



② Section 2
3/64" = 1'-0"

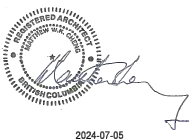


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No.	Date	Revision



2024-07-05

Project Title

20220, 20228, 20230
MICHAUD CRESCENT
LANGLEY, B.C.

Sheet Title
SECTIONS

Draw: Author

Checked: Checker

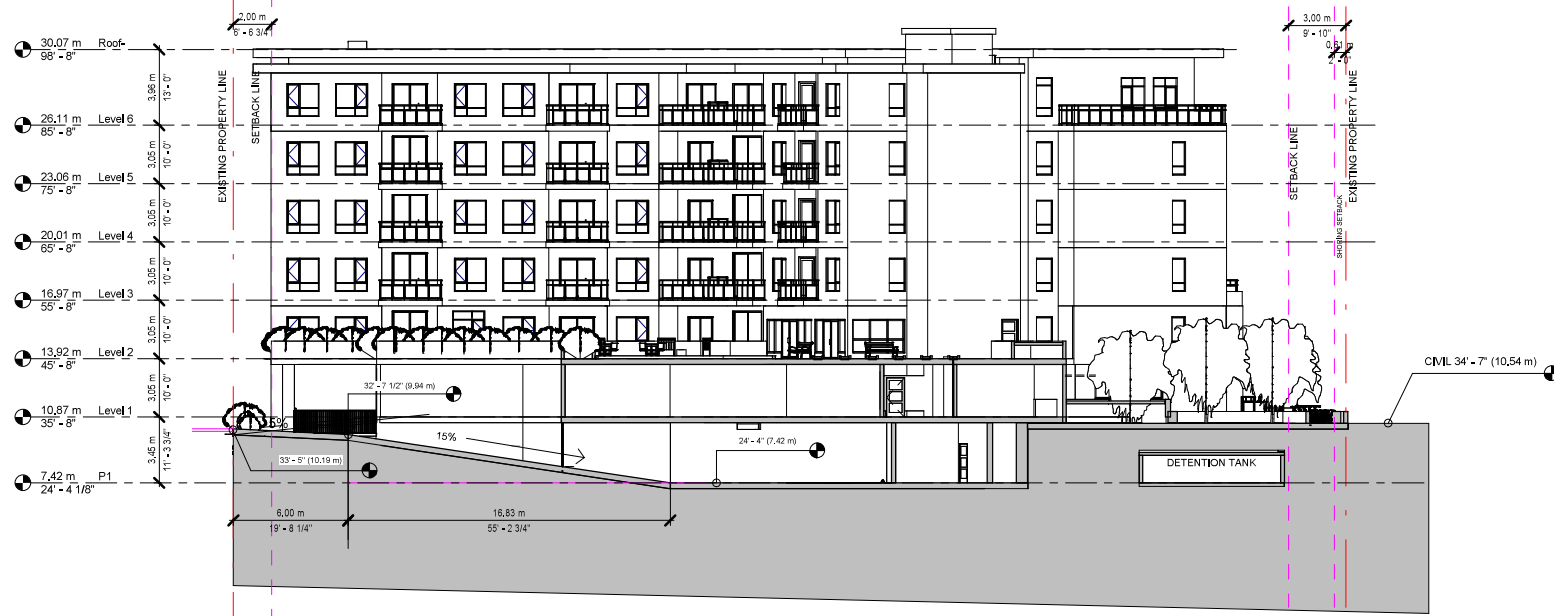
Scale: 3/64" = 1'-0"

Project Number:
Project Number

Revision Date: Dwg. No.

Print Date:
11/15/23

A 18



① Section 1
3/64" = 1'-0"



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No.	Date	Revision



Project Title
**20220, 20228, 20230
MICAUD CRESCENT
LANGLEY, B.C.**

Sheet Title
SECTIONS

Drawn: **Author**

Checked: **Checker**

Scale: **3/64" = 1'-0"**

Project Number:
Project Number

Revision Date: Dwg. No.:

Print Date:
11/15/23

A 19



MAGLIN 400 SERIES - 7 BIKE CONFIGURATION



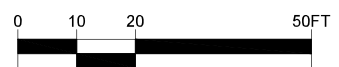
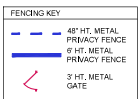
MAGLIN 670 BACKED BENCH, SILVER 14 FRAME WITH 1PE SLATS



BARKMAN LEXINGTON SLABS 10 X 24 IN FLINT

PLANT SCHEDULE				PMG PROJECT NUMBER: 23-222
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
	7	ACER PALMATUM 'TWOBLY'S RED SENTINEL'	COLUMNAR RED JAPANESE MAPLE	6CM CAL; 1.5M STD; B&B
	1	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	5CM CAL; 1.5M STD; B&B
	1	PICEA OMORICA 'BRUNS'	BRUNS SIBERIAN SPRUCE	2.5M HT; B&B; CLIMATE RESILIENT
NOTES: * PLANT SEES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD, BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.				

9 REPLACEMENT TREES PROPOSED



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ARCHITECTS

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Burnaby, British Columbia V5C 6G9
p: 604.294.0111 • f: 604.294.0022

SEAL:



1	24 JULY 03	2ND LEVEL REVIEW	MM
NO.	DATE	REVISION DESCRIPTION	DR.

CLIENT:

PROJECT:

RESIDENTIAL DEVELOPMENT
20220-20230 MICHAUD CRESCENT
CITY OF LANGLEY, B.C.

DRAWING TITLE:
**LANDSCAPE
TREE PLAN**

DATE: 23.DEC.06 DRAWING NUMBER:
SCALE: 1"=10'-0"
DRAWN: MM
DESIGN: MM
CHKD: YR

L1
OF 4



BRITISH COLUMBIA SOCIETY OF
LANDSCAPE ARCHITECTS
REGISTERED
MEMBER
Benjamin J. Aldaba
540

NOTE: TAXUS X MEDIA 'HICKSII' TO BE MAINTAINED AT 1.5M HIGH

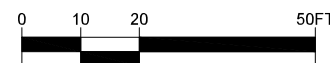
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CLIENT:

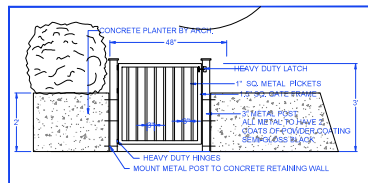
20220-20230 MICHAUD CRESCENT
CITY OF LANGLEY, B.C.

DATE: 23.DEC.05 DRAWING NUMBER: **L2**
SCALE: 1"=10'-0"
DRAWN: MM
DESIGN: MM
CHK'D: YR OF 4

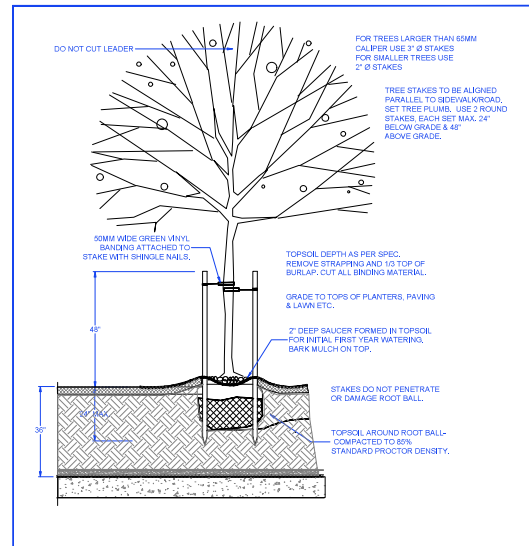
23-222-3 ZIP PMG PROJECT NUMBER: 23-222



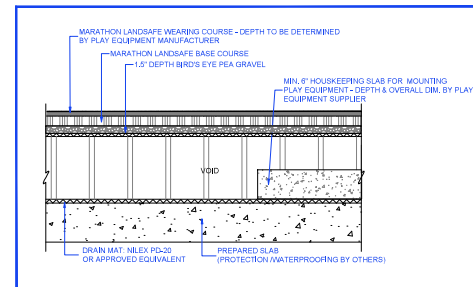
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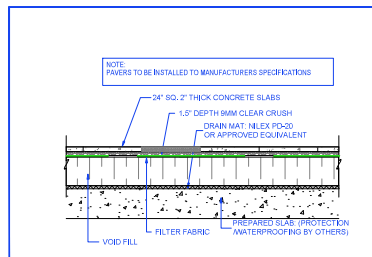
1 METAL PATIO GATES



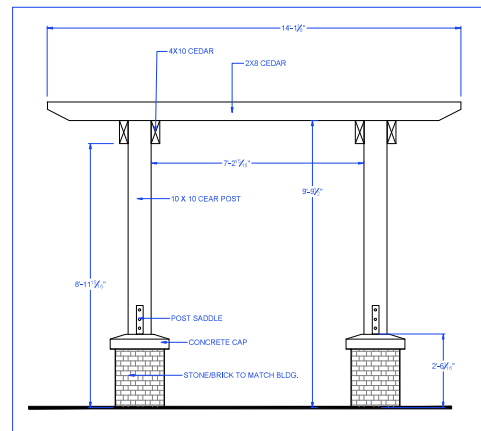
2 DECIDUOUS TREE PLANTING DETAIL ON SLAB
1/2"=1'-0"



3 POURED IN PLACE RUBBER PLAY SURFACE



4 CONCRETE SLABS ON SLAB



5 DINING ARBOUR
1/2"=1'-0"

[illegible]

1	24 JULY 03	2ND LEVEL REVISED	MM
NO.	DATE	REVISION DESCRIPTION	DR.

CLIENT:

PROJECT:

RESIDENTIAL DEVELOPMENT

20220-20230 MICHAUD CRESCENT
CITY OF LANGLEY, B.C.

DRAWING TITLE:

**LANDSCAPE
DETAILS**

DATE: 23.DEC.05 DRAWING NUMBER: L4

SCALE: AS NOTED

DRAWN: MM

DESIGN: MM

CHK'D: YR

OF 4