



**MINUTES OF THE  
ADVISORY DESIGN PANEL MEETING**

**HELD VIA VIDEO CONFERENCE**

**TUESDAY, JUNE 29, 2021  
7:00 PM**

**Present:** Councillor Rudy Storteboom (Chair)  
Councillor Nathan Pachal (Vice-Chair)

Wendy Crowe  
Mark Lesack  
Chad Neufeld  
Scott Thompson  
Garth White  
Sgt. Suman Minhas  
Cpl. Craig van Herk

**Absent:** Heidi Tobler  
Ella van Enter  
Rob Chorney  
School Trustee Shelley Coburn

**Staff:** Carl Johannsen, Director of Development Services  
Roy Beddow, Deputy Director of Development Services  
Anton Metalnikov, Planning Assistant II  
Kelly Kenney, Corporate Officer

Councillor Storteboom called the meeting to order and began by acknowledging that the land on which we gather is the traditional unceded territory of the Coast Salish people, including the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

**1) APPROVAL OF AGENDA**

It was MOVED and SECONDED

THAT the agenda for the June 29, 2021 Advisory Design Panel be approved.

**CARRIED**

## 2) APPROVAL OF MINUTES

It was MOVED and SECONDED

THAT the minutes of the June 9, 2021 Advisory Design Panel be approved as circulated.

### CARRIED

The Chair request staff provide an overview of the Public Hearing held on June 28, 2021 on the proposed new OCP Bylaw No. 3200.

Mr. Johannsen thanked the Panel for their input into the creation of the Development Permit Guidelines and provided information on the following:

- there were 28 members of the public in attendance;
- concerns expressed regarding townhouse ground-oriented development in areas that haven't had that before which is being proposed as a strategic incremental way to fill gaps in housing types;
- environmental, privacy, security concerns regarding proposed expansion of trail network on the south side of the Nicomekl near residences; staff will be reviewing this to address concerns; intent is to increase access to the Nicomekl river floodplain;
- some indicated they hadn't been aware of the proposed plan; accordingly, staff walked them through the process that was undertaken and the rationale for the plan emphasizing that it is a long-term vision and that property owners have control over their property as to if and when they wish to sell or redevelop their property;
- the OCP supports Council's Nexus of Community vision in getting ready for SkyTrain and a large part of the plan relates to fighting climate change, so staff did note at the Public Hearing the fact that that we have had one of the most unprecedented weather events in likely the last hundred 200 years occur here demonstrating that climate change is no longer an abstract concept in this area; staff will compile the feedback received from the Public Hearing for Council's information when considering next steps in the OCP approval process.

3) **OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION 04-21**  
**ZONING BYLAW AMENDMENT APPLICATION RZ 05-21**  
**DEVELOPMENT PERMIT APPLICATION DP 07-21**

20137 & 20139 Fraser Highway

Carl Johannsen, Director of Development Services, provided a brief overview of the planning context for the proposed Rezoning and Development Permit applications.

The following individuals entered the meeting:

Clark Kavolinas, C. Kavolinas & Associates Inc.

Martin Veenhoven, Senior Project Mgr., Keystone Architecture

Luc Gosselin, CEO, Whitetail Homes

Mr. Veenhoven presented the application, providing an overview of the building design as follows:

- 144 units, 6 storeys with 5 storeys of residential and commercial at grade;
- two outdoor amenity areas located on the second floor;
- is focused on the intersection which is the most prominent feature of this particular site;
- other considerations on this were the future SkyTrain which is anticipated to be to the east so there's a probability of pedestrian traffic coming from there and approaching the site from the north so the number of those kind of fronts were what drove the design approach and trying to impress people coming to the building from the intersection;
- plaza treatment at the northwest corner of the intersection of 201 A and Fraser Highway that connects through the ground level commercial to the parking behind and all of that parking is accessed from the lane at 201A St.;
- commercial base with a fairly strong masonry identity, darker coloured; quite distinctive from what's happening above;
- details of the plaza itself still being looked at; it's anticipated that there will be some interesting lighting treatment and a variety of seating, although don't want to over fill the space with things; really want it to be a plaza first, which, by its nature is not a place to hang out.

Mr. Kavolinas provided an overview of the landscape plan with details on the following:

- street scape is clean and urban as per the City of Langley's requirements;
- large amenity area in the middle of the building is designed so that it can be divided into 4, 3, or 2 individual spaces as needed;

- there are some planters with trees to help divide up the areas and give a sense of space or a sense of room for all the individual areas;
- some residential decks butt up against the amenity area to the west so planters have been placed on the deck space to give a little bit of space and privacy;
- amenity area is open concept so strata can determine how they want to program the space in the future.

In response to questions from Panel members, Mr. Veenhoven provided the following information:

- the plans for all the units are not developed as there are some awkward corners to deal with and they wanted to wait until they had all of the other requirements met; they had originally thought there could be some two-bedroom units but it now looks like the units will all end up being one bedroom units;
- the travel distance requirements will be compliant when various details are resolved;
- if you look at the base of the building in 3D it looks less heavy and monolithic; the actual brick hasn't been selected so it might not be solid black and there will be some detail in the masonry;
- streetscape will have heavily textured paving stones around tree plantings with concrete sidewalk on both sides of that; the plaza details haven't been determined but it is expected to be interesting with embedded lights in the paving;
- with future SkyTrain expect less vehicle traffic; management of parking will be done through signage; as there is enough residential parking don't think there will be an issue with residents parking in the commercial zone.

Mr. Johannsen explained how the shared parking arrangement would work:

- 13 commercial spaces are required, so during the daytime 13 commercial spaces would be available and signed appropriately for commercial use and there would be 16 residential visitor spots; in the evening it would flip over to 7 commercial spots and 22 residential visitor spots which ensures that that during the day and evening we are meeting the parking requirements according to the new Zoning Bylaw;
- this shared parking arrangement would also be secured by a covenant on title;
- staff are also looking at putting a cap on shared parking spaces in the new Zoning Bylaw;
- it's possible when SkyTrain is in operation that parking rates may drop, in which case the covenant would be opened up and the parking rates adjusted accordingly;
- it will be made clear to everyone how the shared parking spaces work.

Mr. Veenhoven continued to respond to questions from the Panel as follows:

- there are some environmental elements in the design; we are complying with the engineering requirements for stormwater collected on the site, the roof material will be lighter in tone so that the heat island effect will be mitigated; there won't be anything on the roof in terms of activities so we won't have to worry about what finishes might be needed for that; there is little space for greenery on the actual building site;

Mr. Johannsen further advised the applicant was requested from day one to provide the plaza space instead of filling it with commercial space so that was the trade-off between the potential additional density and getting the public realm space; and even though the intent was to emphasize the hard scape public realm rather than the soft public realm, staff can work with the applicant to look at the potential for additional landscaping.

In response to a question from a Panel member, Mr. Metalnikov clarified that the setback variances pertain to setbacks for the upper residential portion of the building. These proposed setbacks are in line with anticipated residential building setback updates that are being considered for the C1 Zone as a part of the Zoning Bylaw update. Following the new draft OCP, and anticipating the arrival of SkyTrain, denser, more urban buildings with zero lot line interior setbacks and smaller front yard and rear yard setbacks are supported, provided there are public realm enhancements provided in association with the subject property or in the immediate area (ie. identified in the new OCP).

Mr. Veenhoven continued to respond to questions from the Panel as follows:

- with respect to security concerns, there is a balance that needs to be struck when providing furniture in the plaza so as not to encourage lingering in the space for too long; the plaza will have special lighting and there is the high probability that commercial tenants will want more glass indoor /outdoor connection to display their wares; can ensure garbage and recycling areas are locked and the garbage area on the ground floor is just a staging area for pick-up; the mail room is a separate space with separate access; there will be security cameras monitoring the space
- will adjust the building dimensions to fit into the residential set back on the 201A St. side;
- will ensure that the multi-use storage area in the units is actually usable;
- all bedrooms have windows that open;
- the drawings will be updated to reflect higher quality fencing around the parking area;
- can look at having larger pedestrian area at the Fraser Highway and 201A Street intersection;
- can work with staff to look into integrating the future bus stop into the Fraser Highway frontage design.

Mr. Kavolinas, Mr. Veenhoven, and Mr. Gosselin left the meeting.

In response to questions from Panel members, Mr. Johannsen provided information as follows:

- will check with Engineering to clarify which remediation certificate is required;
- with respect to addressing shared parking on weekends and Statutory holidays, will need to set out days of the week and times in the covenant and signage; there is some flexibility to adjust as parking rates decline over time.

The Panel compiled a list of recommendations for the applicant.

It was MOVED and SECONDED  
THAT

The ADP receive the staff report dated June 23, 2021 for information; and

The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:

- a) Provide complete floorplans for Council submission;
- b) Consider more varied brick pattern with colour accents to add interest to ground floor façade;
- c) Add increased visual interest to plaza pavement pattern/colour;
- d) Add a double row of trees along Fraser Highway and 201A Street;
- e) Highlight column in plaza with colour and lighting;
- f) Secure waste management and mail room areas;
- g) Use a decorative aluminum fencing material in the parkade;
- h) Consider a larger pedestrian area at the Fraser Highway and 201A Street intersection and potential expanded public realm along 201A Street;
- i) Integrate the future bus stop into the Fraser Highway frontage design to complement and enhance public realm and complement commercial uses;
- j) Use more shade tolerant trees on interior outdoor amenity deck, and taller shade providing trees on western outdoor amenity deck;
- k) Incorporate public art and/or seating elements in plaza.

**CARRIED**

4) **ADDITIONAL BUSINESS**

Information update on 20689 & 20699 Eastleigh Crescent development application.

Mr. Johannsen advised the Panel, for their information, of a change required to the design of the proposed 6 storey development at 20689 & 20699 Eastleigh Crescent due to a miscalculation made in terms of where the flood construction level is for the building, resulting in having to reset the habitable floor level 1.5 meters higher than what it is now, and having to raise the lobby and the ground floor of these townhouses. Mr. Johannsen provided the original renderings of the building design considered by the ADP as compared to the revised renderings.

The Chair requested staff send out a request via email to Panel members to provide any feedback on this change before the end of the week so the applicant can complete their application.

5) **NEXT MEETING:**

July 21, 2021 (tentative)

6) **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 8:59 pm.

CARRIED



**ADVISORY DESIGN PANEL CHAIR**



**DIRECTOR OF DEVELOPMENT SERVICES**