



PENNYFARTHING APARTMENTS

20222-56TH AVENUE, LANGLEY, B.C.

213 UNIT 6 STORY RESIDENTIAL DEVELOPMENT IN CITY OF LANGLEY DOWNTOWN COMMERCIAL ZONE

ZONING:

C1 (OCP LAND USE DESIGNATION: DOWNTOWN COMMERCIAL ZONE)

SITE AREA:

68,000 S.F. (6,317.4 S.M.)

BUILDING AREA (BCBC 2018):

29,514 S.F. (2,741.9 S.M.) TOTAL

15,145 S.F. (1,407.0 S.M.) - NORTH OF FIREWALL

14,369 S.F. (1,334.9 S.M.) - SOUTH OF FIREWALL

LOT COVERAGE:

29,514 S.F. / 68,000 S.F. = 43.4%

MAX. ALLOWABLE LOT COVERAGE = 95%

GROSS FLOOR AREA (NOT INCLUDING PARKADE) :

175,093 S.F. (16,266.67 S.M.)

GROSS FLOOR AREA (PARKADE ONLY):

97,101 S.F. (9,021 S.M.)

GROSS FLOOR AREA BREAKDOWN:

RESIDENTIAL:	145,242 SF / 13,493.42 SM
PARKADE:	97,101 SF / 9,020.96 SM
INDOOR AMENITY:	5,289 SF / 491.33 SM
OUTDOOR AMENITY:	961 SF / 89.27 SM
COMMON AREA:	576 SF / 53.55 SM
CIRCULATION:	22,238 SF / 2,065.96 SM
SERVICE ROOMS:	1,749 SF / 162.52 SM
TOTAL:	273,156 SF / 25,377.01 SM

UNIT BREAKDOWN:

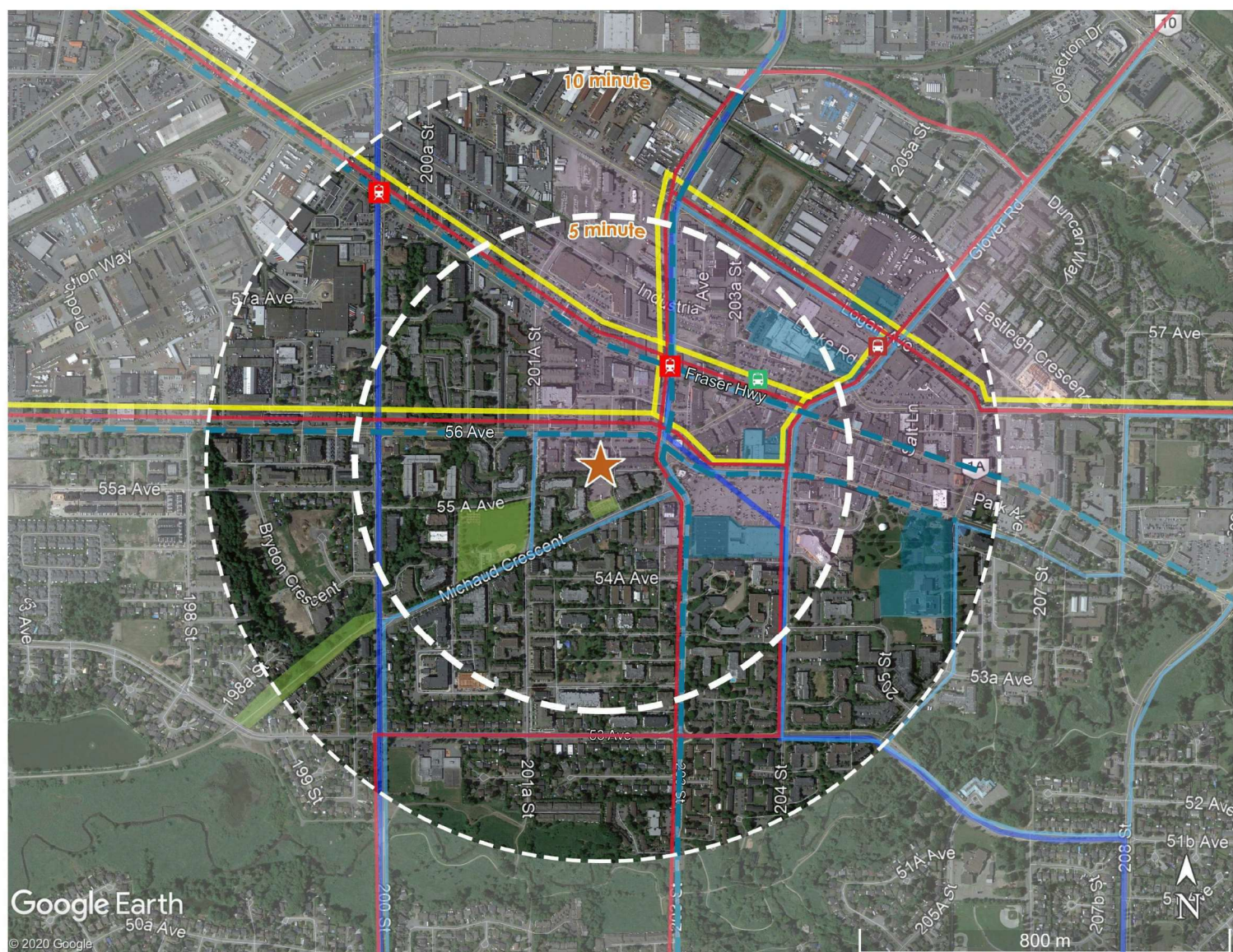
1 BED:	136
1 BED - ACCESSIBLE:	6
2 BED:	41
2 BED + FLEX:	1
2 BED + FLEX - ACCESSIBLE:	5
2 BED - ACCESSIBLE:	11
2 BED - ADAPTABLE:	5
2 BED - UNIVERSAL DESIGN:	2
STUDIO:	6
TOTAL:	213

VARIANCES APPLIED FOR:

1. SETBACK REDUCTION FROM 6 METERS TO 3 METERS (FRONT AND REAR YARDS)
2. INDOOR AMENITY SPACE IN MULTIPLE LOCATIONS (RATHER THAN SINGLE LOCATION)
3. PARKING VARIANCES, INCLUDING:
 - A. TENANT PARKING (227) REDUCTION FROM MINIMUM REQUIREMENT OF (256)
 - B. VISITOR PARKING (28) REDUCTION FROM MINIMUM REQUIREMENT (43)
 - C. VISITOR PARKING SPACE PROVIDED IN PARKADE (RATHER THAN ON SURFACE)
 - D. SMALL CAR PARKING SPACES (56%) EXCEED MAXIMUM PERMITTED (40%)



- ★ SITE - 20222 56TH AVENUE
- DOWNTOWN COMMERCIAL
- ① TRAIL
- ② PARK
- ③ GROCERY
- ④ COMMUNITY LIBRARY CITY HALL
- ⑤ CONVENTION CENTER CITY HOTEL
- ⑥ FITNESS
- ⑦ RECREATION CENTER
- ⑧ COMMUNITY SCHOOL
- ARTERIAL THOROUGHFARE



-  SITE - 20222 56TH AVENUE
-  DOWNTOWN COMMERCIAL
-  EXISTING LANGLEY CENTER TRANSIT EXCHANGE
-  FUTURE LANGLEY CENTER TRANSIT EXCHANGE
-  FUTURE RAPID TRANSIT STATION
-  FREQUENT TRANSIT SERVICE
-  CONVENTIONAL BUS ROUTE
-  COMMUNITY SHUTTLE ROUTE
-  FREQUENT TRANSIT NETWORK

COMMUNITY SCHOOL
RECREATION CENTER
GROCERY
CITY HALL



WEST Established, well kept multi-family complexes

EAST Mixture of multi-family & commercial buildings

SOUTH Established community garden

NORTH Abuts 56th avenue

PARK



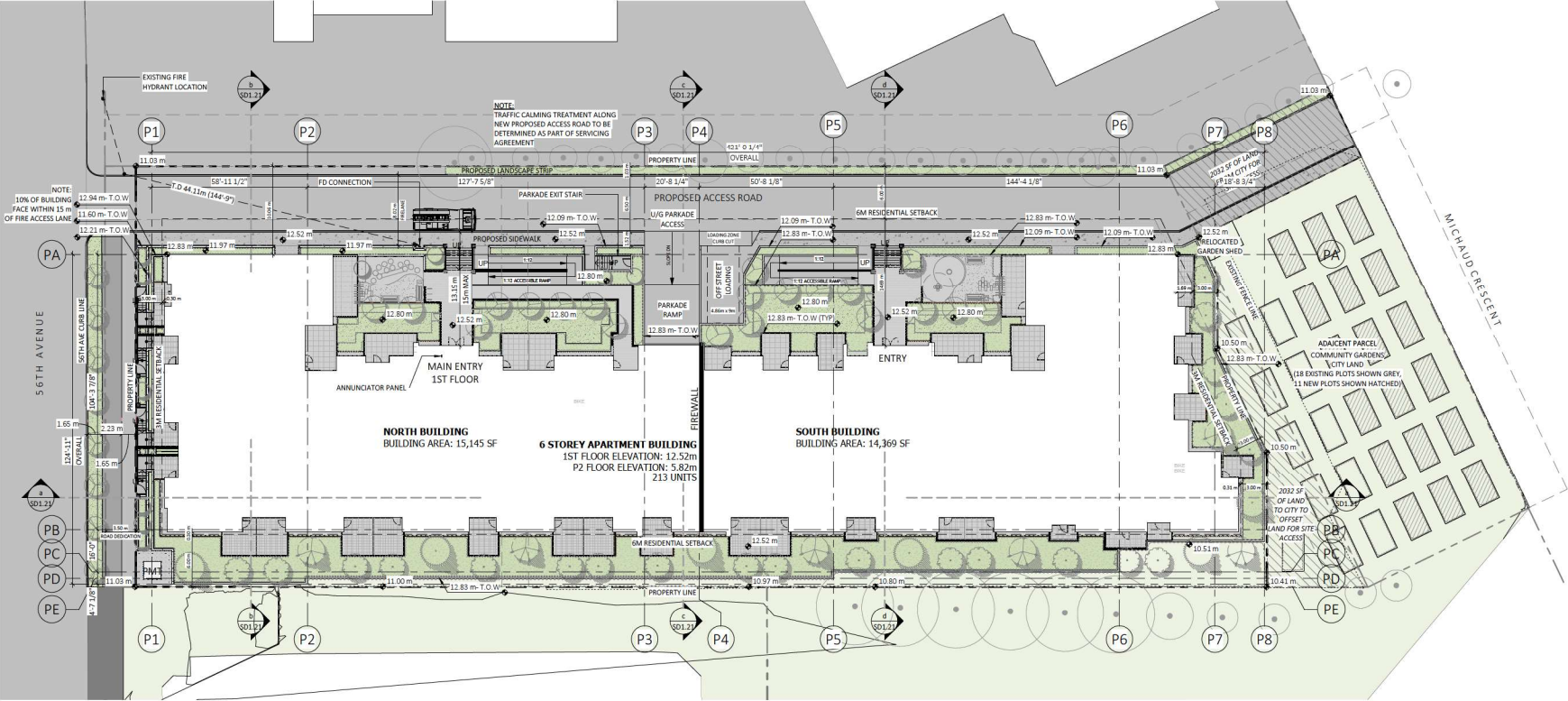
PENNYFARTHING APMTS
20222-56TH AVENUE, LANGLEY, B.C.

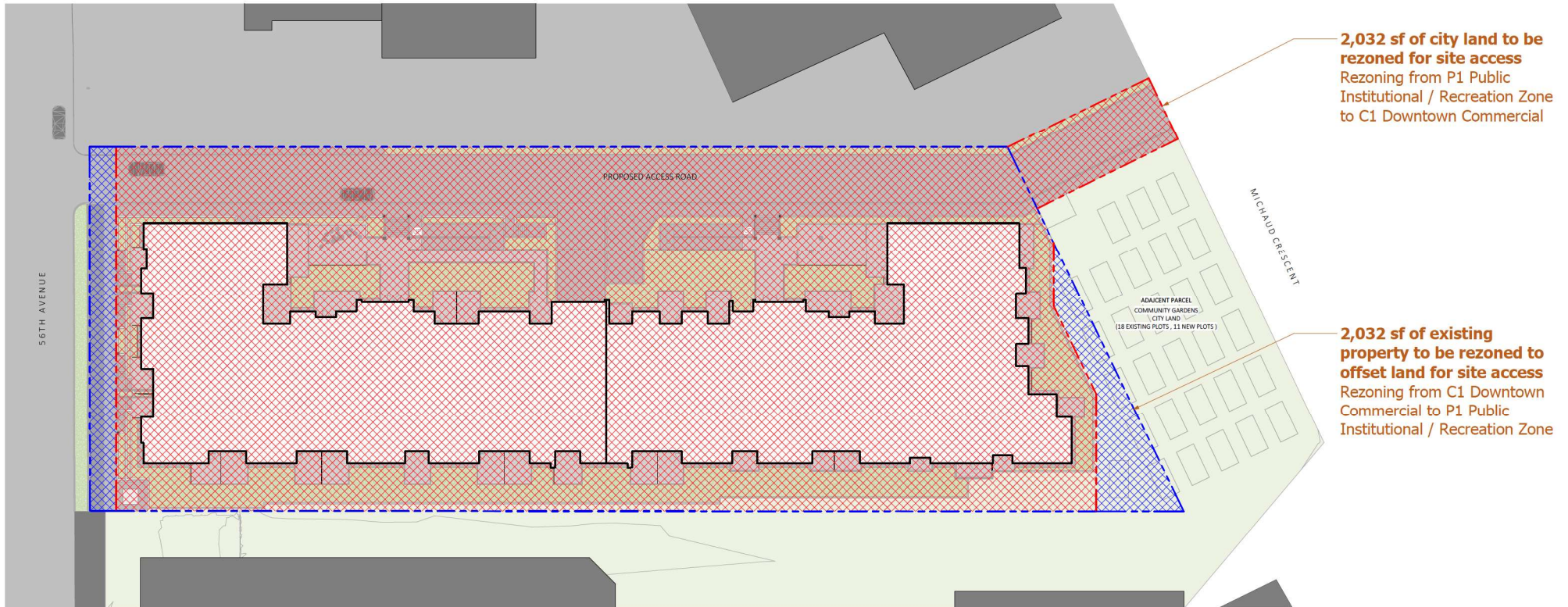
CONTEXT - NBHD AERIAL VIEW
SCALE: N.T.S.

DP RESUBMISSION
20/11/13 REVISION #:
CITY OF LANGLEY FILE #
PROJECT NUMBER: 19-160.1



ADP1.03





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PENNYFARTHING APMTS

20222-56TH AVENUE, LANGLEY, B.C.

PARTIAL REZONING

SCALE: 1" = 20'-0"



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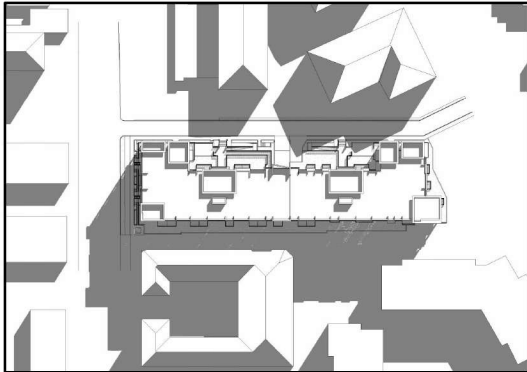
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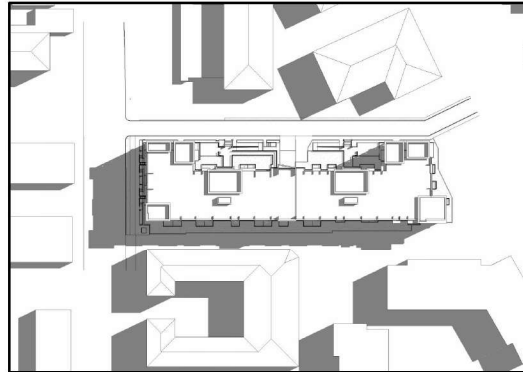
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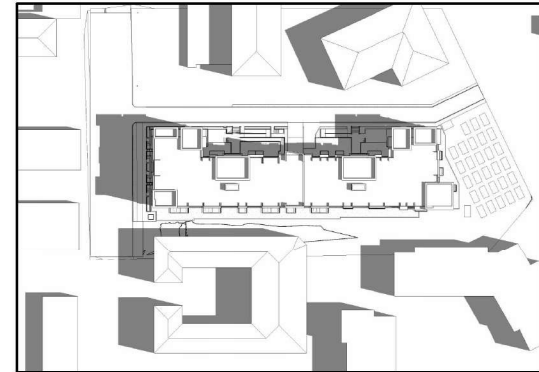
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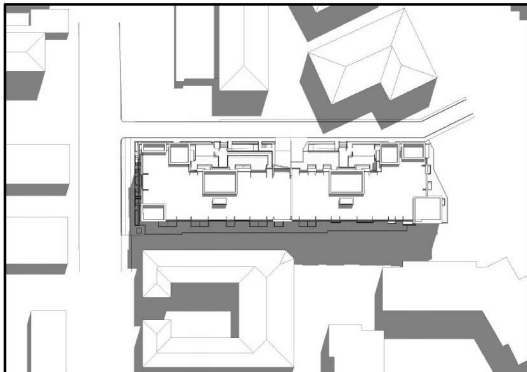
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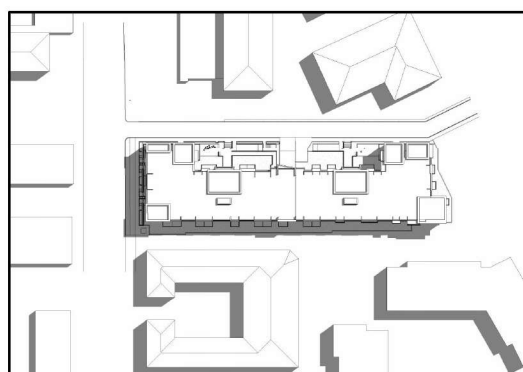
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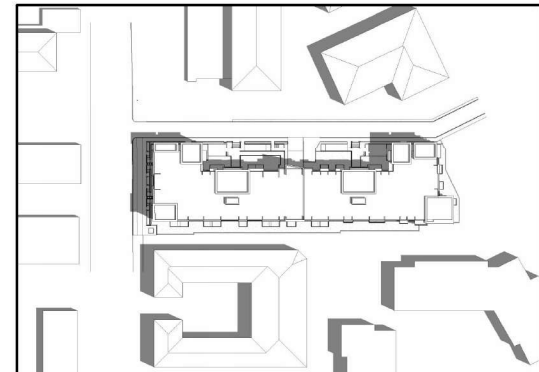
march 21: 14h00



june 21: 10h00



june 21: 12h00



june 21: 14h00



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20222-56TH AVENUE, LANGLEY, B.C.

SHADOW STUDY

SCALE: N.T.S.



DP RESUBMISSION

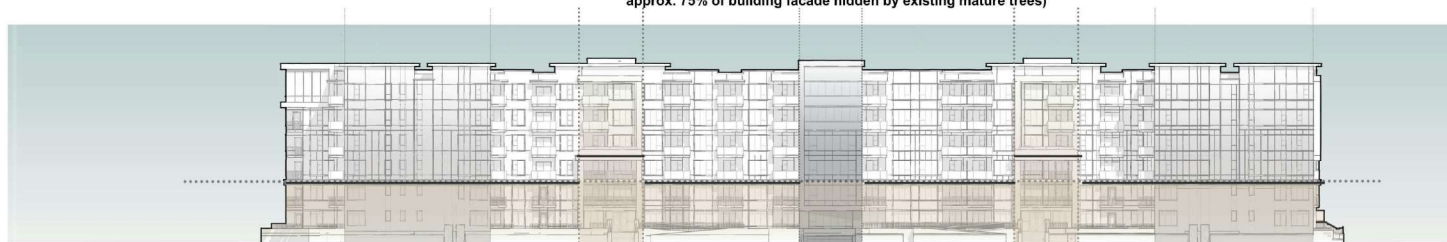
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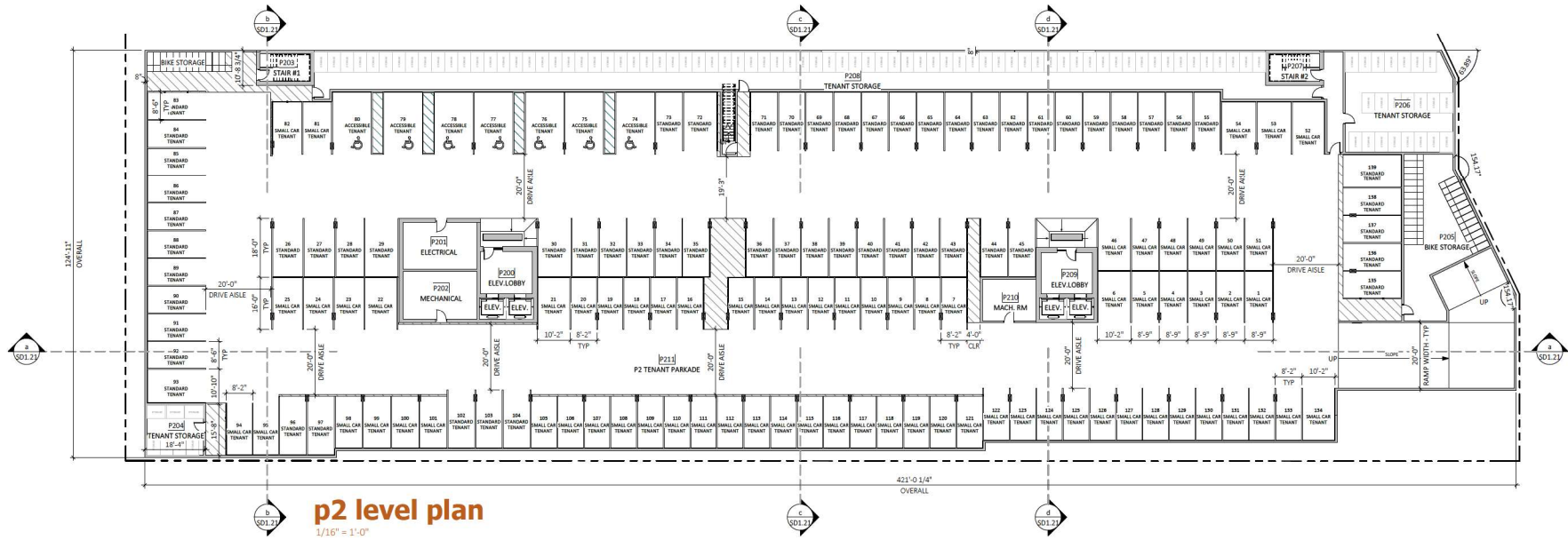
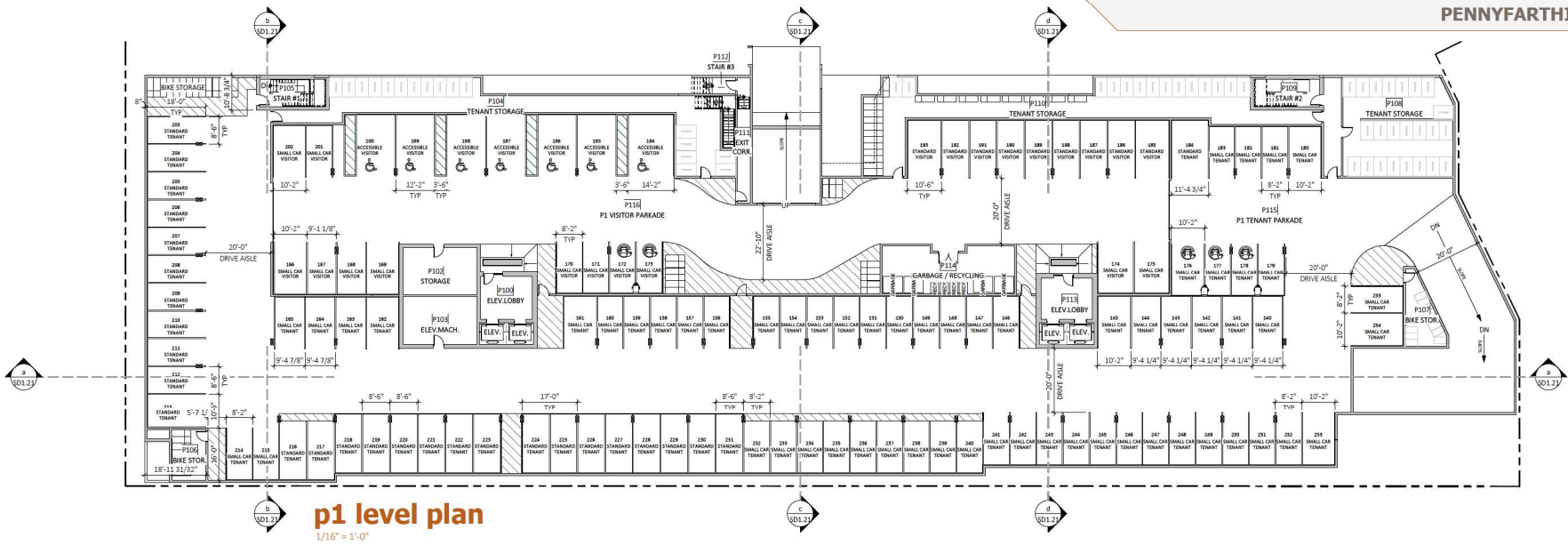
WEST ELEVATION Similar approach to east facade
6th floor interior amenity volume is articulated by a frame & glazing that distinguishes it from the remainder of the facade



EAST ELEVATION Building is raised above ground a half story
Strong central amenity
Entries break horizontal line to give hierarchy
Weighted corners to ground & bookend mass
Building sits on a 2 story 'podium'
The upper building form is an efficient form articulated by projecting balconies & frames



PLAN Shallow 'U' shaped building footprint
West side of parkade jogs to retain existing trees on neighboring property
Balconies at units are partially recessed
Main Building Access is oriented towards the east (towards new proposed access road)
Projecting stairs at 56th ave provide massing articulation and detail for the pedestrian environment



PARKING STATS

20222-56TH AVENUE, LANGLEY, B.C.

213 UNIT RESIDENTIAL DEVELOPMENT IN CITY OF LANGLEY DOWNTOWN COMMERCIAL ZONE

VEHICLE PARKING STALLS REQUIRED (BYLAW REQUIREMENT):

	UNITS	FACTOR	TOTAL
TENANT (STUDIO, 1 & 2 BED)	213	1.2	256
VISITOR	213	0.2	44
TOTAL REQ'D PARKING STALLS PRIOR TO ANY REDUCTIONS			300
ACCESSIBLE		5% OF TOTAL	
SMALL CAR		40% OF TOTAL	
EV		N/A	
10% PARKING REDUCTION BASED ON PROXIMITY TO TRANSIT			30
TOTAL REQUIRED PARKING STALLS			270

VEHICLE PARKING STALLS PROVIDED:

	UNITS	FACTOR	TOTAL
TENANT (STUDIO, 1 & 2 BED)			227
VISITOR			28*
ACCESSIBLE		5% OF TOTAL	13
SMALL CAR		56% OF TOTAL	144
EV			5
TOTAL PROVIDED PARKING STALLS			255

*0.1 FACTOR USED IN LIEU OF 0.2 PER TRANSPORTATION ANALYSIS

- 0.1 FACTOR IS CONSISTENT WITH FINDINGS FROM THE METRO VANCOUVER APARTMENT PARKING STUDY.

- RESEARCH HAS SHOWN THAT TYPICALLY RESIDENTIAL VISITOR PARKING DEMANDS PEAK IN THE EVENING IN THE RANGE OF 0.05 - 0.08 SPACES PER UNIT.

BIKE PARKING STALLS SUMMARY:

	REQ'D	PROVIDED
TENANT & VISITOR	113	113

AN ADDITIONAL +/- 15 BIKE STALLS CAN BE PROVIDED.
MIXED BETWEEN PARKADE AND EXTERIOR

15 LESS CARS

=

**GREENHOUSE GAS REDUCTION OF
69 METRIC TONS OF CO₂ PER YEAR**



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PENNYFARTHING APMTS

20222-56TH AVENUE, LANGLEY, B.C.

PARKING STATS

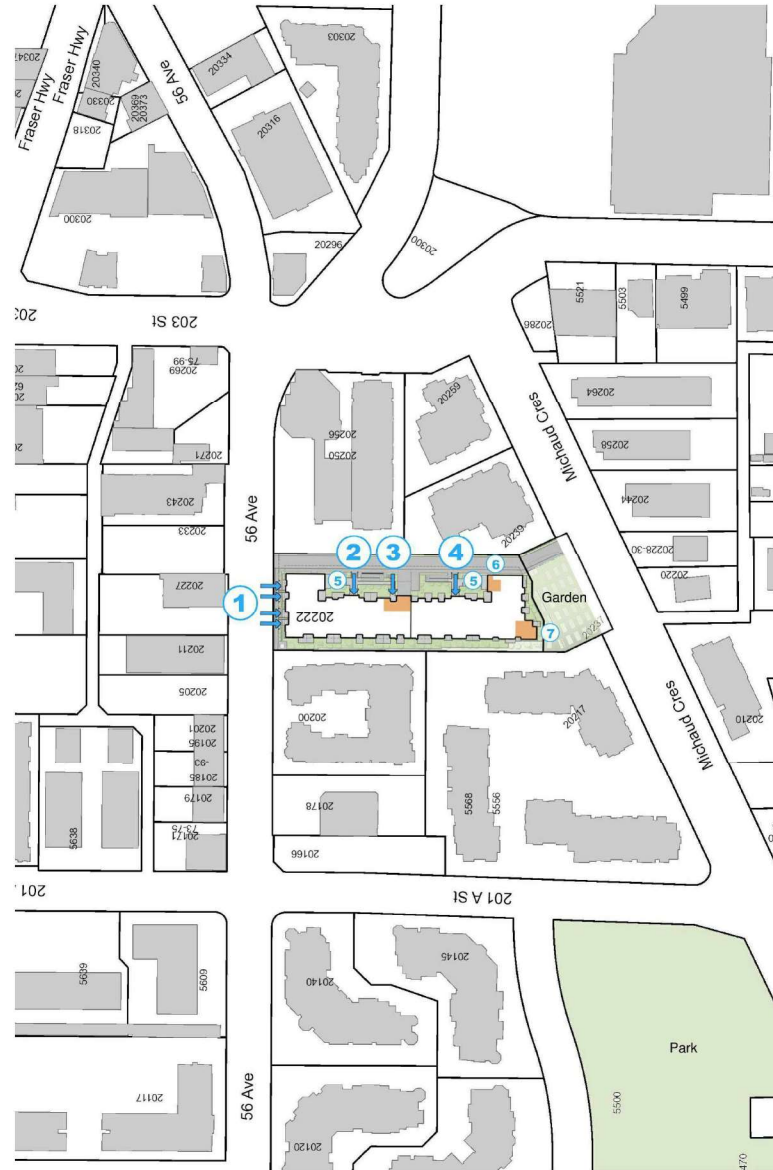
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ADP2.06



- ① GROUND ORIENTED UNITS
FRONT DOOR ACCESS
- ② MAIN ENTRY
- ③ CENTRAL INDOOR
AMENITY
- ④ ENTRY
- ⑤ OUTDOOR AMENITY
- ⑥ INDOOR AMENITY
- ⑦ 6TH FLOOR
INDOOR AMENITY
- INDOOR AMENITY

UNIT BREAKDOWN

- 63.8% / (136) 1 BEDROOM
- 19.2% / (41) 2 BEDROOM
- 2.8% / (6) STUDIO
- 0.5% / (1) 2 BEDROOM + FLEX
- 10.3% / (22) ACCESSIBLE UNITS
- 2.3% / (5) ADAPTABLE UNITS
- 0.9% / (2) UNIVERSAL UNITS



PENNYFARTHING APMTS
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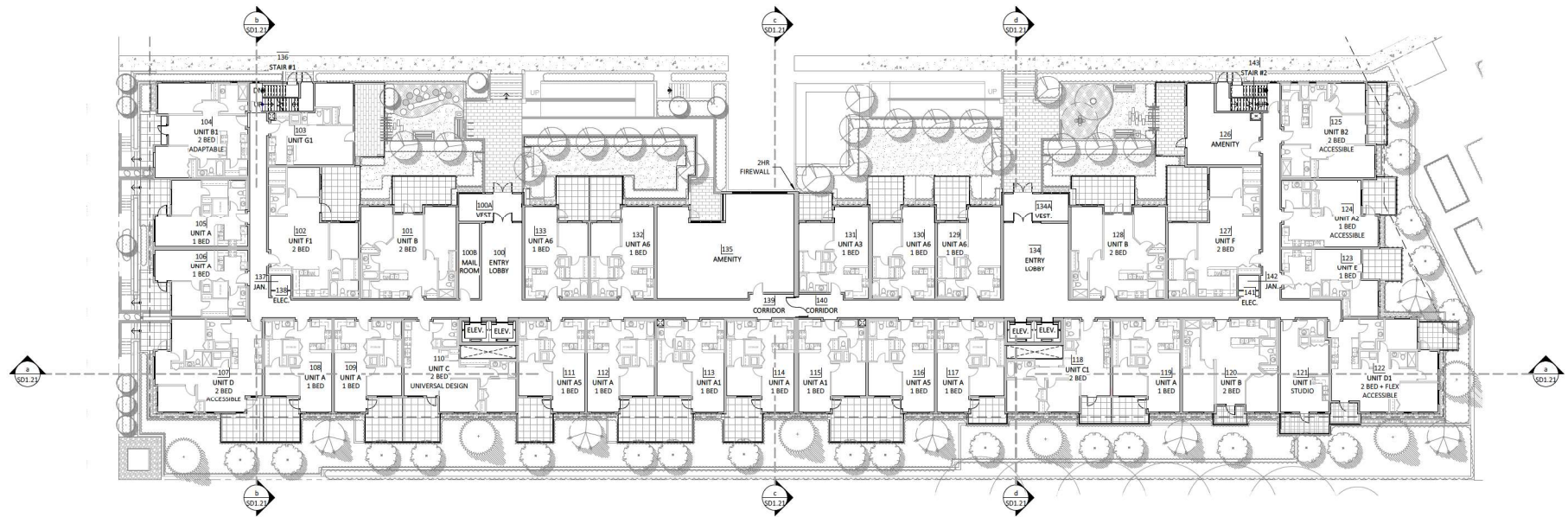
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SCALE: N.T.S.

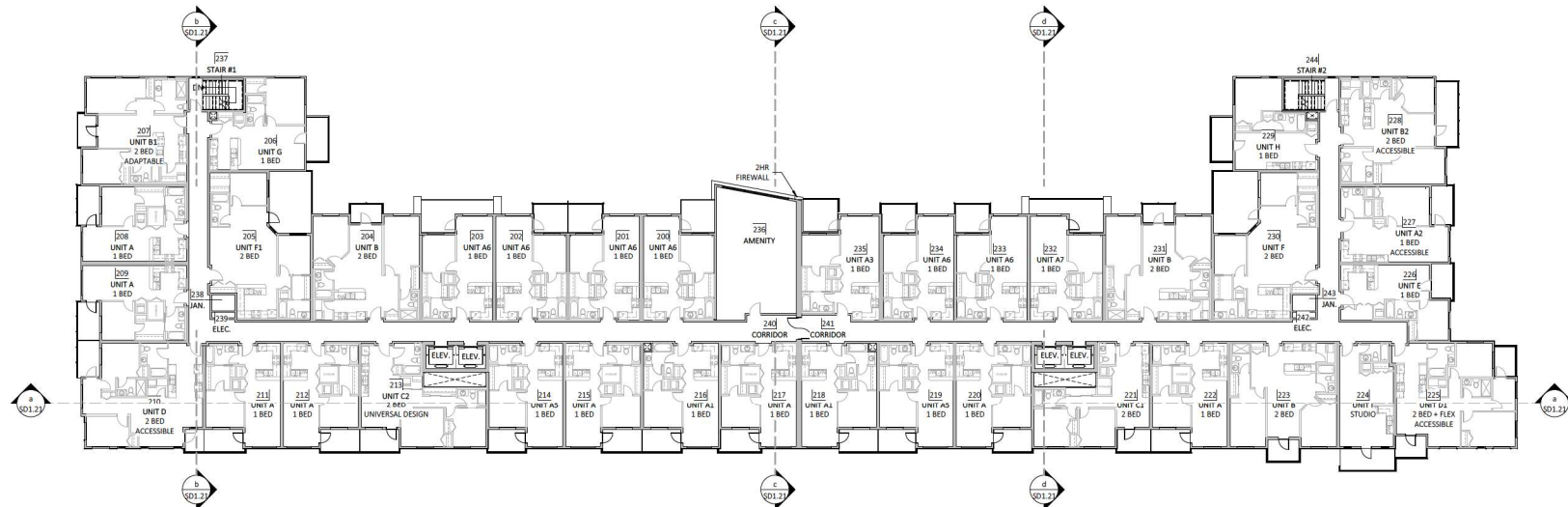


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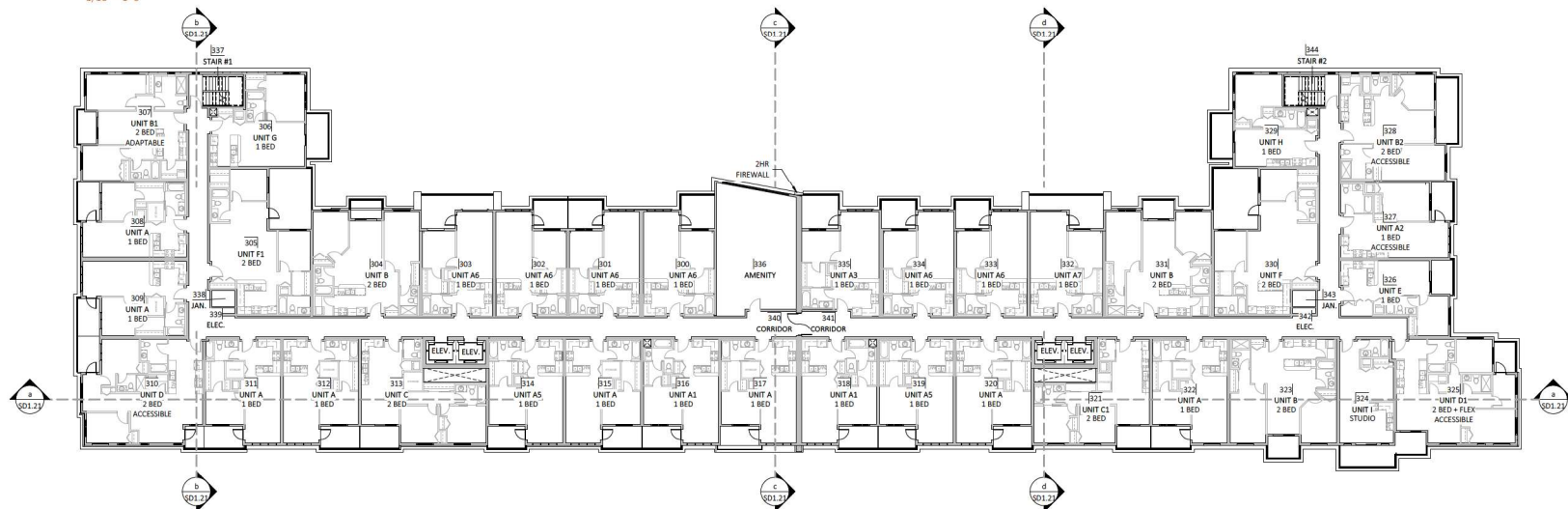
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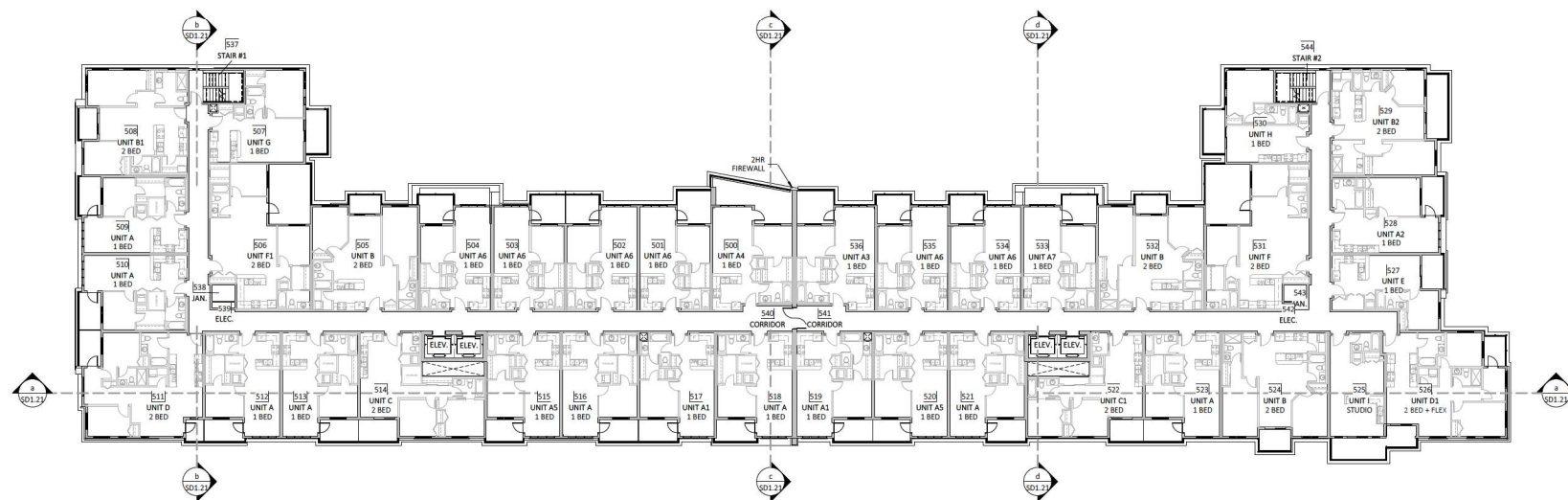
2nd level plan

1/16" = 1'-0"



3rd level plan

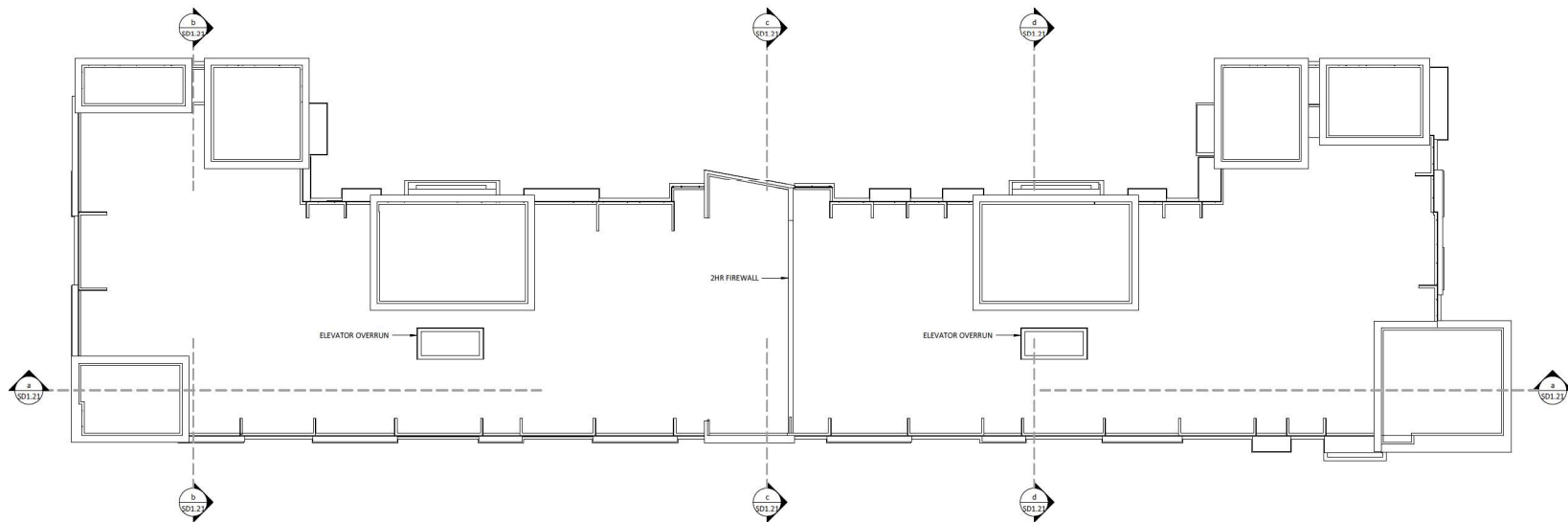
1/16" = 1'-0"

$$1/16'' = 1'-0''$$

$$1/16'' = 1'-0''$$



6th level plan

1/16" = 1'-0"



roof plan level

1/16" = 1'-0"



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PENNYFARTHING APMTS

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LEVEL PLANS

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



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ADP2.11

**EYES ON THE STREET / CONNECTIVITY**

- 1 SENSE OF COMMUNITY**
Connecting building to existing garden to the south will provide a sense of community
- 2 NATURAL ACCESS CONTROL**
- 3 NATURAL SURVEILLANCE**
- 4 TERRITORIALITY**
Proposed Landscaping & having the building raised up above the access road clearly defines the private space from public

Outdoor lighting will be provided throughout the ground plane to help in visual identification of people.

Private access controls at all building entrances including the parkade to be provided.

Landscape design that includes exterior amenity spaces, include a variety of different activities encouraging people to gather socially throughout the day.

Building is elevated half a story giving building occupants a good vantage point for views all around.



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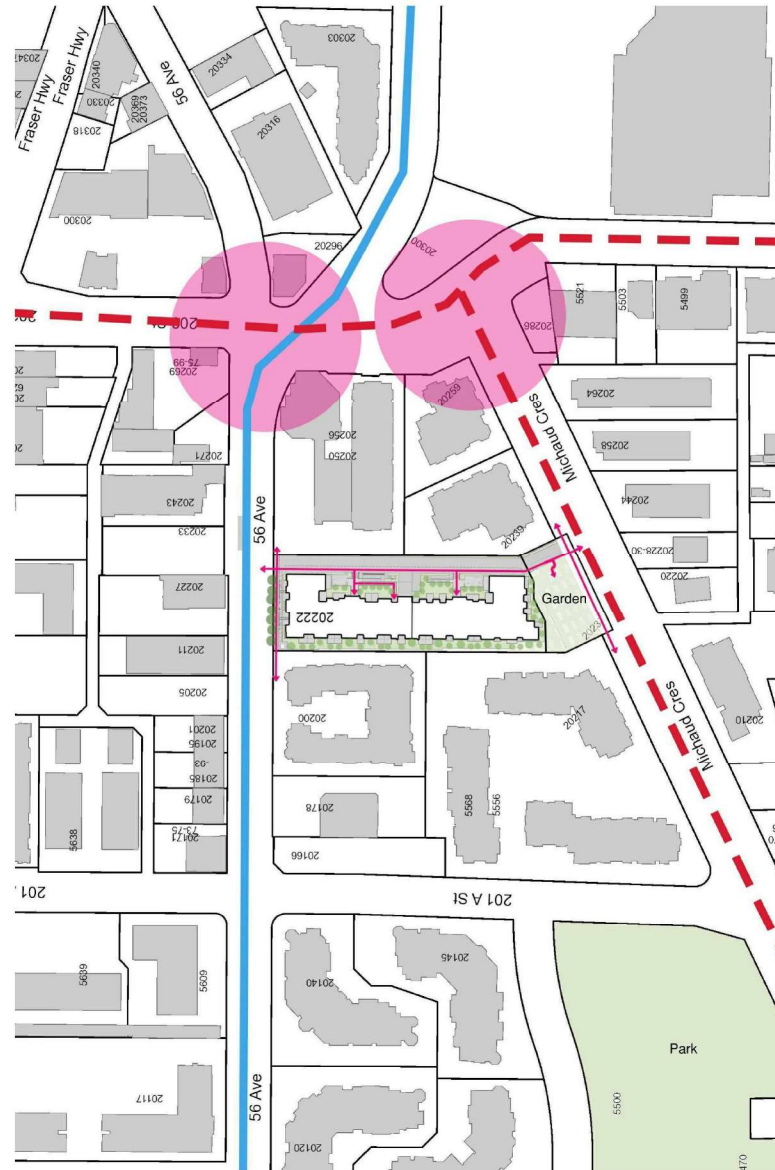
SITE SECURITY & CPTD
SCALE: N.T.S.



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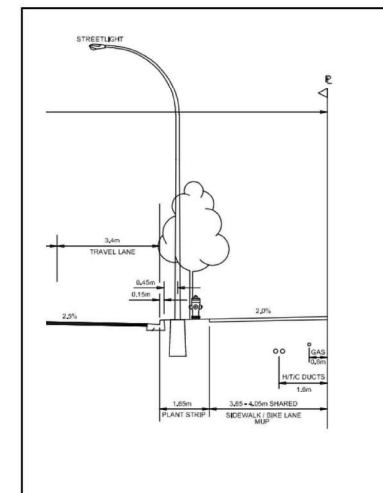
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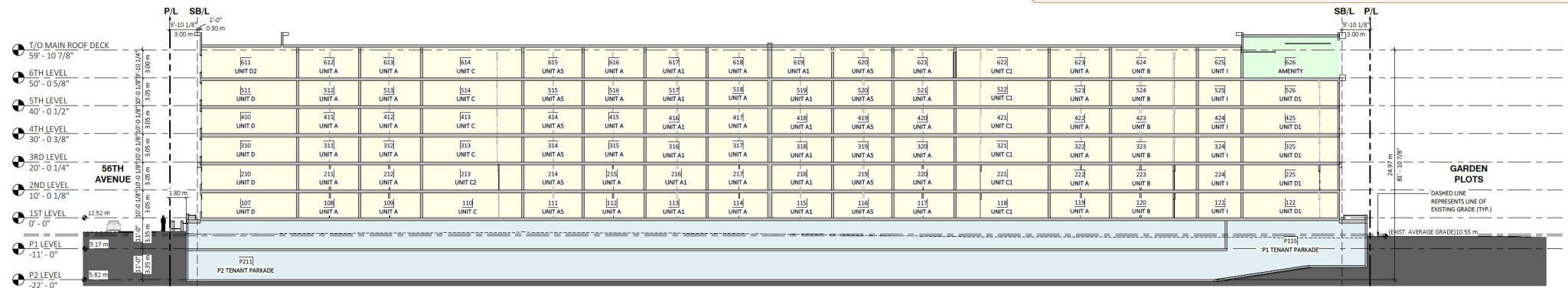
Public sidewalks are proposed at street and lane frontages.

Ground-Oriented units fronting street, with associated planting, elevated patios, and base-of-building facade materials, provides for a pleasant pedestrian environment.

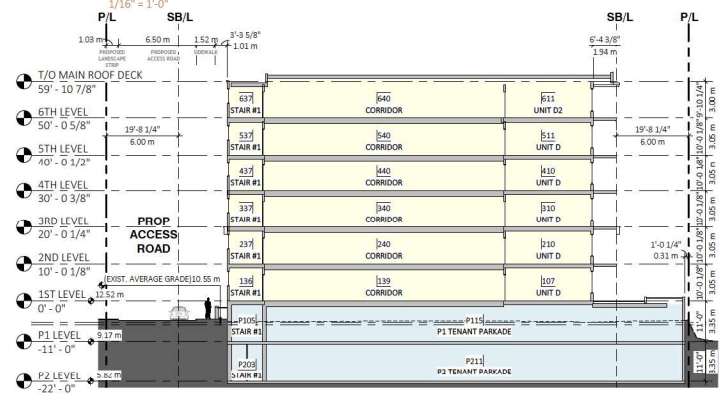
- SHARED USERLANE
- - - PROPOSED BICYCLE LANE
- SAFE PEDESTRIAN ROUTES
- CROSSING IMPROVEMENTS



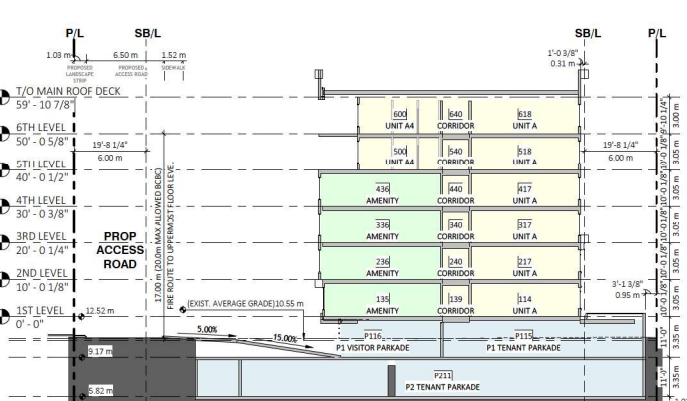




site section a



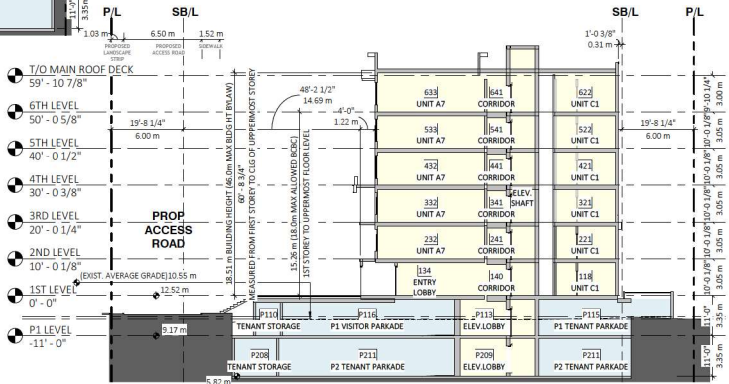
site section b



site section c

OCCUPANCIES

- GROUP A2 - AMENITY
- GROUP C - RESIDENTIAL
- GROUP F3 - PARKADE



site section d



north elevation



south elevation



east elevation



west elevation



east elevation



south elevation



north elevation



west elevation





view from Michaud Crescent looking at south end of proposed development



view from new proposed access road looking south-west at proposed development



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PENNYFARTHING APMTS

20222-56TH AVENUE, LANGLEY, B.C.

COMMUNITY GARDEN / ACCESS ROAD

SCALE: N.T.S.

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ADP3.06



56th avenue view of ground oriented units



6th floor indoor amenity space - interior view looking south-east



56th avenue view of ground oriented units



6th floor indoor amenity space aerial view





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20222-56TH AVENUE, LANGLEY, B.C.

AERIAL VIEW OF 56th AVE STREETSCAPE

SCALE: N.T.S.

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ADP3.09





loading zone looking north-west



loading zone looking south-west











ENVIRONMENTAL SUSTAINABILITY

- ELIMINATING ALL SURFACE PARKING & MAXIMIZING DENSITY LESSENS HEAT ISLAND EFFECT
- LIGHT POLLUTION REDUCTION BY MEANS OF DARK SKY COMPLIANT EXTERIOR LIGHTING SYSTEMS
- HIGH REFLECTIVE ROOF MEMBRANE TO BE USED
- FSC LUMBER WHERE POSSIBLE
- USE OF HEAT RECOVERY VENTILATORS
- REDUCTION IN WATER USAGE (LOW FLUSH TOILETS, IRRIGATION METHODS ETC)
- LARGE OPEN GREEN SPACES
- OPERABLE WINDOWS IN ALL LIVING AREAS TO ALLOW FOR PASSIVE VENTILATION
- ELECTRIC CHARGING STATIONS PROVIDED - ROUGH IN WILL BE PROVIDED FOR ALL STALLS
- GREENHOUSE GAS REDUCTION DUE TO CLOSE PROXIMITY TO TRANSIT SYSTEMS
- ENERGY PERFORMANCE TO MEET OR EXCEED ASHRAE
- ALTERNATIVE TRANSPORT WITH THE USE OF BIKES IS PROMOTED IN THE DEVELOPMENT WITH PROVISION OF BIKE STORAGE



