



EXPLANATORY MEMO

June 9, 2021 Advisory Design Panel Recommendations and Applicant Response DP 04-21/RZ 03-21/OCP 03-21

Advisory Design Panel Recommendations and Applicant Response

On June 9, 2021 the Advisory Design Panel (ADP) reviewed the DP 04-21/RZ 03-21/OCP 03-21 application, and provided the following recommendations (see attached minutes for further details):

1. Provide additional on-site outdoor amenity space (i.e. roof-top, or parking deck through reducing parking spaces)
2. Improve privacy for ground floor patios adjacent to building entrance and parking ramp entrance
3. Consider updating landscaping in narrow areas (i.e. plantings vs grass, easier maintenance)
4. Consider additional installed EV chargers and rough-ins, including in the visitor parking/ground floor
5. Ensure combined storage areas are usable and practical (not form and character)
6. Utilize solid opaque privacy screens between patios/balconies
7. Ensure security is considered for mail room placement/design, including by employing a CCTV system
8. Update fencing material on ground floor parking deck (no chain-link fencing, suggest aluminum)
9. Consider increased weather protection over balconies on 5th floor below indoor amenity spaces
10. Provide landscaping in the surface parking area to soften its appearance

On June 14, 2021 staff met with the applicant to discuss these recommendations and the applicant submitted revised architectural and landscape drawings on June 22, 2021 (both attached to the Rezoning Bylaw and Development Permit). The applicant has responded to the ADP's recommendations in the following manner:

1. Provide additional on-site outdoor amenity space (i.e. roof-top, or parking deck through reducing parking spaces)

The Advisory Design Panel noted that the building would benefit from outdoor amenity space. In response, the applicant has provided an outdoor deck extending from the indoor amenity space on the second floor.

2. Improve privacy for ground floor patios adjacent to building entrance and parking ramp entrance

The Panel noted that several ground floor units had limited privacy from the building entrances and parkade ramp. In response, the applicant revised the patio design of the ramp-adjacent unit to allow for a landscaped buffer to be placed between it and the ramp. The landscaping around the units near the building entrances has also been updated to improve privacy.

3. Consider updating landscaping in narrow areas (i.e. plantings vs grass, easier maintenance)

The ADP noted that some narrow landscaped areas may be difficult to maintain, and recommended that lower-maintenance landscaping be used. In response, the applicant has refined the landscape design to ensure ease of maintenance.

4. Consider additional installed EV chargers and rough-ins, including in the visitor parking/ground floor

The applicant has added 4 additional EV chargers in the visitor parking area which, in addition to the 2 in the underground resident parking area, add up to a total of 6 throughout the development. Additionally, all other parking spaces will have roughed-in ducting to allow for easier EV charger installation in the future.

5. Ensure combined storage areas are usable and practical (not form and character)

The ADP noted that with some storage areas also including washer and dryer machines, their usability may be reduced, depending on their configuration. In response, the applicant has reviewed all storage areas and adjusted those necessary to ensure convenient and unobstructed access to storage space.

6. Utilize solid opaque privacy screens between patios/balconies

The building will make use of dark frosted glass screens between patios to reduce visibility and improve privacy.

7. Ensure security is considered for mail room placement/design, including by employing a CCTV system

At this time, the applicant has not yet decided whether they will retain ownership of the building to rent or sell the strata units. A CCTV system will be roughed in, and will be completed by either the applicant or the strata post-construction.

8. Update fencing material on ground floor parking deck (no chain-link fencing, suggest aluminum)

In order to improve security, the Advisory Design Panel recommended that the chain-link fencing separating the residential parking area from the visitor parking area on the ground-floor parking deck be replaced with a more durable fencing material, such as aluminum. The applicant has responded by replacing the chain-link fencing with black aluminum fencing.

9. Consider increased weather protection over balconies on 5th floor below indoor spaces

Balconies have been added to the 6th floor, which will provide cover over the 5th floor balconies below them. The 6th floor balconies themselves will be covered by the overhanging building roof.

10. Provide landscaping in the surface parking area to soften its appearance.

The applicant has removed 5 visitor parking spaces to create room for additional landscaping. This new area on the western edge of the surface parking area has now been landscaped with a variety of shrub and tree species.

This approach reflects a variance from general provisions in the Zoning Bylaw to reduce the number of visitor parking stalls from 23 to 18. This reduces the parking rate used from 0.2 visitor spaces per unit to 0.16 spaces per unit. In the draft new Zoning Bylaw, a rate of 0.15 visitor spaces per unit is being considered for projects in the SkyTrain Shoulder area, as this one is, which would result in a minimum of 17 visitor spaces required of this development. As such, this approach is consistent with the regulations currently under consideration in the new Zoning Bylaw.

Staff Commentary

Staff support the updates made by the applicant in response to ADP recommendations.



**MINUTES OF THE
ADVISORY DESIGN PANEL MEETING**

HELD VIA VIDEO CONFERENCE

**WEDNESDAY, JUNE 9, 2021
7:02 PM**

- Present:** Councillor Rudy Storteboom (Chair)
Councillor Nathan Pachal (Vice-Chair)
Rob Chorney
Wendy Crowe
Mark Lesack
Clark Kavolinas
Chad Neufeld
Scott Thompson
Cst. Dylan Burtman
Cpl. Craig Van Herk
School Trustee Tony Ward
- Absent:** Heidi Tobler
Ella van Enter
Garth White
- Guest:** Councillor Paul Albrecht
- 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 9, 2021 Advisory Design Panel be approved.

CARRIED

2) **APPROVAL OF MINUTES**

It was MOVED and SECONDED

THAT the minutes of the May 12, 2021 Advisory Design Panel be approved as amended to remove Rob Chorney from the list of members present.

CARRIED

3) **ZONING BYLAW AMENDMENT APPLICATION RZ 04-21 DEVELOPMENT PERMIT APPLICATION DP 05-21**

19665 & 19669 55A Avenue

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

At the request of the Chair, staff provided an update on the status of the adoption process for the new OCP. Mr. Johannsen advised that the OCP, which includes the Nicomekl River District Neighbourhood Plan, and District Policies for specific areas was given first and second reading at the May 31st Regular Council Meeting and will go to Public Hearing on June 28. An email will be sent to ADP members with a link to the document and notice of the Public Hearing. The ADP's recommendations were incorporated into the Development Permit Guidelines.

In response to a question from a Panel member, Mr. Johannsen advised that staff have been supportive of having visitor parking located off of laneways in multi-family developments as long as there are adequate site lines.

The following individuals entered the meeting:
Fred Adab, Principal, F. Adab Architects Inc.
Meredith Mitchell, Principal, M2 Landscape Architecture
Azar Ahmadi, Senior Architectural Designer, F. Adab Architects Inc.
Dennis Chan, Leone Homes
Manny Janda, Leone homes

Mr. Adab presented the application, providing an overview of the building design with details on the following:

- Context Plan
- Aerial Map and Context Photo
- Site Plan
- Perspective View from South – East to Block 1 (55A Ave.)
- View from south - west to Block 1

- View from south - west to block 2
- Elevations
- Exterior finishes and colour.

Ms. Mitchell provided information on the landscape plan including details on perimeter fencing and tree plan.

In response to questions from Panel members, Mr. Adab and Ms. Mitchell provided the following information:

- the fence separating the parking stalls from the patios at grade on 55A Ave. was to be aluminum with plantings growing in front, but it could be changed to a more solid fencing material to provide more privacy;
- the landscape plan for the rooftop is still being developed;
- to add more interest to the road between the blocks they could replace asphalt at the entry points to the site with pavers;
- to make the roadway more interesting, decorative pavers could be added to the road or perhaps instead of flower beds, raised planter boxes could be added that match the height of the garage door;
- traffic calming speed humps could be installed on the roadway between the blocks to discourage use by non-residents;
- the third bedroom is large enough to fit a queen size bed and one side table;
- the intent of the downstairs bedroom was to be able to utilize it as an office or rec room with access to the outdoor space;
- windows could be put in the garage doors to add more interest to the roadway area;
- can look into having a more solid partition between units to provide more privacy; however, some people might not like not being able to see through to the view
- it is anticipated that the demographic for this building would be similar to the Lift residential development across the street: younger families, mid to late 30s, to late 40s and early 50s;
- there will be permeable surfaces around the patios and walkways;
- to make it clear for emergency responders where the units are located, unit numbers will be on garage doors as well as front doors to units and signage can be placed at the entrance to the complex with directional arrows to indicate which units are on which side;
- the area in front of the garage units was envisioned to be utilized as a play area with access to the back patio.

Mr. Adab, Ms. Ahmadi, Ms. Mitchell, Mr. Chan and Mr. Janda left the meeting.

Panel members provided further recommendations:

- some parking stalls are too crowded; removing a unit would provide more space and better site lines;
- redo parking stalls configuration;
- metal fencing around parking can be damaged over time;
- pavers are not the best solution to differentiate between the public road and private driveway as they will sink over time; coloured or stamped concrete would be better solution;
- there needs to be a well thought out rooftop amenity plan with space for plantings and system for watering them;
- there needs to be more privacy between patios on upper units.

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

- staff can discuss the parking stalls configuration with the developer;
- the intent of having the 8m wide driveway was to accommodate fire trucks;
- there is a rendering which shows the development's relationship to neighbouring properties as staff wanted to ensure that there will be 9m from either side of the property line between developments.

The Panel compiled a list of recommendations for the applicant.

It was MOVED and SECONDED
THAT

1. The ADP receive the staff report dated June 2, 2021 for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a. Update trellis structures over entries to provide better weather protection;
 - b. Utilize solid, opaque and longer privacy screens on balconies and roof-top patios;
 - c. Consider updating patio fencing adjacent to visitor parking spaces;
 - d. Update design of visitor parking spaces;
 - e. Use a surface treatment(s) on central driveway to create visual interest and discourage cutting through (paving, planters/ landscaping);
 - f. Add more visual interest to garage doors (windows);
 - g. Utilize permeable surfaces wherever possible;
 - h. Consider access doors to garage from ground floor office/storage space (not form and character, could be a code issue);
 - i. Ensure clear sightlines maintained from visitor parking spaces to lane;
 - j. Utilize signage on 55A Avenue to clearly identify where units and their entrances are in complex;
 - k. Show plantings and programming on roof top patios;
 - l. Consider adding canopies over second-floor balconies.

CARRIED

4) **OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION OCP 03-21**
ZONING BYLAW AMENDMENT APPLICATION RZ 03-21
DEVELOPMENT PERMIT APPLICATION DP 04-21

20040-20070 53A Avenue & 20041-20071 53 Avenue

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

In response to questions from Panel members, Mr. Johannsen confirmed that the 4m mid-block greenway would be available to walk through at completion of the development and would be widened to 8m once neighboring properties are redeveloped. He further advised that staff will work with Engineering to look at installing a cross walk on 53 Avenue at the same time as the initial 4 m wide greenway to eliminate potential jay walking by students using the greenway.

The following individuals entered the meeting:

Jess Dhillon, Redekop Development Corp.

Jessica Thiessen, Landscape Architect, KD Planning & Design Ltd.

Eric Poxleitner, Principal, Keystone Architecture

Elena Topisirovic, Project Coordinator Keystone Architecture

Ms. Topsirovic presented the application, providing an overview of the building design with details on the following:

- Project data
- Form and character of other keystone projects in the area
- 10-minute radius transit map
- aerial view site plan
- ground level site plan
- Shadow studies
- Parkade plan
- Floor plans
- Site sections
- Ramp cross sections
- Elevations
- Rendered elevations
- Material board
- Renderings.

Ms. Thiessen provided information on the landscape plan.

In response to questions from Panel members, Ms. Topsirovic provided the following information:

- there is no excess visitor parking spots; there are just enough to meet zoning requirements;
- the secured parking is secured by a 6' high chain link fence with gate;
- outdoor amenity space is not a requirement under the bylaw; because of the development's proximity to a school playground and large field it was felt that outdoor amenity space was not needed;
- potential uses of the indoor amenity space haven't been determined yet;
- there is some, but not full coverage for patios;
- can look into utilizing landscaping buffer to provide more privacy for units located at the south entrance to the development and possibly relocate patio of unit on north side of building to provide more privacy;
- can look into expanding patio area by removing the small grass strips between patios so as to eliminate need to mow such a small area;
- can look into incorporating some green space into the surface parking area next to the building;
- can discuss with client adding some more EV charging stations for residents and an EV charging station in visitors parking as well as rough ins for future EV charging stations;
- there is one loading zone;
- will make sure the storage lockers can actually be used for laundry, bike storage and regular storage;
- all windows in bedrooms fully open;
- can discuss with client making the partitions between units more solid for greater privacy;
- there are ramps on both frontages for accessibility;
- there are six adaptable units, and all common areas and corridors are designed to accessibility standards;

Mr. Dhillon, Ms. Topisirovic, Ms. Thiessen and Mr. Poxleitner the meeting.

Panel members provided further recommendations

- as the mail room is quite separate from other areas, a surveillance camera should be installed there;
- the chain link fence could be replaced with higher quality material;
- the P1 level parking plan has some parking stalls that are problematic.

Mr. Johannsen advised that the applicant isn't looking to reduce parking requirements; but staff will discuss this possibility with the applicant as it would allow better parking ability for some spaces and the ability to add more plantings in the parking area.

The Panel compiled a list of recommendations for the applicant.

It was MOVED and SECONDED
THAT

1. The ADP receive the staff report dated June 2, 2021 for information; and
2. The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:
 - a) Provide additional on-site outdoor amenity space (i.e. roof-top, or parking deck through reducing parking spaces);
 - b) Improve privacy for ground floor patios adjacent to building entrance and parking ramp entrance;
 - c) Consider updating landscaping in narrow areas (i.e. plantings vs. grass, easier maintenance);
 - d) Consider additional installed EV chargers and rough-ins, including in the visitor parking/ground floor;
 - e) Ensure combined storage areas are usable and practical (not form and character);
 - f) Utilize solid opaque privacy screens between patios/balconies;
 - g) Ensure security is considered for mail room placement/design, including by employing a CCTV system;
 - h) Update fencing material on ground floor parking deck (no chain-link fencing, suggest aluminum);
 - i) Consider increased weather protection over balconies on 5th floor below indoor amenity spaces;
 - j) Provide landscaping in the surface parking area to soften its appearance.

CARRIED

5) NEXT MEETING:

June 29/July 14, 2021 (tentative)

6) **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 9:18 pm.

CARRIED



ADVISORY DESIGN PANEL CHAIR



DIRECTOR OF DEVELOPMENT SERVICES



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 04-21
Rezoning Application RZ 03-21
OCP Amendment Application OCP 03-21**

From: Anton Metalnikov,
Planning Assistant II

File #: 6620.00
Bylaw #: 3174,3175
Doc #:

Date: June 23, 2021

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider Official Community Plan amendment, rezoning, and Development Permit applications by 1251243 BC Ltd. for a 6-storey, 113-unit apartment development at 20040-20070 53A Avenue & 20041-20071 53 Avenue.

***This report has been updated to reflect revised plans submitted June 21, 2021 following the project's consideration at the June 9, 2021 Advisory Design Panel Meeting. Changes to the original report are identified with asterisks.**

POLICY:

The subject property is currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated "High-Density Residential" in the Official Community Plan (OCP) Land Use Designation Map. A new draft OCP is currently in development and this property is proposed to be designated as "Low Rise Residential," and the applicant is applying to amend the OCP to this designation ahead of the adoption of the new OCP. All lands designated for multi-family residential uses are subject to a Development Permit (DP) to address building form and character.

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

COMMENTS/ANALYSIS:

Background Information:

Applicant:	1251243 BC Ltd.
Owner:	1251243 BC Ltd.
Civic Address:	20040-20070 53A Avenue; 20041-20071 53 Avenue
Legal Description:	Lots 302-305 & 308-311, District Lot 305, Group 2, New Westminster District, Plan 42983
Site Area:	4,617.51 m ² (1.14 acres)
Number of Units:	113 apartments
Residential Density:	245 units/ha (99 units/acre)
Gross Floor Area:	9,691 m ² (104,318 ft ²)
Floor Area Ratio:	2.1
Lot Coverage:	41.94%
Total Parking Required:	163 spaces (including 9 h/c spaces) <i>*RM3 requirement</i>
Parking Provided:	
Resident	140 spaces
<u>Visitor/Commercial</u>	<u>*18 spaces</u>
Total	*158 spaces (including 9 h/c spaces)
Existing OCP Designation:	High-Density Residential
Proposed OCP Designation:	Low Rise Residential
Existing Zoning:	RS1 Single Family Residential
Proposed Zoning:	CD76 Comprehensive Development
Variances Requested:	Bicycle parking – provided through storage lockers (required to be separate) <i>*Visitor parking – 18 stalls (23 stalls min.)</i>
Development Cost Charges:	\$1,482,118.50 (City - \$931,765.00, GVS&DD - \$355,466.00, SD35 - \$44,102.50, TransLink - \$150,785.00)
Community Amenity Contributions (CACs):	\$226,000.00

Discussion:

1. Context

The applicant is proposing to develop a 6-storey, 113-unit apartment building on the site of eight single-detached lots at 20040-20070 53A Avenue & 20041-20071 53 Avenue. The site is designated as High-Density Residential in the City's current Official Community Plan (OCP). This designation generally aligns with the RM3 Multiple Residential High Density Zone, which allows for high-density residential development of up to four storeys in height.

The City is currently developing a new OCP, with an expected completion date of September 2021. The draft land use plan proposed for the new OCP identifies this site as Low Rise Residential, which would allow for higher density development of up to six storeys and a Floor Area Ratio (FAR) of up to 2.1, with no unit density maximums. To enable a higher density development (245 units/hectare) than what is permitted in the current OCP (max. 198 units/hectare), the applicant has applied to amend their site's land use designation from the current High-Density Residential designation to the Low Rise Residential designation proposed in the draft OCP. The applicant held a virtual Public Information Meeting on May 6, 2021 with area residents to receive public input on the application. This consultation is considered "early and ongoing" consultation, as typically required for OCP amendment applications.

The site is located in a residential area of transition composed of recently developed and under construction apartment buildings as well as older single-detached houses that have been the focus of developer interest and assembly, and is flanked by two roads. Its primary entrance is on its north fronting 53A Avenue, a local road directly across from which lies the Meridian, a recently completed (2017) 5-storey 90-unit apartment building. Across 53A Avenue to the northeast is the Henley, a 4-storey, 48-unit apartment building completed in 2020 while, to the northwest, the 4-storey, 92-unit Lincoln apartment building is currently under construction. The proposed building's secondary entrance faces 53 Avenue to the south, a crosstown collector road hosting bus routes and bike lanes connecting several major north-south travel corridors, with Nicomekl Elementary School located directly across it. On its sides to the east and west, the site is bordered by a collection of older single-detached dwellings.

The site has convenient pedestrian connections to key outdoor, recreational, transit, educational, retail, and service amenities including:

- Local transit service (directly adjacent on 53 Avenue)
- Nicomekl Elementary School (directly across from building)
- Nicomekl River trail network (5-minute walk)

- Linwood Park (5-minute walk)
- Brydon Park (10-minute walk)
- Brydon Lagoon (10-minute walk)
- Downtown (10-minute walk)
- Timms Community Centre (15-minute walk)



Site Context

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

The proposed development site is currently zoned RS1 Single Family Residential and designated as High-Density Residential in the OCP. As noted above, the City is currently developing a new OCP and is proposing to designate the subject properties, along with the area around it, as Low Rise Residential. If the proposed Low Rise Residential land use is adopted by Council it will allow the development of apartment buildings of up to six storeys, a FAR of up to 2.1, and no unit density maximum. The applicant has tailored their development to this proposed designation and has applied for an OCP amendment in order to

allow their application to proceed through the approval process ahead of the expected September adoption of the new OCP.

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

3. Design

The applicant is proposing a C-shaped building to create an engaging frontage along the site's three adjoining travel routes: 53A Avenue, 53 Avenue, and a new mid-block connecting greenway which will partially be created by the redevelopment of this site. The greenway will be expanded to its full width of eight metres, wall to wall, when the properties to the east redevelop in the future. This element was sought by staff as a way to break up this long block with a linear public open space and improve access for those living off of 53A Avenue to Brydon Park, Brydon Lagoon, and transit service on 200 Street and 53 Avenue. It also completes the desire line between Nicomekl Elementary School and Linwood Park, directly connecting them via 201 Street. The design and width of this greenway provide for clear sightlines between 53 and 53A Avenues and will allow for easy two-way travel when completed.



The flat-roofed wood frame building sits upon a two-level parkade, with one level underground and the second on its roof. The interior courtyard created by the building's C-shape accommodates this large surface parking area which will be served by a dedicated entrance in the interior of the surface lot. This parking area is screened from the three adjoining travel paths by residential units laid out in a single-loaded corridor. The building's second storey sits on this corridor along with columns placed in the parking area to enable a double-loaded corridor configuration that continues to the top floor. This design allows the building to engage with its adjacent travel corridors, screen the surface parking lot, and create substantial light and air between this building and any future development to its west. The proposal's low-rise massing is highly compatible with both existing and under construction development in the immediate area, while its design scheme, through its use of elements common to nearby buildings such as strong cornice lines and base-middle-top building façades, further ties it to its surroundings.

Two separate parking accesses are provided beside each other to the site's north off 53A Avenue. One ramp leads to the resident spaces in the underground parkade and the other rises to the surface parking level which hosts a loading zone, visitor parking spaces, and additional resident parking spaces. Both resident parking areas are fully secured from the street and the visitor parking area. The top of the underground parkade projects above the grade of the site due to geotechnical conditions and has been designed to provide an attractive landscaped interface with the public realm. All three of its walls facing adjacent travel paths are clad with brick, tiered with a step between the main parkade wall and ground level to reduce their height and massing, and landscaped to further soften and improve their appearance. Its western wall has been designed to be nearly flush with the adjacent properties, with landscaping provided between the wall and lot line. Accessible ramps and wide stairways are provided on both street frontages leading to the two pedestrian entrances.

The building's façades are marked by a largely black and white colour palette, generous fenestration, and detailed cornices that contribute to a sophisticated appearance. All four elevations start as a darker base consisting of black brick and grey cement board panels that ground the building and connect it to its extruded brick parkade podium. The next three storeys above the ground floor see largely white cement board panel walls punctuated with darker grey cores and columns of various shades and textures, including both panelling and cement board lap siding. These darker cores are removed from the upper two storeys and replaced with additional white panels to create a distinctly light-coloured top with reduced visual massing. The roof is enhanced with raised projections that provide a strong cap to the building's elevations, while extruded balconies with bold black aluminum railings add a modern finish to the design.

The site is landscaped with both deciduous and coniferous trees interspersed among grasses and shrubs shown on the tiered parkade steps, at ground level, and along the first-floor building walls. An additional landscaping strip approximately one metre in width has been added between the parkade wall and the proposed walkway on the site's east, with bollard lighting also included to contribute to a safe and attractive greenway character.

Accessibility is incorporated by providing ramps leading to entrances from both street frontages. All seven resident parking stalls are provided near the elevator core in the underground parkade, and the two visitor spaces nearest to the entrance on the surface parking level have been made accessible.

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

Within the building, unit sizes range from 55 m² to 89 m² (594 ft² to 956 ft²). The unit type distribution provides seventy-eight (78) one-bedroom apartment types (1-bedroom or 1-bedroom + flex room) and thirty-five (35) two-bedroom apartments. Six (6) of the units are adaptable. Tenant storage facilities are provided through the use of in-unit storage rooms.

*267 m² (2,877 ft²) of indoor amenity space is split among two separate rooms on the second floor. All units have balconies or private ground-level patios. A two-elevator core services the building.

4. CPTED

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

5. VariANCES

As noted above, the applicant's proposed development is generally consistent with the 4-6 storey apartment building zoning regulations that are being considered for the new Zoning Bylaw to implement the draft OCP's Low Rise Residential designation. However, given that the applicant is seeking an OCP amendment to redevelop the site prior to the adoption of the new OCP and Zoning Bylaw, a CD zone will be created to accommodate the redevelopment.

Despite the use of a site-specific CD zone, the proposal requires a variance from general Zoning Bylaw provisions to allow bicycle parking within storage rooms rather than as separate facilities. Staff note that shared bike parking and storage lockers are currently being considered in the new Zoning Bylaw to allow for more flexibility in their configuration.

*A variance is also required to reduce the number of visitor parking spaces from 23 to 18. This represents a reduction in the visitor parking rate from the required minimum 0.2 visitor spaces per unit to 0.16 visitor spaces per unit. This variance is being sought in response to an ADP recommendation to provide additional landscaping in the surface parking area to soften its appearance. The applicant has repurposed 5 visitor parking spaces along the west side of the surface lot into an area landscaped with various tree and shrub species in response. In the new Zoning Bylaw, a minimum visitor parking rate requirement of 0.15 spaces per unit is being considered for developments in the Core and Shoulder areas identified in the draft new OCP. If applied to this project, this rate would result in a minimum requirement of 17 visitor parking spaces to be provided. As such, the applicant's proposed parking approach exceeds the requirements being considered for the new Zoning Bylaw.

Based on the above commentary, staff support these variances.

6. Summary

The proposed development is consistent with the City's proposed new OCP policies and Development Permit Area guidelines for this area, and presents a high-quality design providing housing in close proximity to the Nicomekl River floodplain, transit service, and Downtown, while contributing to the creation of a new mid-block connection for pedestrians and cyclists between 53 and 53A Avenues, and between Nicomekl Elementary School and Linwood Park.

Engineering Requirements:

Additional design changes may be required upon further investigation, site inspections and receipt of other supporting reports and documents. All work to be done to the City of Langley Specifications & MMCD Standards.

These requirements have been issued to reflect the application for development for a proposed **113 Unit Apartment Development located at 20040-70 53A Ave.; 20041-71 53 Ave.**

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

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

A) The developer is responsible for the following work which shall be designed by a Professional Engineer:

1. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
2. A storm water management plan for the site is required. Rainwater detention measures used on site shall limit the release rate to pre-development levels to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw. All calculations shall be based on the updated IDF data for Surrey Kwantlen Park (1962-2013) with 20% added to the tabulated data to account for climate change. A safety factor of 10% shall be added to the calculated storage volume. *Pre-development release rates shall not include climate change effect.*
3. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
4. New water, sanitary and storm sewer service connections are required. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity. The capacity of the existing water and sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's hydraulic modeling consultant at the Developer's expense. At the Developer's expense, the City's hydraulic modeling consultant shall conduct a fire hydrant flow test to be used in the City's water modeling to determine if the existing water network is adequate for fire flows (based on architectural data supplied by the Developer's Architect). Upgrading of the existing watermain(s) may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended

- Practice, 1995.” Any upgrades required to service the site shall be designed by the Developer’s consultant and installed at the Developer’s expense.
5. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be approved by the City of Langley Fire Rescue Service.
 6. 53A Ave. shall be designed to the City’s SS-R08 standard. 53 Ave. shall be designed to the City’s SS-RO2A standard (modified). The Developer’s consultant shall contact Engineering Services to obtain the City’s road cross-section design standards and modification details.
 7. A property dedication of *approximately* 2.1m will be required along the 53 Ave. frontage of the proposed development to match the existing south property line (P/L) of 20175 53 Ave. All dedications to be determined by a legal land surveyor. A property dedication of 3m will be required along the east P/L of the proposed project to accommodate a future pedestrian walkway. Construction of a walkway will include relocation of existing speed humps on 53 Ave. as well as the installation of a new raised pedestrian crosswalk across 53 Ave. A cash contribution (amount to be determined) toward the future pedestrian walkway/crosswalk will also be required.
 8. New sidewalk, barrier curb, gutter will be required along the entire project frontage, complete with boulevard trees and a planting strip. The Developer’s consultant shall contact Engineering Services to obtain City’s Landscaping design standards prior to hiring a professional to prepare boulevard trees and a planting strip plan.
 9. If the proposed development will generate more than 30 additional peak direction trips (inbound and outbound) to or from the site during the peak hour, then a basic traffic impact assessment (TIA) will be required; between 30 and 40 trips – reduced scope TIA; 50 and greater trips – TIA. Prior to hiring a traffic engineering consultant, the Developer shall contact Engineering Services Division for the required scope of work.
 10. The condition of the existing pavement along the proposed project’s entire frontage shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate it shall be remediated, at the developer’s cost.
 11. The site layout shall be designed by a civil engineer to ensure that the parking and access layout meets minimum design standards, including

- setbacks from property lines. Appropriate turning templates should be used to prove parking stalls and drive-aisles are accessible by the design vehicle.
12. A dedicated on-site loading zone shall be provided by the developer.
 13. Existing and proposed street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and lighting levels meet current City of Langley standards.
 14. Eliminate the existing overhead telecommunication wiring and poles along the development's entire frontage by replacing with underground telecommunication infrastructure.

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

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

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

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

1. Undergrounding of hydro, telephone and cable services to the development site is required, complete with underground or at-grade transformer.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.

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

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place to accommodate fire apparatus and personnel. A construction fire safety plan shall be completed, and the location of the fire department connection and annunciator panel shall be confirmed between the applicant and the Fire Department.

Advisory Design Panel:

In accordance with Development Application Procedures Bylaw No. 2488, the subject OCP amendment, Zoning Bylaw amendment and DP applications will be reviewed by the Advisory Design Panel (ADP) at the June 9, 2021 meeting.

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

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

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$931,765.00 to City Development Cost Charge accounts and \$226,000.00 in Community Amenity Contributions.

Prepared by:



Anton Metalnikov
Planning Assistant II

Concurrence:



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

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



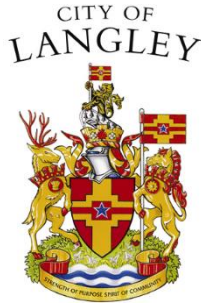
Rick Bomhof, P.Eng.
Director of Engineering, Parks &
Environment

Attachments

Concurrence:

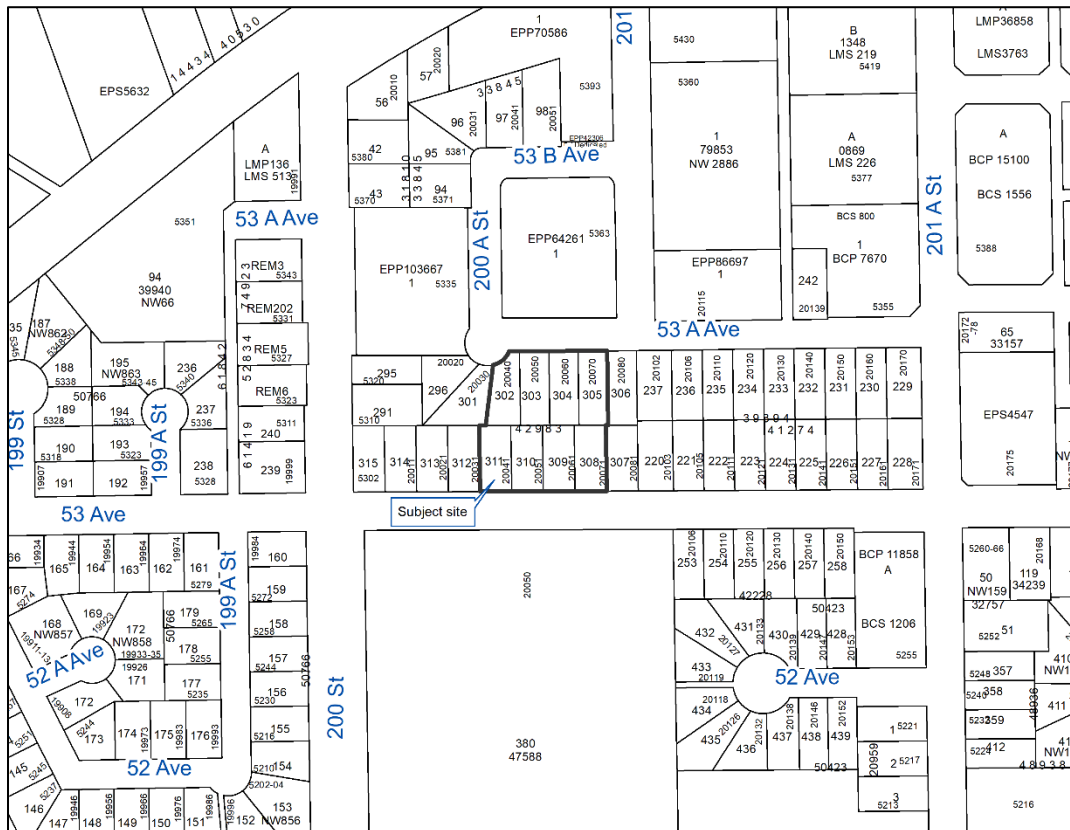


Scott Kennedy, Deputy Fire Chief



DEVELOPMENT PERMIT APPLICATION DP 04-21 REZONING APPLICATION RZ 03-21 OCP AMENDMENT APPLICATION OCP 03-21

Civic Address: 20040-20070 53A Avenue; 20041-20071 53 Avenue
Legal Description: Lots 302-305 & 308-311, District Lot 305, Group 2, New Westminster District, Plan 42983
Applicant: 1251243 BC Ltd.
Owner: 1251243 BC Ltd.





sheet schedule

SD0.01	COVER PAGE	SD2.01	UNIT PLANS
SD1.01	PROJECT DATA	SD2.02	UNIT PLANS
SD1.02	PROJECT DATA	SD2.03	UNIT PLANS
SD1.03	CONTEXT & PRECEDENT IMAGES	SD2.04	UNIT PLANS
SD1.04	DESIGN RATIONALE	SD2.05	UNIT PLANS
SD1.05	RENDERINGS	SD2.06	UNIT PLANS
SD1.06	RENDERINGS	SD3.01	P1 LEVEL PLAN
SD1.07	SURVEY PLAN	SD3.02	FLOOR PLANS
SD1.10	SITE PLAN	SD3.03	FLOOR PLANS
SD1.11	SITE LAYOUT PLAN	SD4.01	BUILDING ELEVATIONS
SD1.12	SECTIONS	SD4.02	BUILDING ELEVATIONS
SD1.13	SECTIONS	SD4.03	BUILDING ELEVATIONS
SD1.14	SECTIONS	SD4.04	RENDERED ELEVATIONS
SD1.15	SHADOW STUDY	SD4.05	RENDERED ELEVATIONS

redekop ferrario properties

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53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

COVER PAGE

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 - REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-128



SD0.01

0.1.0 project data

PROJECT:	53A AVENUE APARTMENTS (MULTI-FAMILY RESIDENTIAL)
CURRENT ZONING:	RS-1 (SINGLE FAMILY RESIDENTIAL)
PROPOSED ZONING:	CD (COMPREHENSIVE DEVELOPMENT ZONE) BASED ON RM3
OCZ DESIGNATION:	HIGH-DENSITY RESIDENTIAL
CIVIC ADDRESS:	20040, 20050, 20060, 20070 53A AVENUE, & 20041, 20051, 20061 & 20071 53 AVENUE, LANGLEY, BC
LEGAL DESCRIPTION:	LOT 302,303,304,305,308,309,310 & 311, DISTRICT LOT 305, GROUP 2, NWD PLAN 42983
VARIANCES APPLIED FOR:	1) MAX BUILDING HEIGHT ALLOWABLE: 4 STOREY, PROPOSED: 6 STOREY (OCZ AMENDMENT) 2) PROPOSED DENSITY = 2.1, PROPOSED 113 UNITS (OCZ AMENDMENT) 3) 5.0M (NORTH), 3.5M (EAST), 5.5M (SOUTH), 6.0M (WEST) 4) RESIDENT BIKE STORAGE TO BE PART OF IN-SUITE STORAGE SPACE 5) LEVEL 6 - PORTIONS OF THE TWO SOUTH-WEST CORNER UNIT BALCONIES, WHICH ARE UNDER COVER BY THE POP UPS, PROJECT INTO THE SETBACK. ADDITIONALLY, THERE IS A BALCONY COLUMN ON THE SOUTH CORNER UNIT OVER THE SETBACK. PLEASE REFER TO SITE LAYOUT PLAN ON SD1.11 6) NUMBER OF VISITOR PARKING STALLS PROVIDED WILL BE LESS THAN REQUIRED. REQUIRED VISITOR STALLS = 23; PROPOSED VISITOR STALLS = 18
BYLAW EXEMPTIONS:	- EAVES AND GUTTERS, CORNICES, SILLS, BAY WINDOWS, SUN SHADES, CHIMNEYS, STEPS OR OTHER SIMILAR FEATURES PROVIDED THAT SUCH PROJECTIONS DO NOT EXCEED 1.0M (3.25 FT) - STEPS, ARBORS AND TRELLISES, FISH PONDS, ORNAMENTS, FLAG POLES OR SIMILAR LANDSCAPING FEATURES, UNCOVERED PATIOS OR TERRACES - SWIMMING POOLS SHALL NOT PROJECT INTO THE FRONT YARD SETBACK AREAS
BUILDING AREA DEFINITION (BCBC 2018)	THE GREATEST HORIZONTAL AREA OF A BUILDING ABOVE GRADE WITHIN THE OUTSIDE SURFACE OF EXTERIOR WALLS OR WITHIN THE OUTSIDE SURFACE OF EXTERIOR WALLS AND THE CENTER-LINE OF FIREWALLS
ALLOWABLE LOT COVERAGE (ZONING):	40%
ALLOWABLE SETBACKS (ZONING):	7.5M
FSR DEFINITION (ZONING):	THE FIGURE OBTAINED WHEN THE AREA OF ALL THE FLOORS OF THE BUILDING CONSTRUCTED OR PROPOSED TO BE CONSTRUCTED ON A LOT IS DIVIDED BY THE AREA OF THE LOT
ALLOWABLE FSR (OCZ):	198 UNITS/HECTARE 198 x 0.462 HECTARE = 91 UNITS DRAFT OCP ALLOWABLE DENSITY = 2.1 (OCZ AMENDMENT)
GROSS FLOOR AREA DEFINITION (ZONING):	THE AREA OF THE FLOOR ENCLOSED BY THE OUTSIDE EDGE OF THE EXTERIOR WALLS OF A BUILDING, INCLUDING STAIRWAYS, ELEVATOR SHAFTS, STORAGE ROOMS AND MECHANICAL ROOMS
PROPOSED GRADE DEFINITION (ZONING):	THE AVERAGE BETWEEN THE ELEVATIONS IMMEDIATELY ADJACENT TO THE EXTERIOR BUILDING WALL AND THE NATURAL ELEVATION AT THE PROPERTY LINE. THESE MEASUREMENTS SHALL BE TAKEN 5.0M INTERVALS ALONG THE EXTERIOR BUILDING WALLS AT RIGHT ANGLES TO THE WALLS, EXCLUDING DRIVEWAYS, STAIRS AND RAMPS.
FINISHED GRADE DEFINITION (ZONING):	THE LOWEST AVERAGE LEVELS OF THE PROPOSED GRADES ADJACENT TO EACH EXTERIOR WALL OF A BUILDING.
FIRST STOREY DEFINITION (ZONING):	THE UPPERMOST STOREY HAVING ITS FLOOR ELEVATION NOT MORE THAN 2.0M ABOVE THE FINISHED GRADE, AND SHALL NOT BE MORE THAN 2.5M ABOVE THE CROWN OF THE ROAD ADJACENT TO THE PROPERTY.
BUILDING HEIGHT DEFINITION (ZONING):	THE VERTICAL DISTANCE MEASURED IN METRES FROM THE FLOOR OF THE FIRST STOREY TO THE CEILING OF THE UPPERMOST STOREY, WHERE MEASURED IN STOREYS, THE NUMBER OF STOREYS FROM THE FIRST STOREY TO THE UPPER MOST STOREY.
BUILDING CODE SUMMARY:	1) GROUP F3 STORAGE GARAGE (PARKADE) 3.2.2.80 ANY AREA, ANY HEIGHT, SPRINKLERED, NON-COMBUSTIBLE CONSTRUCTION WITH FT RATED SLB UNDER 3.2.2.2 STORAGE GARAGE CONSIDERED AS A SEPERATE BUILDING. 2) GROUP C RESIDENTIAL 3.2.2.50 UP TO 6 STOREYS, SPRINKLERED, COMBUSTIBLE OR NON-COMBUSTIBLE CONSTRUCTION, MAX AREA 1,800M ² AT 5 STOREY BUILDING HEIGHT
MAXIMUM BUILDING HEIGHT (ZONING & BCBC 2018):	4 STOREYS (ZONING) / 6 STOREYS (BCBC 3.2.2.50)
PROPOSED BUILDING HEIGHT (BCBC 2018)	6 STOREYS
1ST STOREY TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 18m (BCBC 2018, GROUP C 3.2.2.50 (1)(c)), PROPOSED - 15.50m
1ST STOREY TO UPPERMOST ROOF:	MAXIMUM - 25m (BCBC 2018, GROUP C 3.2.2.50 (1)(c)), PROPOSED - 20.23m
AVERAGE GRADE (ZONING):	9.42M
LOWEST AVERAGE GRADE (BCBC 2018):	11.25M
PROPOSED BUILDING HEIGHT (BCBC 2018)	6 STOREYS
1ST STOREY TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 18m (BCBC 2018, GROUP C 3.2.2.50 (1)(c)) PROPOSED - 15.26M
1ST STOREY TO UPPERMOST ROOF:	MAXIMUM - 25m (BCBC 2018, GROUP C 3.2.2.50 (2)(c)) PROPOSED - 20.99M
FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	MAXIMUM - 20m (BCBC 2018 3.2.5.6(2)) PROPOSED - 17.09M
REQUIRED AMENITY SPACE (ZONING):	INDOOR AMENITY SPACE IN THE AMOUNT OF 2.3M ² (24.74 SF) PER DWELLING UNIT FOR ALL BUILDINGS CONTAINING MORE THAN 20 UNITS REQUIRED: 113 UNITS x 2.3 5M = 259.9 5M (2,797.54 SF)

0.1.1 project data

GROSS SITE AREA:	49,702.47 SF (4,617.51 SM) (1.14 ACRES)
NET SITE AREA (AFTER ROAD DEDICATIONS):	45,340.77 SF (4,212.30 SM) (1.04 ACRES)
PROPOSED LOT COVERAGE:	18,706 SF / 49,702.47 SF = 37.63% (GROSS) 18,706 SF / 45,340.77 SF = 41.26% (NET)
PROPOSED BUILDING AREA:	NORTH BUILDING = 6,152 S.F. (572 S.M.), SOUTH BUILDING = 12,352 S.F. (1,148 S.M.) 1ST FLOOR: 13,556 SF 2ND FLOOR: 18,304 SF 3RD- 6TH FLOORS: 18,120 SF
PROPOSED GROSS FLOOR AREA (NOT INCLUDING PARKADE):	TOTAL: 104,340 SF (9,693.50 SM)
PROPOSED GROSS FLOOR AREA (PARKADE ONLY):	38,146 S.F. (3,543.83 S.M.)
EFFICIENCY:	85,792 S.F. / 104,340 S.F. = 82%
PROPOSED FSR:	104,340 SF / 49,702.47 SF = 2.10 (GROSS)
PROPOSED SETBACKS:	5.00M (NORTH), 3.50M (EAST), 5.50M (SOUTH), 6.0M (WEST)
PROPOSED INDOOR AMENITY SPACE:	2,877 S.F. (268 S.M.)

0.2.0 gross floor area summary (level)

LEVEL / AREA TYPE	AREA SF	AREA m ²	AREA %	COMMENTS
P1 LEVEL				
CIRCULATION	566 SF	52.59 m ²	0.4%	
PARKADE	35158 SF	3266.30 m ²	24.7%	
SERVICE ROOMS/SHAFTS	1038 SF	96.47 m ²	0.7%	
STORAGE	1383 SF	128.47 m ²	1.0%	
	38146 SF	3543.83 m²	26.8%	
1ST LEVEL				
CIRCULATION	3958 SF	367.68 m ²	2.8%	
RESIDENTIAL	9531 SF	885.44 m ²	6.7%	
SERVICE ROOMS/SHAFTS	88 SF	8.31 m ²	0.0%	
	13556 SF	1259.43 m²	9.5%	
2ND LEVEL				
CIRCULATION	2294 SF	213.13 m ²	1.6%	
INDOOR AMENITY	2877 SF	267.24 m ²	2.0%	
RESIDENTIAL	13073 SF	1214.56 m ²	9.2%	
SERVICE ROOMS/SHAFTS	60 SF	5.57 m ²	0.0%	
	18304 SF	1700.51 m²	12.8%	
3RD LEVEL				
CIRCULATION	2278 SF	211.64 m ²	1.6%	
RESIDENTIAL	15782 SF	1466.16 m ²	11.1%	
SERVICE ROOMS/SHAFTS	60 SF	5.57 m ²	0.0%	
	18120 SF	1683.37 m²	12.7%	
4TH LEVEL				
CIRCULATION	2278 SF	211.64 m ²	1.6%	
RESIDENTIAL	15782 SF	1466.16 m ²	11.1%	
SERVICE ROOMS/SHAFTS	60 SF	5.57 m ²	0.0%	
	18120 SF	1683.37 m²	12.7%	
5TH LEVEL				
CIRCULATION	2278 SF	211.64 m ²	1.6%	
RESIDENTIAL	15782 SF	1466.16 m ²	11.1%	
SERVICE ROOMS/SHAFTS	60 SF	5.57 m ²	0.0%	
	18120 SF	1683.37 m²	12.7%	
6TH LEVEL				
CIRCULATION	2269 SF	210.23 m ²	1.6%	
RESIDENTIAL	15797 SF	1467.57 m ²	11.1%	
SERVICE ROOMS/SHAFTS	60 SF	5.57 m ²	0.0%	
	18120 SF	1683.37 m²	12.7%	
AREA GRAND TOTAL	142485 SF	13237.26 m²	100.0%	

NOTE: AREAS GIVEN ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREAS BY SURVEY ON SITE.



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

PROJECT DATA

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-188



SD1.01

0.3.0 unit count summary

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
1 BED	19	16.8%	
1 BED + FLEX	59	52.2%	
2 BED	29	25.7%	
2 BED (ADAPTABLE)	6	5.3%	
TOTAL UNITS: 113		100.0%	

0.4.0 unit floor area summary

UNIT	UNIT TYPE	COUNT	UNIT AREA SF (1SF)	UNIT AREA m ² (1m ²)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m ²
UNIT A	1 BED	10	617 SF	57 m ²	6170 SF	573.17 m ²
UNIT A- 10					6170 SF	573.17 m ²
UNIT A1	1 BED	1	621 SF	58 m ²	621 SF	57.72 m ²
UNIT A1- 1					621 SF	57.72 m ²
UNIT A2	1 BED	1	594 SF	55 m ²	2374 SF	220.58 m ²
UNIT A2- 4					2374 SF	220.58 m ²
UNIT A3	1 BED	4	616 SF	57 m ²	2464 SF	228.88 m ²
UNIT A3- 4					2464 SF	228.88 m ²
UNIT B	1 BED + FLEX	1	667 SF	62 m ²	667 SF	61.95 m ²
UNIT B- 1					667 SF	61.95 m ²
UNIT B1	1 BED + FLEX	1	697 SF	65 m ²	697 SF	64.78 m ²
UNIT B1- 1					697 SF	64.78 m ²
UNIT B2	1 BED + FLEX	24	708 SF	66 m ²	16991 SF	1578.55 m ²
UNIT B2- 1	1 BED + FLEX	4	709 SF	66 m ²	2835 SF	263.42 m ²
UNIT B2- 2	1 BED + FLEX	5	712 SF	66 m ²	330.85 SF	308.85 m ²
UNIT B2- 3	1 BED + FLEX	6	717 SF	67 m ²	4304 SF	399.83 m ²
UNIT B2- 39					27692 SF	2572.65 m ²
UNIT B3	1 BED + FLEX	4	713 SF	66 m ²	2851 SF	264.90 m ²
UNIT B3- 4					2851 SF	264.90 m ²
UNIT B4	1 BED + FLEX	6	714 SF	66 m ²	4284 SF	398.02 m ²
UNIT B4- 6					4284 SF	398.02 m ²
UNIT B5	1 BED + FLEX	4	707 SF	66 m ²	2829 SF	262.85 m ²
UNIT B5- 1	1 BED + FLEX	4	719 SF	67 m ²	2874 SF	267.03 m ²
UNIT B5- 8					5704 SF	529.88 m ²
UNIT C	2 BED	5	897 SF	83 m ²	4485 SF	416.72 m ²
UNIT C- 1	2 BED	1	900 SF	84 m ²	900 SF	83.65 m ²
UNIT C- 2	2 BED	4	901 SF	84 m ²	3605 SF	334.90 m ²
UNIT C- 3	2 BED	1	917 SF	85 m ²	917 SF	85.20 m ²
UNIT C- 11					9908 SF	920.46 m ²
UNIT C1	2 BED	11	934 SF	87 m ²	10272 SF	954.34 m ²
UNIT C1- 1	2 BED	1	939 SF	87 m ²	939 SF	87.20 m ²
UNIT C1- 12					11211 SF	1041.54 m ²
UNIT C2	2 BED (ADAPTABLE)	5	898 SF	83 m ²	4492 SF	417.31 m ²
UNIT C2- 5					4492 SF	417.31 m ²
UNIT C3	2 BED (ADAPTABLE)	1	899 SF	84 m ²	899 SF	83.55 m ²
UNIT C3- 1					899 SF	83.55 m ²
UNIT C4	2 BED	1	942 SF	88 m ²	942 SF	87.53 m ²
UNIT C4- 1	2 BED	4	943 SF	88 m ²	3770 SF	350.29 m ²
UNIT C4- 2	2 BED	1	956 SF	89 m ²	956 SF	88.80 m ²
UNIT C4- 6					5668 SF	526.61 m ²
UNIT TOTALS: 113					85702 SF	7982.01 m ²

NOTE: AREAS GIVEN ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREAS BY SURVEY ON SITE.

0.5.0 parking requirements / storage requirements

VEHICLE PARKING STALLS REQUIRED (BYLAW REQUIREMENT)	UNITS / S.F.	FACTOR	TOTAL
RESIDENT (1 BED)	78	*1.2	94
RESIDENT (2 BED)	35	*1.3	46
TOTAL:			140
ACCESSIBLE		5% OF TOTAL	6
SMALL CAR ALLOWABLE		40% OF TOTAL	56
VISITOR	113	*0.2	23
TOTAL:			23
ACCESSIBLE		5% OF TOTAL	2
SMALL CAR ALLOWABLE		40% OF TOTAL	10
TOTAL STALLS:			163
BIKE PARKING STALLS REQUIRED (BYLAW REQUIREMENT)	UNITS/BLDG/S.F.	FACTOR	TOTAL
TENANT (UNIT)	113	*0.5	57
-VERTICAL STALLS ALLOWABLE		40% OF REQUIRED	23
VISITOR (BLDG)	1	*6	6
TOTAL STALLS:			63
STORAGE LOCKERS REQUIRED (BYLAW REQUIREMENT)	UNITS/BLDG/S.F.	FACTOR	TOTAL
TENANT (UNIT)	113	1	113
TOTAL:			113

0.5.1 parking / storage proposed

VEHICLE PARKING STALLS PROPOSED	TOTAL
RESIDENT TOTAL:	141
ACCESSIBLE	6
SMALL CAR	56
ELECTRIC CHARGING (REMAINDER OF PARKADE STALLS TO BE "ROUGH IN ONLY")	2
VISITOR TOTAL:	18
ACCESSIBLE	1
SMALL CAR	7
STORAGE/BICYCLE LOCKERS (COMBINED) PROPOSED	
SUITE	113
TOTAL:	113

0.6.0 garbage/recycling area required

METRO VANCOUVER SPECIFICATIONS FOR RECYCLING AND GARBAGE AMENITIES IN MULTI-FAMILY AND COMMERCIAL DEVELOPMENTS	TOTAL
MINIMUM CENTRALIZED GARBAGE AND RECYCLING STORAGE SPACE	
(0.31 SM x 113 UNITS) + 8 SM =	43 SM (462 SF)
WITHIN ABOVE - MINIMUM SIZE OF CENTRALIZED RECYCLING STORAGE SPACE	
(0.16 SM x 113 UNITS) + 5 SM =	23 SM (248 SF)
IN ADDITION TO ABOVE - MINIMUM SIZE OF "FLEX SPACE"	
23 SM x 0.5 =	11.5 SM (124 SF)
GRAND TOTAL	54.5 SM (587 SF)

0.6.1 garbage/recycling area proposed

CENTRALIZED GARBAGE AND RECYCLING STORAGE SPACE	TOTAL
	43 SM (462 SF)
IN ADDITION TO ABOVE - "FLEX SPACE"	
	11.5 SM (124 SF)
GRAND TOTAL	54.5 SM (587 SF)



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

PROJECT DATA

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-188



SD1.02



the henley apartments - keystone project



meridian apartments - keystone project



lincoln apartments - keystone project

location

THE PROPOSED DEVELOPMENT IS LOCATED IN LANGLEY ON 53A AVENUE BETWEEN 201A STREET AND 203 STREET. THE SITE IS SURROUNDED BY A MIXTURE OF SINGLE FAMILY RESIDENTIAL HOMES AND 4 & 5 STOREY RESIDENTIAL APARTMENT BUILDINGS. ACROSS THE STREET FROM NICOMEKL ELEMENTARY SCHOOL AND THE NICOMEKL PUBLIC TRAIL.

axis apartments

lincoln apartments

meridian apartments

the henley apartments

53A RF

apartments

nicomekl elementary school



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

CONTEXT & PRECEDENT IMAGES

SCALE: N.T.S.



RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-128



R
RF PROPERTIES
ARCHITECT & CONSULTANT

SD1.03

design rationale

project description

THE SITING AND MASSING OF THE BUILDING IS POSITIONED ALONG THE STREET FITTING IN WITH THE CURRENT NEIGHBOURHOOD BY MEANS OF A DISTINCTIVE AND PROMINENT PROJECTED ENTRY, STEPPED FACADE AND FLAT RAISED PROJECTIONS AT THE CORNERS IN ORDER TO REDUCE SCALE. THE BUILDING IS DESIGNED TO ALLOW NATURAL DAYLIGHT INTO THE UNITS THROUGH LARGE WINDOWS AND BALCONY PROJECTIONS. THE FACADE IS RHYTHMICALLY DIVIDED AND MASSED UP VERTICALLY AND HORIZONTALLY TO CREATE A SENSE OF INDIVIDUALITY, WITH A GROUND FLOOR LEVEL SCALED TO ALLOW A PEDESTRIAN-FRIENDLY AND INVITING CONNECTION WITH THE STREET FACE.

THE EXPOSED PARKADE PORTIONS ALONG THE STREET ARE SURFACE TREATED WITH BRICK VENEER IN A STEPPED FASHION AND LINED WITH A VEGETATIVE BUFFER. THIS PODIUM IS PERMEABLE FROM THE STREET BY MEANS OF WIDE STAIRS AND RAMPS. THE EXTERIOR TREATMENT'S USE OF WHITE, BLACK, AND GREY ACCENTS IN ADDITION TO WOOD TRIM AND BRICK VENEER BRING A SENSE OF WARMTH AND WELCOMING MAKING THE DEVELOPMENT FEEL LIKE A LIVABLE PLACE WITHIN THE CITY OF LANGLEY.

massing, form & character

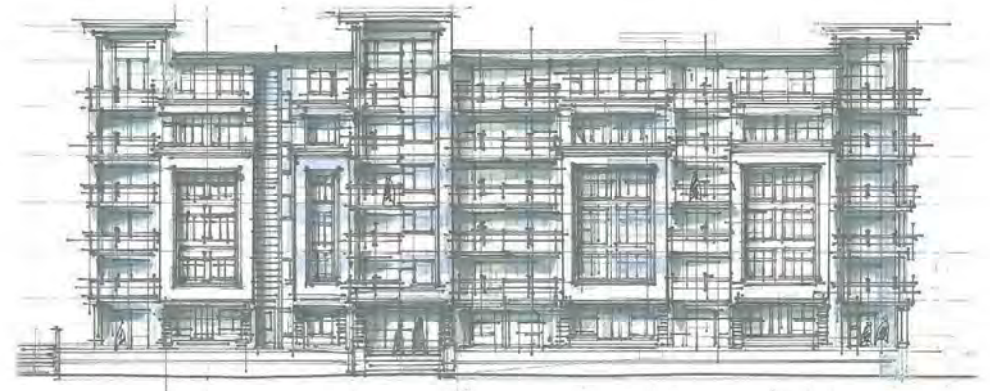
THE EXTERIOR IS MODESTLY ARTICULATED TO BRING A NEO-CLASSICAL BEAUX-ARTS REFERENCE TO ITS PROPORTIONS, MASSING, DETAILS AND ENHANCING THE VERTICALITY OF THE FACADE. MATERIALS CONSIST OF A BLEND OF BRICK, CEMENTITIOUS CLADDING INCLUDING BOARD AND BATTEN, LAP SIDING AND PANEL AS WELL AS WOOD TRIM AND GLASS GUARDRAILS ALONG THE BALCONY PROJECTIONS. THE BALCONIES HAVE BEEN DESIGNED SUCH THAT THEY BOTH ARTICULATE A LOWER SCALE AT THE STREET, AND ALLOW A SENSE OF INTEREST, OPENNESS AND LIVABILITY AT THE UPPER EXTERIOR INTERFACES WITH THE PUBLIC REALM. THE ENHANCED VIEWS ALLOW TENANTS TO EXPERIENCE THE OUTDOORS WHILE YET MAINTAINING PRIVACY WITHIN THE SUITES.

environmental sustainability

ENVIRONMENTAL SUSTAINABILITY IS ADDRESSED WITHIN THE DEVELOPMENT BY THE PROVISION OF BIKE RACKS AND STORAGE, GREEN SPACES, LIGHT POLLUTION REDUCTION BY MEANS OF DARK SKY COMPLIANT EXTERIOR LIGHTING SYSTEMS, WATER EFFICIENT LANDSCAPING AND PLUMBING SYSTEMS. ADDITIONALLY, THE DEVELOPMENT WILL BE DESIGNED TO ADDRESS NATURAL VENTILATION THROUGH OPERABLE WINDOWS AND ENERGY EFFICIENT HVAC SYSTEMS, AS WELL AS STORAGE AND COLLECTION OF RECYCLABLES.

crime prevention

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



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

DESIGN RATIONALE

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
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RF PROPERTIES
MULTIFAMILY DEVELOPMENT

SD1.04



north elevation view at 53a avenue



southeast corner at greenway



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

RENDERINGS

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
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R
RF PROPERTIES
LANDSCAPE & EXTERIOR

SD1.05



courtyard



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

RENDERINGS

SCALE: N.T.S.

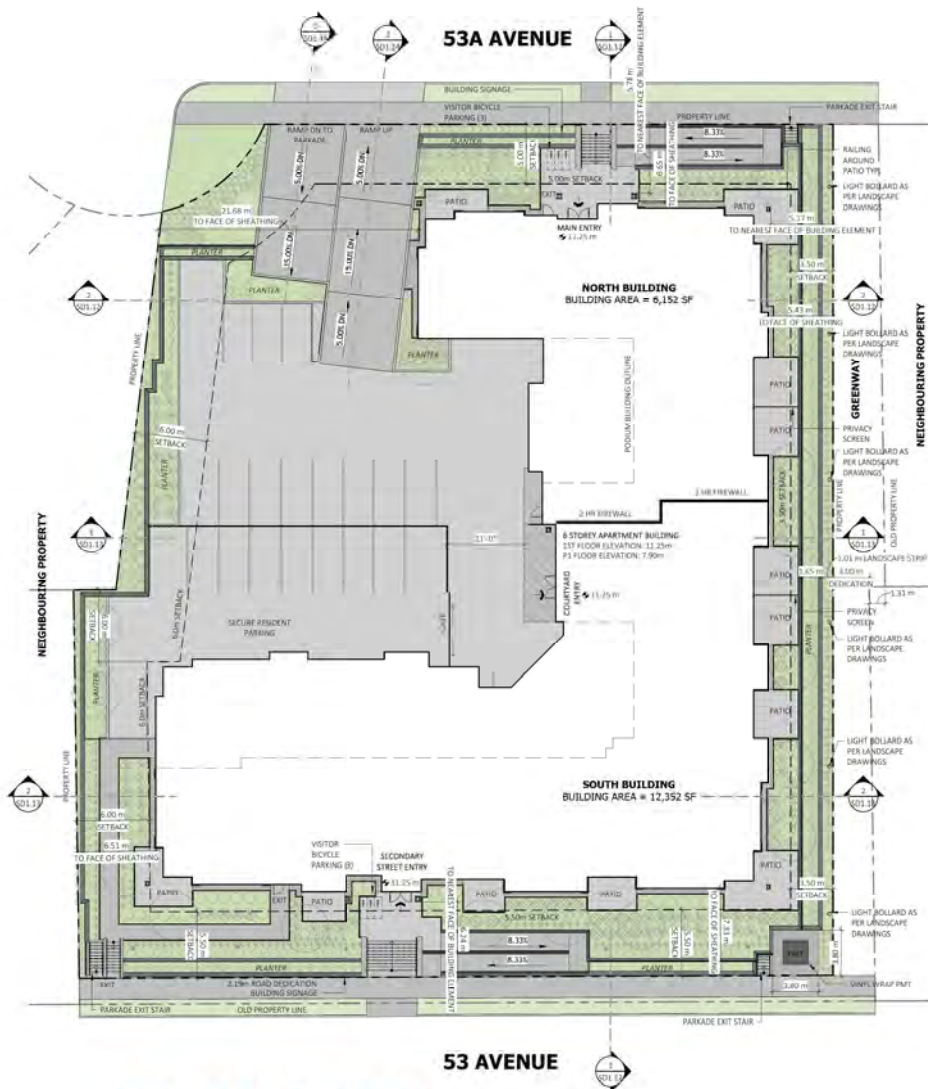
RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-188



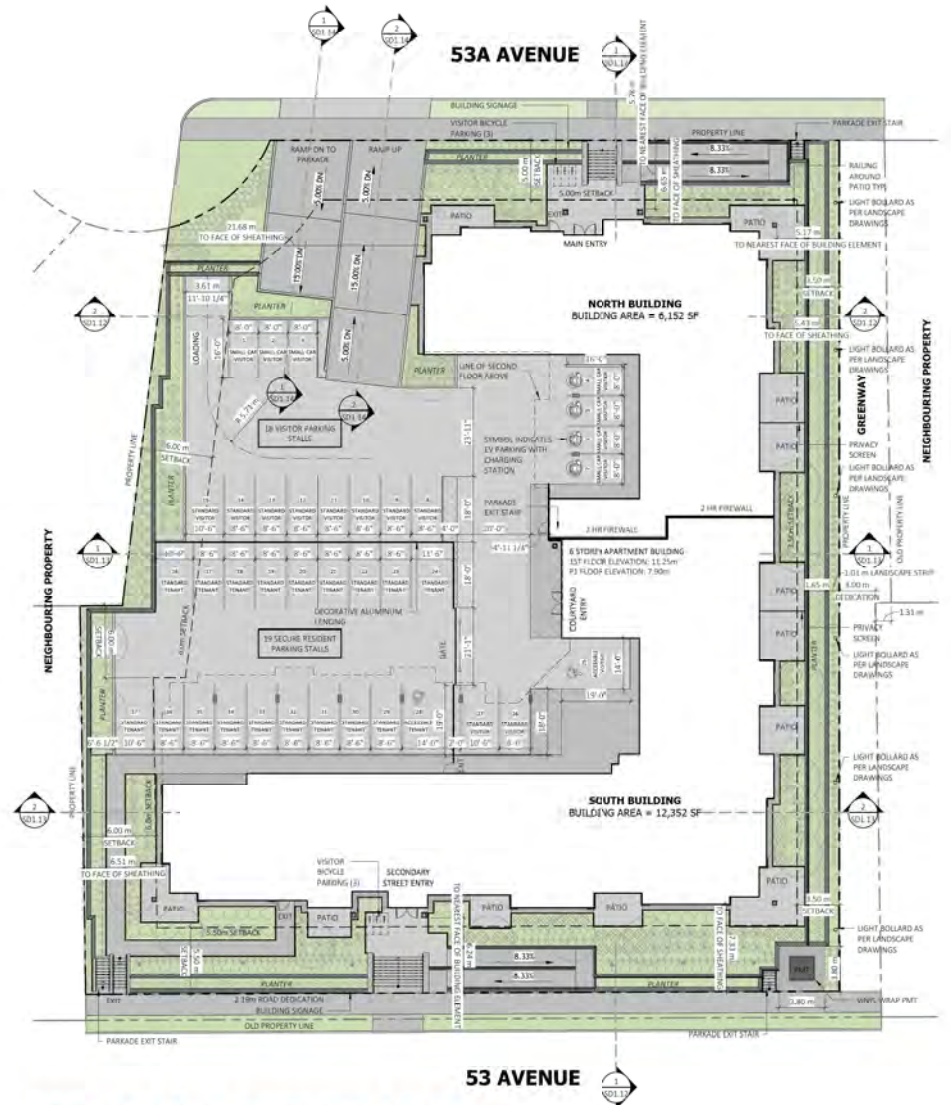
R
RF PROPERTIES
LANDSCAPE ARCHITECTURE

SD1.06



SITE PLAN (AERIAL)

1/16" = 1'-0"



SITE PLAN @ GROUND LEVEL

1/16" = 1'-0"

	<p>53A AVENUE RF APARTMENTS</p> <p>2004D-2007D 53A AVENUE & 2004A1-2007J1 53 AVENUE, LANGLEY, BC</p>	<p>SITE PLAN</p> <p>SCALE: 1/16" = 1'-0"</p>	<p> RE-ISSUED FOR DEVELOPMENT PERMIT</p> <p>21/06/21 REVISION R-1 CITY OF LANGLEY FILE # PROJECT NUMBER: 20-128</p>		<p>RF PROPERTIES</p> <p>REPRESENTED BY CONTRACTOR</p>	<p>SD1.10</p>
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53A AVENUE RF APARTMENTS / MULTI-FAMILY RESIDENTIAL

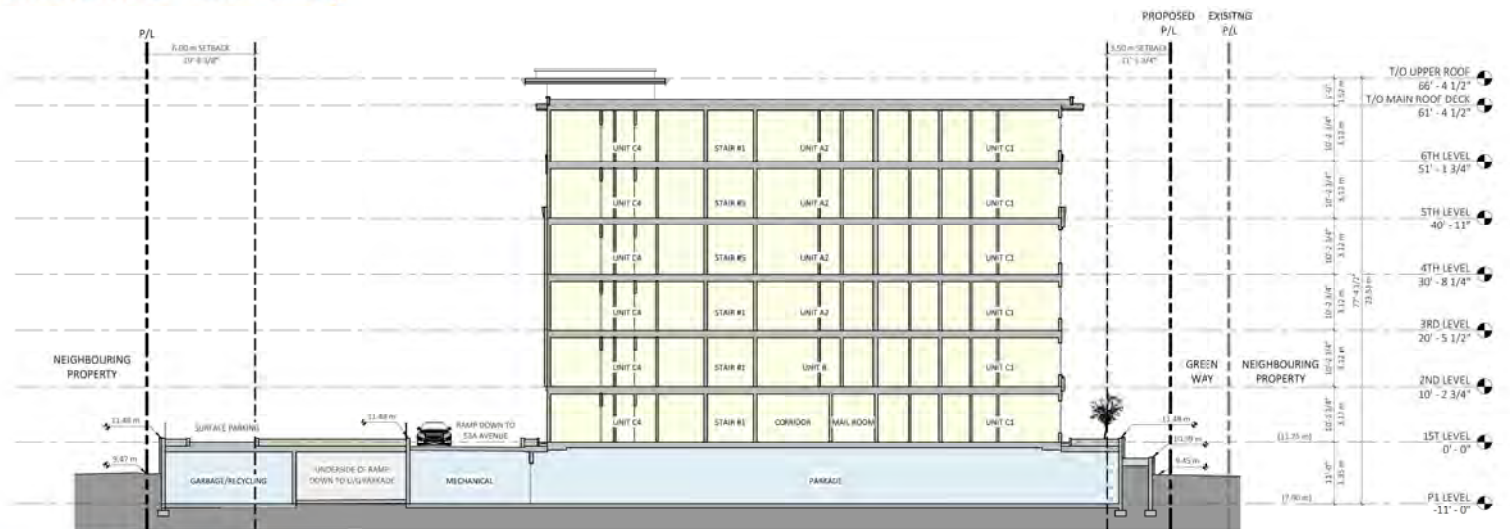


section 1 - north-south @ main entry

3/32" = 1'-0"

OCCUPANCIES

- GROUP C - RESIDENTIAL
- GROUP F3 - PARKADE



section 2 - east-west at north wing

3/32" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

SECTIONS

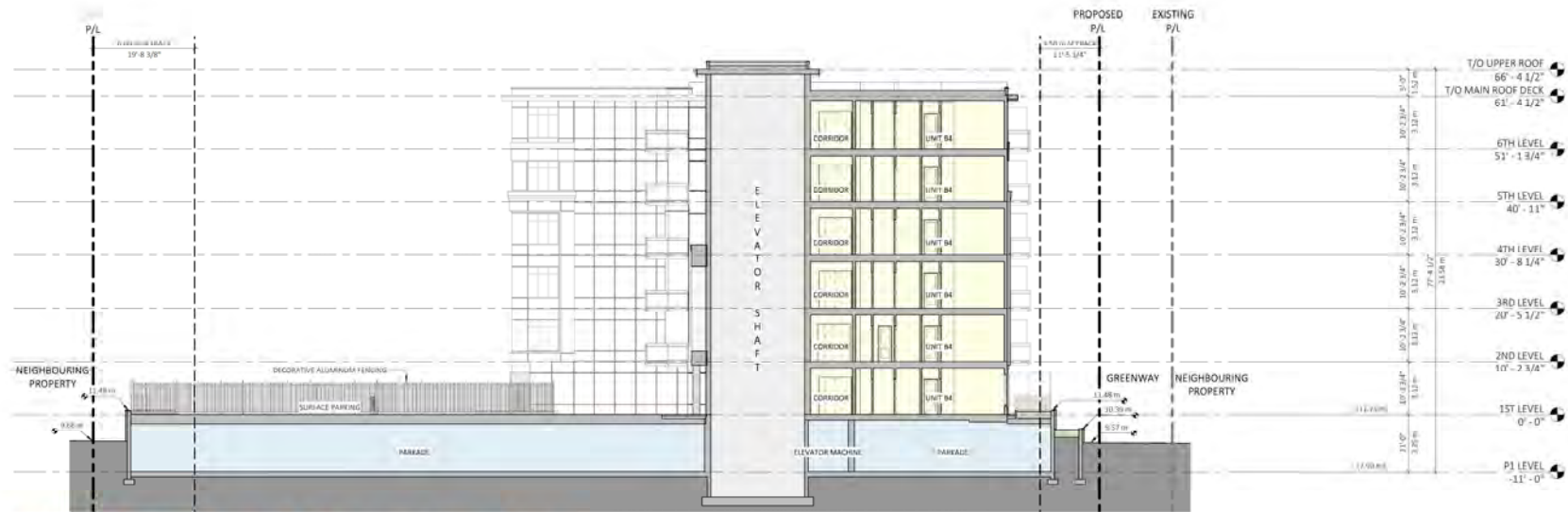
SCALE: 3/32" = 1'-0"

RE-ISSUED FOR DEVELOPMENT PERMIT

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SD1.12

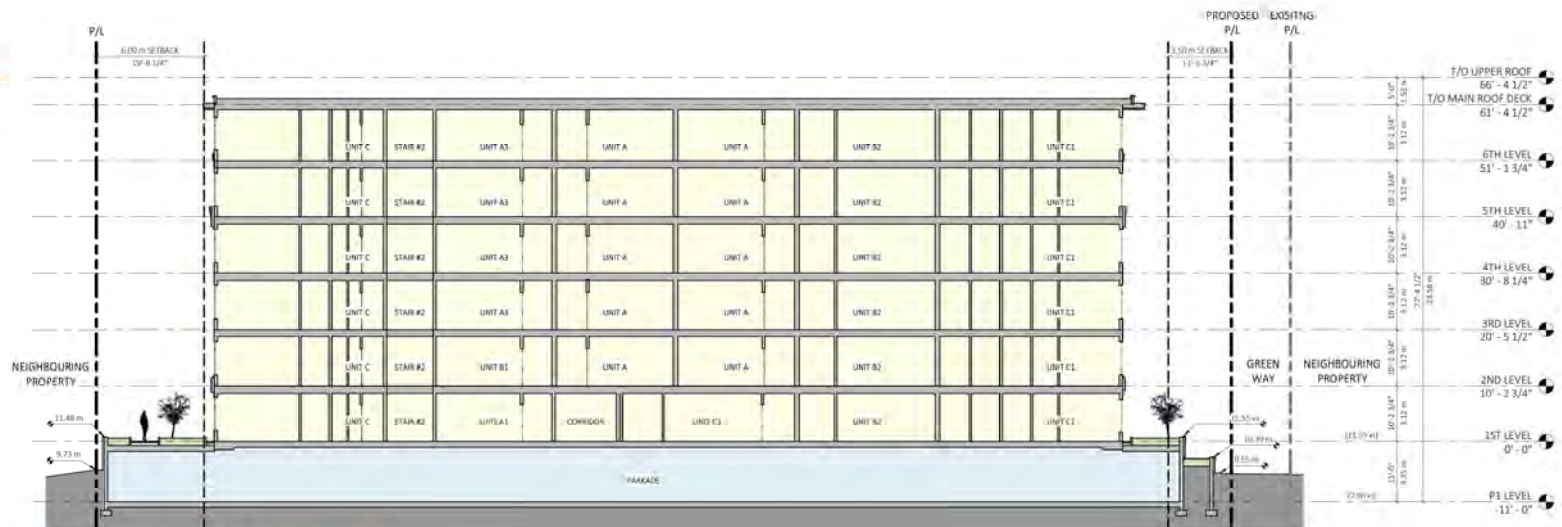


section 1- east-west through elevator

3/32" = 1'-0"

OCCUPANCIES

- GROUP C - RESIDENTIAL
- GROUP F3 - PARKADE



section 2 - east-west at south wing

3/32" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

SECTIONS

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

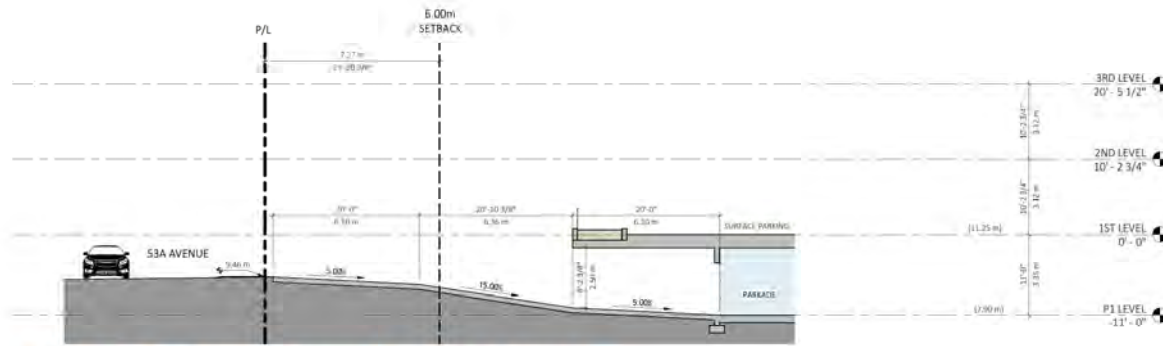
RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
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R
RF PROPERTIES
ARCHITECT & ENGINEER

SD1.13

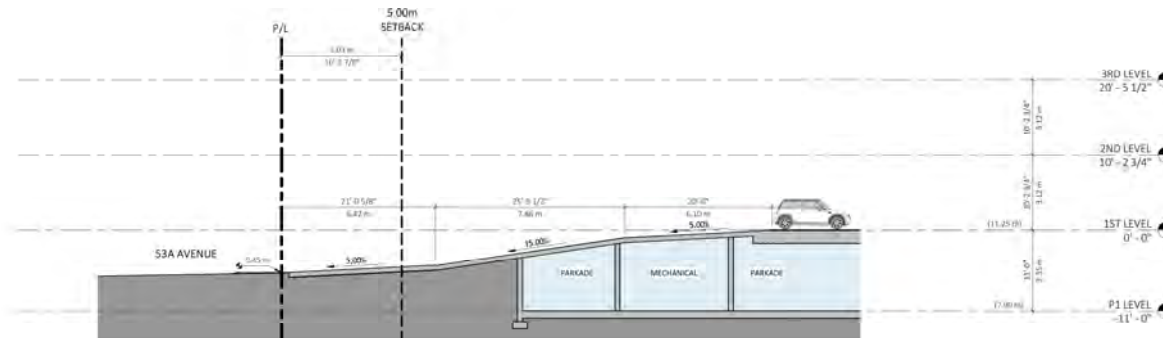


section 1 - ramp down to u/g parkade

3/8" = 1'-0"

OCCUPANCIES

GROUP F3 - PARKADE



section 2 - ramp up to surface parking

3/8" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

SECTIONS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 - REVISION R-1
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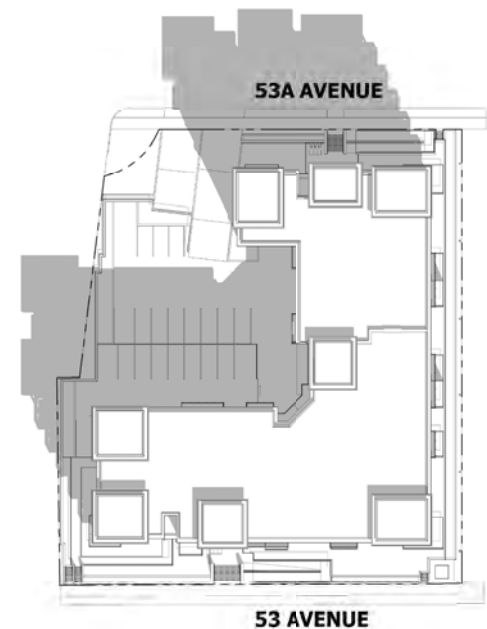


R
RF PROPERTIES
ARCHITECT & ENGINEER

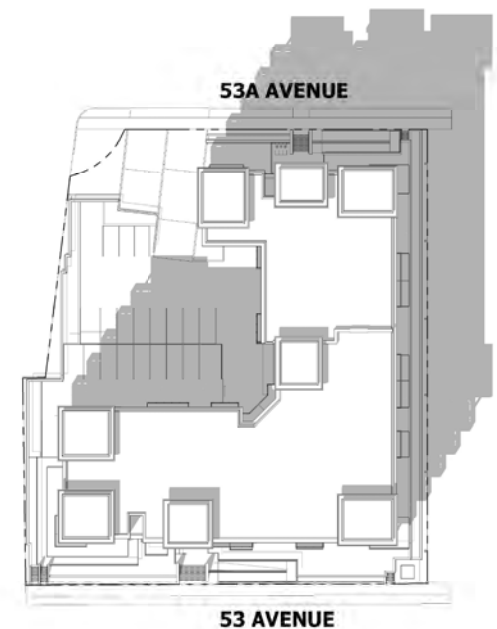
SD1.14



SHADOW STUDY-MARCH 20-9AM
1" = 30'-0"



SHADOW STUDY-MARCH 20-12PM
1" = 30'-0"



SHADOW STUDY-MARCH 20-3PM
1" = 30'-0"

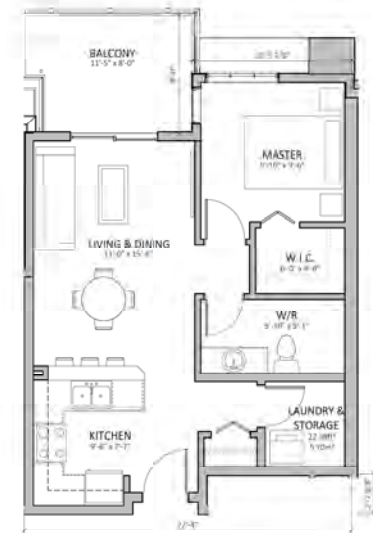
 <p>keystonearch.ca</p>	<p>53A AVENUE RF APARTMENTS</p> <p>20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC</p>	<p>SHADOW STUDY</p> <p>SCALE: 1/8"=30'-0"</p>	 <p>RE-ISSUED FOR DEVELOPMENT PERMIT</p> <p>21/06/21 REVISION R-1 CITY OF LANGLEY FILE # PROJECT NUMBER: 20-128</p>		<p>R</p> <p>RF PROPERTIES</p> <p>ARCHITECT & CONTRACTOR</p>	<p>SD1.15</p>
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unit A - 1 bed
 617 SF 1 BED
 UNIT COUNT: 10
 LEVEL 2-6
 1/8" = 1'-0"



unit A1 - 1 bed
 621 SF 1 BED
 UNIT COUNT: 1
 LEVEL 1
 1/8" = 1'-0"



unit A2 - 1 bed
 584 SF 1 BED
 UNIT COUNT: 4
 LEVEL 3-6
 1/8" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

UNIT PLANS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
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R
RF PROPERTIES
 REALTY INCORPORATED

SD2.01



unit A3 - 1 bed

610 SF, 1 BED
UNIT COUNT: 4
LEVEL 3-6

1/4" = 1'-0"



unit B - 1 bed + flex

667 SF, 1 BED + FLEX
UNIT COUNT: 1
LEVEL 2

1/4" = 1'-0"



unit B1 - 1 bed + flex

697 SF, 1 BED + FLEX
UNIT COUNT: 1
LEVEL 2

1/4" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

UNIT PLANS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-128



R
RF PROPERTIES
ARCHITECT & ENGINEER

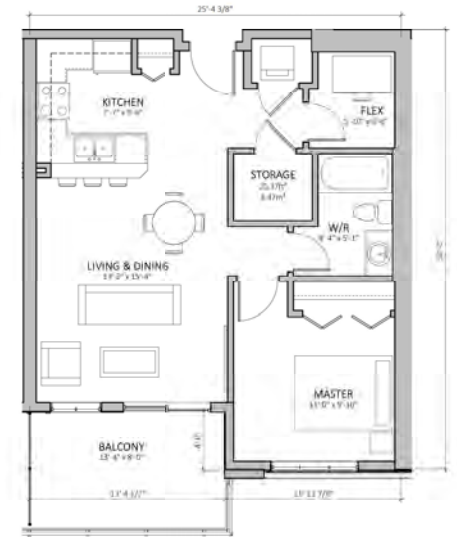
SD2.02



unit B2 - 1 bed + flex 712 SF 1 BED + FLEX
 UNIT COUNT: 39
 LEVEL 1-6
 1/4" = 1'-0"



unit B3 - 1 bed + flex 713 SF 1 BED + FLEX
 UNIT COUNT: 4
 LEVELS 3-6
 1/4" = 1'-0"



unit B4 - 1 bed + flex 714 SF 1 BED + FLEX
 UNIT COUNT: 6
 LEVEL 1-6
 1/4" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

UNIT PLANS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
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R
RF PROPERTIES
 ARCHITECT & ENGINEER

SD2.03



unit B5 - 1 bed + flex

1/4" = 1'-0"

719 SF, 1 BED + FLEX
UNIT COUNT: 4
LEVEL: 3-6



unit B5 - 1 bed + flex

1/4" = 1'-0"

707 SF, 1 BED + FLEX
UNIT COUNT: 4
LEVEL: 3-6



unit C - 2 bed

1/4" = 1'-0"

900 SF, 2 BED
UNIT COUNT: 11
LEVEL: 1-6



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

UNIT PLANS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 - REVISION R-1
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R
RF PROPERTIES
RESIDENTIAL DEVELOPMENT

SD2.04



unit C1 - 2 bed 898 SF - 2 BED
UNIT COUNT: 17
LEVEL: 1-G
1/4" = 1'-0"



unit C2 - 2 bed (adaptable) 896 SF - 2 BED (ADAPTABLE)
UNIT COUNT: 5
LEVEL: 1-B
1/4" = 1'-0"



unit C3 - 2 bed (adaptable) 899 SF - 2 BED (ADAPTABLE)
UNIT COUNT: 1
LEVEL: 1
1/4" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

UNIT PLANS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 - REVISION R-1
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R
RF PROPERTIES
RESIDENTIAL DEVELOPMENT

SD2.05



unit C4 - 2 bed
 942 SF · 2 BED
 UNIT COUNT · 6
 LEVEL 1-6
 1/4" = 1'-0"



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

UNIT PLANS

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

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 · REVISION R-1
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R
RF PROPERTIES
ARCHITECT & CONTRACTOR

SD2.06



1st level
1/16" = 1'-0"



2nd level
1/16" = 1'-0"



levels 3-5

1/16" = 1'-0"



level 6

1/16" = 1'-0"



53A AVENUE RF APARTMENTS

2004D-2007D 53A AVENUE & 2004I-2007I 53 AVENUE, LANGLEY, BC

FLOOR PLANS

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



RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
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PROJECT NUMBER: 20-128



RF PROPERTIES
RESIDENTIAL & COMMERCIAL

SD3.03



north elevation (53a avenue)

3/32" = 1'-0"

REFER TO SHEET SD4.03 FOR COURTYARD FINISHES



east elevation (greenway)

3/32" = 1'-0"

material legend

1. CEMENT BOARD (SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS) - "JAMES HARDIE", COLOUR: LIGHT GRAY - "EASY TRIM" 5/16" REVEAL PANEL SYS.
2. CEMENT BOARD (SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS) - "JAMES HARDIE", COLOUR: ARCTIC WHITE - "EASY TRIM" 5/16" REVEAL PANEL SYS.
3. CEMENT BOARD (SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS) - "JAMES HARDIE", COLOUR: IRON GRAY - "EASY TRIM" 5/16" REVEAL PANEL SYS.
4. CEMENT BOARD (SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS) - "JAMES HARDIE", COLOUR: IRON GRAY - "EASY TRIM" 5/16" REVEAL PANEL SYS.
5. CEMENT BOARD (SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS) - "JAMES HARDIE", COLOUR: IRON GRAY - "EASY TRIM" 5/16" REVEAL PANEL SYS.
6. CEMENT BOARD (SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS) - "JAMES HARDIE", COLOUR: IRON GRAY - "EASY TRIM" 5/16" REVEAL PANEL SYS.
7. BRICK (3 1/2" X 2 1/2" X 1 1/2") - "MUTUAL MATERIALS", COLOUR: "EVAL CREEK, MORTAR COLOUR: "LIGHT GRAY"
8. CEMENT BOARD (SMOOTH TRIM BOARD (3 1/2" X 1/2") - "JAMES HARDIE", COLOUR: "GRAY SLATE"
9. CEMENT BOARD (SMOOTH TRIM BOARD (3 1/2" X 1/2") - "JAMES HARDIE", COLOUR: "IRON GRAY"
10. CEMENT BOARD (SMOOTH TRIM BOARD (3 1/2" X 1/2") - "JAMES HARDIE", COLOUR: "ARCTIC WHITE"
11. CEMENT BOARD FASCIA BOARD, TEXTURE: "SMOOTH" - "JAMES HARDIE", COLOUR: "IRON GRAY"
12. CEMENT BOARD FASCIA BOARD, TEXTURE: "SMOOTH" - "JAMES HARDIE", COLOUR: "ARCTIC WHITE"
13. ALUMINUM/GLASS BALCONY RAILING - COLOUR: "BLACK ANODIZED"
14. ALUMINUM/GLASS PATIO PRIVACY SCREEN - COLOUR: "BLACK ANODIZED"
15. ALUMINUM GUARDRAILING - COLOUR: "BLACK"
16. ALUMINUM STOREFRONT - "KAWNEER", COLOUR: "BLACK ANODIZED"
17. VINYL WINDOW - COLOUR: "BLACK EXT. / WHITE INT."
18. VINYL BALCONY DOOR - COLOUR: "BLACK EXT. / WHITE INT."
19. METAL DOOR - COLOUR: GRAY PANEL TO MATCH CEMENT BOARD "GRAY SLATE"
20. METAL FLASHING - COLOUR: GRAY TO MATCH CEMENT BOARD "IRON GRAY"
21. METAL FLASHING - COLOUR: WHITE TO MATCH CEMENT BOARD "ARCTIC WHITE"
22. WOOD BEAM - COLOUR: GRAY TO MATCH CEMENT BOARD "GRAY SLATE"
23. WOOD BEAM - COLOUR: GRAY TO MATCH CEMENT BOARD "IRON GRAY"
24. CONCRETE WALL - COLOUR: "CLEAR SEALUP"
25. VINYL BALCONY SOFFIT - COLOUR: TO MATCH CEMENT BOARD "ARCTIC WHITE"
26. ALUMINUM SOFFIT - COLOUR: WOOD FINISH
27. WOOD COLUMN
28. STEEL BEAM - COLOUR: PAINTED TO MATCH CEMENT BOARD "GRAY SLATE"
29. ILLUMINATED REFRIG. - COLOUR AND MATERIAL AS PER LANDSCAPE DRAWINGS
30. ALUMINUM DECORATIVE KENICONS - COLOUR: BLACK

NOTES:
 1. MATERIAL TERMINATIONS AND INTERSECTIONS WITH OTHER MATERIALS REQUIRE MATCH UPS TO THE PROJECT MANUAL.
 2. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES (L.N.C.)



courtyard west elevation

3/32" = 1'-0"



courtyard south elevation

3/32" = 1'-0"

material legend

- 1 CEMENT BOARD (SMOOTH PANEL Siding (C/W COLOUR MATCHED REVEALS) - 'JAMES HARDIE', COLOUR: LIGHT GRAY - 'EASY TRIM' 5/16" REVEAL PANEL S/S)
- 2 CEMENT BOARD (SMOOTH PANEL Siding (C/W COLOUR MATCHED REVEALS) - 'JAMES HARDIE', COLOUR: ARCTIC WHITE - 'EASY TRIM' 5/16" REVEAL PANEL S/S)
- 3 CEMENT BOARD (SMOOTH PANEL Siding (C/W COLOUR MATCHED REVEALS) - 'JAMES HARDIE', COLOUR: IRON GRAY - 'EASY TRIM' 5/16" REVEAL PANEL S/S)
- 4 CEMENT BOARD (CHANNEL HORIZONTAL LAP Siding (0" EXPOSURE) - 'JAMES HARDIE', COLOUR: IRON GRAY)
- 5 CEMENT BOARD (SMOOTH PANEL Siding (C/W COLOUR MATCHED REVEALS) - 'JAMES HARDIE', COLOUR: GRAY SLATE - 'EASY TRIM' 5/16" REVEAL PANEL S/S)
- 6 CEMENT BOARD (CHANNEL HORIZONTAL LAP Siding (0" EXPOSURE) - 'JAMES HARDIE', COLOUR: GRAY SLATE)
- 7 BRICK (3 1/2" X 1 1/2" X 1 1/2") - 'MUTUAL MATERIALS', COLOUR: 'SIAL CRETE', MORTAR COLOUR: 'LIGHT GRAY'
- 8 CEMENT BOARD (SMOOTH TRIM BOARD (3 1/2" X 3 1/2") - 'JAMES HARDIE', COLOUR: 'IRON GRAY')
- 9 CEMENT BOARD (SMOOTH TRIM BOARD (3 1/2" X 3 1/2") - 'JAMES HARDIE', COLOUR: 'IRON GRAY')
- 10 CEMENT BOARD (SMOOTH TRIM BOARD (3 1/2" X 3 1/2") - 'JAMES HARDIE', COLOUR: 'ARCTIC WHITE')
- 11 CEMENT BOARD (FASCIA BOARD, TEXTURE: 'SMOOTH' - 'JAMES HARDIE', COLOUR: 'IRON GRAY')
- 12 CEMENT BOARD (FASCIA BOARD, TEXTURE: 'SMOOTH' - 'JAMES HARDIE', COLOUR: 'ARCTIC WHITE')
- 13 ALUMINUM/GLASS BALCONY RAILING - COLOUR: 'BLACK ANODIZED'
- 14 ALUMINUM/GLASS PATIO PRIVACY SCREEN - 'PETERBILT' - 'BLACK ANODIZED FRAME, ELECTRIC PRIVACY GLASS
- 15 ALUMINUM GUARDRAILING - COLOUR: 'BLACK'
- 16 ALUMINUM STOREFRONT - 'KAWNEER', COLOUR: 'BLACK ANODIZED'
- 17 VINYL WINDOW - COLOUR: 'BLACK EXT. / WHITE INT.'
- 18 VINYL BALCONY DOOR - COLOUR: 'BLACK EXT. / WHITE INT.'
- 19 METAL DOOR - COLOUR: GRAY PAINTED TO MATCH CEMENT BOARD 'GRAY SLATE'
- 20 METAL FLASHING - COLOUR: GRAY TO MATCH CEMENT BOARD 'IRON GRAY'
- 21 METAL FLASHING - COLOUR: WHITE TO MATCH CEMENT BOARD 'ARCTIC WHITE'
- 22 WOOD BEAM - COLOUR: GRAY TO MATCH CEMENT BOARD 'GRAY SLATE'
- 23 WOOD BEAM - COLOUR: GRAY TO MATCH CEMENT BOARD 'IRON GRAY'
- 24 CONCRETE WALL - COLOUR: 'CELAN SEALER'
- 25 VINYL BALCONY SOFFIT - COLOUR: TO MATCH CEMENT BOARD 'ARCTIC WHITE'
- 26 ALUMINUM SOFFIT - COLOUR: WOOD FINISH
- 27 WOOD COLUMN
- 28 STEEL BEAM - COLOUR: PAINTED TO MATCH CEMENT BOARD 'GRAY SLATE'
- 29 ILLUMINATED REELARD - COLOUR AND MATERIAL AS PER LANDSCAPE DRAWINGS
- 30 ALUMINUM DECORATIVE FENCING - COLOUR: BLACK

NOTES:
 1. MATERIAL TERMINATIONS AND INTERSECTIONS WITH OTHER MATERIALS REQUIRE MEET TO THE PER PROJECT MANUAL.
 2. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES (I.N.C.)



courtyard north elevation

3/32" = 1'-0"

	<p>53A AVENUE RF APARTMENTS</p> <p>2004D-2007D 53A AVENUE & 2004I-2007I 53 AVENUE, LANGLEY, BC</p>	<p>BUILDING ELEVATIONS</p> <p>SCALE: 3/32" = 1'-0"</p>	<p>RE-ISSUED FOR DEVELOPMENT PERMIT</p> <p>21/06/21 - REVISION R-1 CITY OF LANGLEY FILE # PROJECT NUMBER: 20-128</p>		<p>RF PROPERTIES</p> <p>LANDSCAPE & EXTERIOR</p>	<p>SD4.03</p>
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north elevation



south elevation



east elevation



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

RENDERED ELEVATIONS

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-128



R
RF PROPERTIES
ARCHITECT & CONSULTANTS

SD4.04



west elevation



courtyard - north elevation



courtyard - south elevation



courtyard - west elevation



53A AVENUE RF APARTMENTS

20040-20070 53A AVENUE & 20041-20071 53 AVENUE, LANGLEY, BC

RENDERED ELEVATIONS

SCALE: N.T.S.

RE-ISSUED FOR DEVELOPMENT PERMIT

21/06/21 REVISION R-1
CITY OF LANGLEY FILE #
PROJECT NUMBER: 20-128

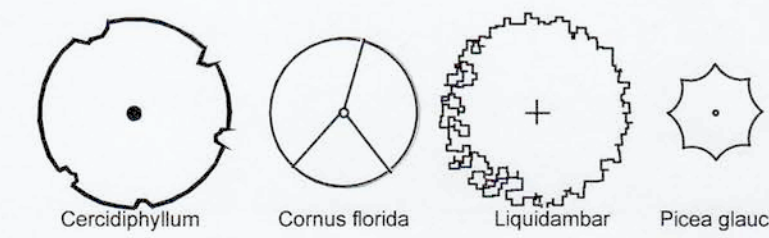
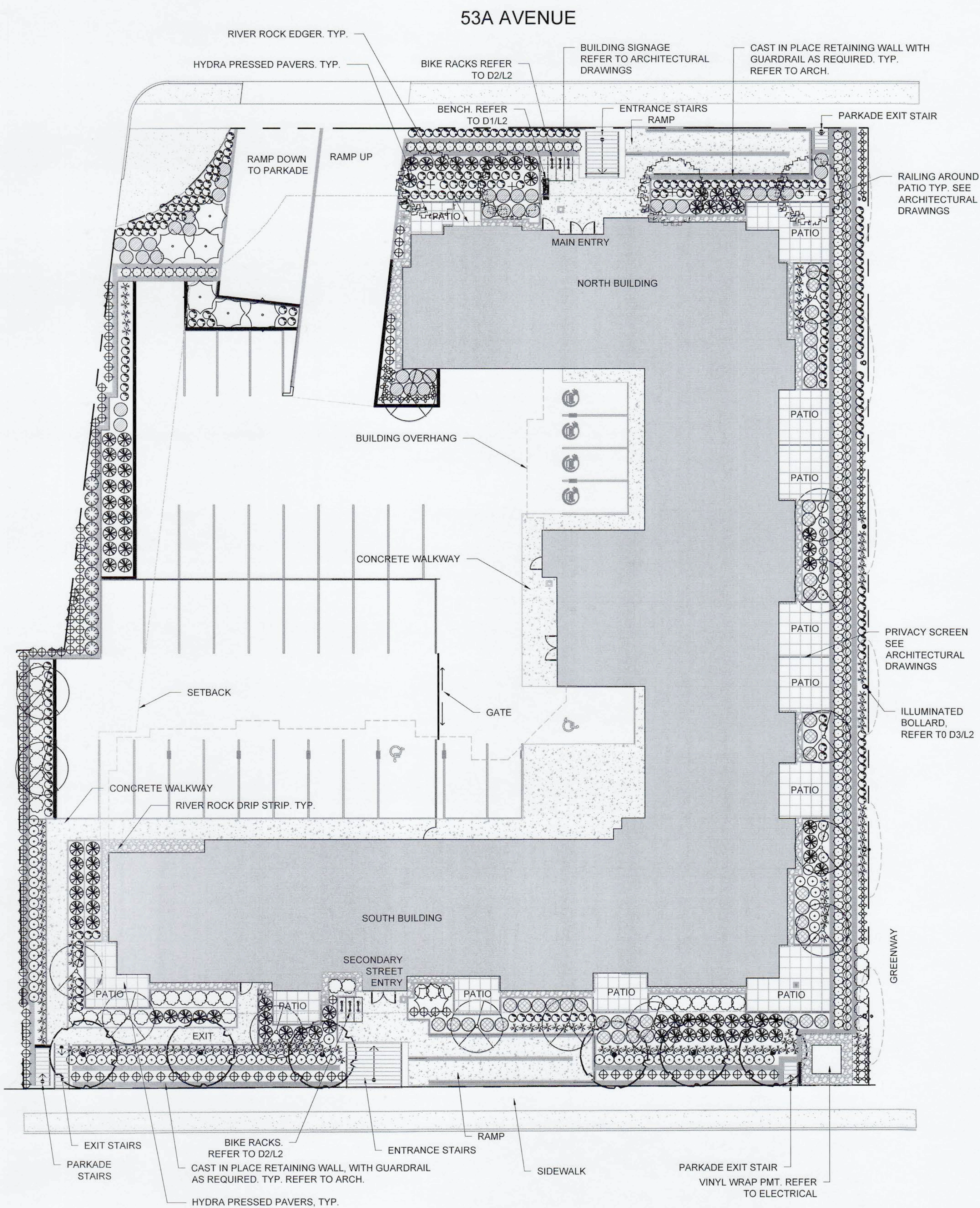


RF PROPERTIES
ARCHITECT & INTERIOR DESIGN

SD4.05

LEGEND

- TURF GRASS
- HYDRAPRESSED PAVERS
- CONCRETE WALKWAY
- BENCH



PLANT LIST - ENTIRE SITE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	CONDITION
DECIDUOUS TREES						
6		<i>Cercidiphyllum japonicum</i>	Katsura Tree	6cm cal.	As per plan	W.B.
15		<i>Cornus florida 'Rubra'</i>	Red Flowering Dogwood	6cm cal.	As per plan	W.B.
4		<i>Liquidambar</i>				
CONIFEROUS TREES						
7		<i>Picea glauca</i>	White Spruce	2.5m ht.	As per plan	W.B.
SHRUBS						
138		<i>Ilex crenata 'Fastigiata'</i>	Columnar Japanese Holly	60cm ht.	75cm O.C.	#5 Pot
233		<i>Lonicera nitida 'Baggesen's Gold'</i>	Baggesen Gold Boxleaf Honeysuckle	45cm ht.	60cm O.C.	#2 Pot
41		<i>Choisya ternata</i>	Mexican orange blossom	60cm ht.	1m O.C.	#3 Pot
79		<i>Pieris japonica 'Bonfire'</i>	Bonfire Japanese Pieris	60cm ht.	1m O.C.	#3 Pot
111		<i>Prunus laurocerasus 'Reynvaanii'</i>	Russian Laurel	60cm ht.	1m O.C.	#3 Pot
111		<i>Berberis thunbergii f. atropurpurea</i>	Purple Japanese barberry	60cm ht.	1m O.C.	#3 Pot
37		<i>Rhododendron 'Ken Janeck'</i>	Ken Janeck Rhododendron	60cm ht.	1m O.C.	#3 Pot
12		<i>Vaccinium ovatum</i>	Evergreen Huckleberry	60cm ht.	1.5m O.C.	#3 Pot
40		<i>Viburnum davidii</i>	David Viburnum	45cm ht.	90cm O.C.	#2 Pot
88		<i>Pinus mugo 'Compacta'</i>	Dwarf mountain pine	45cm ht.	As per plan	#3 Pot
PERENNIALS, GROUND COVERS, AND GRASSES						
67		<i>Bergenia cordifolia</i>	Bergenia	1 Gallon	45cm O.C.	#1 Pot
160		<i>Pennisetum alopecuroides 'Little bunny'</i>	Little Bunny Fountain Grass	1 Gallon	45cm O.C.	#1 Pot

GENERAL NOTES

- EXAMINE SITE AND CONFIRM EXISTING SITE CONDITIONS BEFORE BIDDING.
- CONFIRM ALL MEASUREMENTS ON SITE. DO NOT SCALE DRAWINGS.
- CONFIRM EXISTING AND PROPOSED GRADES PRIOR TO BEGINNING CONSTRUCTION WORKS.
- CONFIRM MUNICIPAL REQUIREMENTS FOR BUILDING PERMITS, SETBACKS, BUILDING CODE WORKS, AND OTHER BY-LAW REQUIREMENTS. OBTAIN REQUIRED PERMITS PRIOR TO BEGINNING CONSTRUCTION WORKS.
- OBTAIN UTILITY AND SERVICES LOCATES PRIOR TO BEGINNING CONSTRUCTION WORKS.
- PROTECT FROM DAMAGE ALL EXISTING STRUCTURES, TREES, SURFACES, SITE FURNISHINGS, UNDERGROUND SERVICES AND OTHER EXISTING ELEMENTS THAT EITHER REMAIN ON SITE, ARE PART OF THE SITE ACCESS OR ARE ADJACENT TO THE SITE. PERFORM REPAIR AND MAKE GOOD WORKS FOR ANY DAMAGE THAT IS CAUSED BY THE CONTRACTOR'S WORK AT THE CONTRACTOR'S OWN EXPENSE.
- UNLESS OTHERWISE SPECIFIED, CONTRACTOR SHALL GUARANTEE ALL WORKS AND MATERIALS FOR A PERIOD OF NOT LESS THAN ONE (1) YEAR. CONTRACTOR SHALL INSPECT THE LANDSCAPE ON A REGULAR BASIS AND REPLACE MATERIALS THAT ARE IN POOR CONDITION WITHIN TWO WEEKS OF INSPECTION OR NOTIFICATION.
- THE CONTRACTOR SHALL MAINTAIN THE SITE IN GOOD WORKING ORDER WITH A CLEAN AND ORDERED APPEARANCE. DURING THE PERIOD OF WORKS, PEDESTRIAN, PUBLIC AND ROAD AREAS ARE TO BE SWEEPED AT THE END OF EACH DAY AND KEPT FREE OF DEBRIS. LANDSCAPE DEBRIS IS TO BE DISPOSED OFF-SITE AT LEGAL AND APPROVED LOCATIONS.

SODDING NOTES:

- SODDED AREAS AS SHOWN ON THE PLANTING PLAN ARE TO BE CERTIFIED CANADA NO. 1 CULTIVATED TURF SOD, WITH STRONG FIBROUS ROOT SYSTEM, THICK AND HEAVY GROWTH CONFORMING TO REQUIREMENTS OF THE CANADIAN LANDSCAPE STANDARD, AND OF THE FOLLOWING MIX OR APPROVED EQUAL:
 - 40% BLEND OF (3) VARIETIES OF KENTUCKY BLUEGRASS
 - 40% CREEPING RED FESCUE
 - 20% PERENNIAL RYEGRASS
 USE LATEST APPROVED CULTIVARS OF GRASS IN PROVINCE
- AREAS TO BE SODDED SHALL HAVE A MINIMUM 150MM TOPSOIL BASE
- LOOSEN SOIL SURFACE PRIOR TO SODDING. ELIMINATE BUMPS AND HOLLOWES. ROLL LIGHTLY WHEREVER TOPSOIL IS EXCESSIVELY LOOSE
- PRIOR TO SODDING, OBTAIN APPROVAL THAT FINISHED GRADE AND DEPTH OF TOPSOIL ARE SATISFACTORY.
- DELIVER SOD TO SITE WITHIN 24 HOURS OF BEING LIFTED AND LAY WITHIN 36 HOURS OF BEING LIFTED. DURING DRY WEATHER PROTECT SOD FROM DRYING, AND WATER SOD AS NECESSARY TO ENSURE ITS VITALITY AND PREVENT THE LOSS OF SOIL IN HANDLING. DRY SOD WILL BE REJECTED.
- LAY SOD DURING GROWING SEASON. LAY SOD IN ROWS, PERPENDICULAR TO SLOPE, AND WITH JOINTS STAGGERED. BUTT SECTIONS CLOSELY WITHOUT OVERLAPPING OR LEAVING GAPS BETWEEN SECTIONS. CUT OUT IRREGULAR OR THIN SECTIONS WITH SHARP IMPLEMENTS.
- WATER SOD IMMEDIATELY AFTER LAYING TO OBTAIN MOISTURE PENETRATION INTO TOP 150MM OF TOPSOIL. MAINTAIN SODDED AREAS FROM START OF INSTALLATION UNTIL FINAL ACCEPTANCE.

PLANTING NOTES

- PLANTS SHALL BE INSTALLED AS DIRECTED BY THE DRAWING, NOTES AND DETAILS.
- PLANT MATERIAL SUBSTITUTIONS WILL NOT BE ACCEPTED WITHOUT PRIOR WRITTEN APPROVAL.
- ALL PLANT MATERIAL SHALL BE THOROUGHLY WATERED AND SOAKED AT THE TIME OF PLANTING.
- TREE PROTECTION:** PER THE MUNICIPAL DETAIL IF REQUIRED.
- ALL LANDSCAPE MATERIAL IS TO COMPLY WITH THE CANADIAN LANDSCAPE STANDARD.
- SOIL ANALYSIS FOR PROPOSED GROWING MEDIUMS IS TO BE PROVIDED TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANTING BEDS TO BE FINISHED WITH 75mm OF BARK MULCH. REFER TO PLANTING DETAILS FOR INSTALLATION AROUND PLANT MATERIAL.
- PLANT MATERIALS SPECIFIED FOR THIS PROJECT WILL CONFORM TO THE CANADIAN LANDSCAPE STANDARD AND MUNICIPAL LANDSCAPE STANDARD FOR SIZE, VARIETY AND CONDITION AS INDICATED ON THE PLANT LIST SHOWN ON THIS DRAWING. ANY PLANT DISPLAYING POOR GROWTH HABITS, INJURY OR DISEASE WILL BE REJECTED. ANY PLANT THAT IS REJECTED WILL BE REMOVED FROM THE SITE AND REPLACED WITH A PLANT OF ACCEPTABLE QUALITY AT NO ADDITIONAL COST TO THE OWNER.
- REMOVE DEAD OR DAMAGED BRANCHES. ALL PRUNING SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES AND INTERNATIONAL SOCIETY ARBORISTS (I.S.A.) SPECIFICATIONS WITH APPROPRIATE TIMING FOR EACH SPECIES.
- PROVIDE A ONE YEAR WARRANTY FOR THE PLANT MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE REQUIRED TO KEEP THE PLANTS IN A HEALTHY CONDITION DURING THE WARRANTY PERIOD UNLESS OTHERWISE AGREED UPON, AND FOR REPLACEMENT OF PLANT MATERIALS THAT ARE DEAD OR IN POOR CONDITION DURING THE WARRANTY PERIOD AT THE CONTRACTOR'S OWN EXPENSE. MAINTENANCE INCLUDES BUT IS NOT LIMITED TO:
 - Regular schedule of watering of the plants as required and/or as directed by the Project Manager during construction and the warranty period. Plants shall be watered within 48 hours of written request by the Owner or Owner's representative. Failure to do so after the request shall result in the work being undertaken by others. The cost of this work shall be deducted from the total Contract Price or holdback and otherwise recovered from the Contractor.
 - Maintenance and additional installation of mulch
 - Weed removal
 - Disease control

IRRIGATION NOTES:

- IRRIGATION TO BE PROVIDED FOR ALL 'SOFT LANDSCAPE AREAS' SHOWN ON THE DRAWING, USING A HIGH EFFICIENCY IRRIGATION SYSTEM.
- IRRIGATED AREAS TO BE INSTALLED AS A DESIGN BUILD IRRIGATION SYSTEM FOR THE SUB OUTS PROVIDED. PROVIDE SUBMITTALS OF DESIGN TO CONSULTANT AT LEAST ONE WEEK PRIOR TO INSTALLATION AND AS-BUILT DRAWING WITHIN ONE MONTH OF SUBSTANTIAL PERFORMANCE.
- THE IRRIGATION SYSTEM DESIGN AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE IRRIGATION INDUSTRY OF BC STANDARDS AND GUIDELINES.
- ALL IRRIGATION VALVE BOXES TO BE EQUIPPED WITH QUICK COUPLERS.
- USE POP-UP SPRINKLER HEADS.
- DO NOT SPRAY WATER ONTO TREE TRUNKS.

3	21/06/21	RE-ISSUED FOR DP
2	01/06/21	RE-ISSUED FOR DP
1	19/03/21	ISSUED FOR DP
NO.	DATE: (d/m/y)	DESCRIPTION:
ISSUES & REVISIONS:		
SEAL:		



PROJECT NAME

**53A AVE RF
APARTMENTS**

PROJECT ADDRESS

20040 - 20070 53A AVE &
20041 - 20071 53 AVE
LANGLEY, BC

DRAWING TITLE:

**LANDSCAPE PLAN,
PLANTING PLAN AND NOTES**

SCALE: 1:200
DRAWN: RMK
CHECKED: JT
PROJECT NO: 210216

DRAWING NO

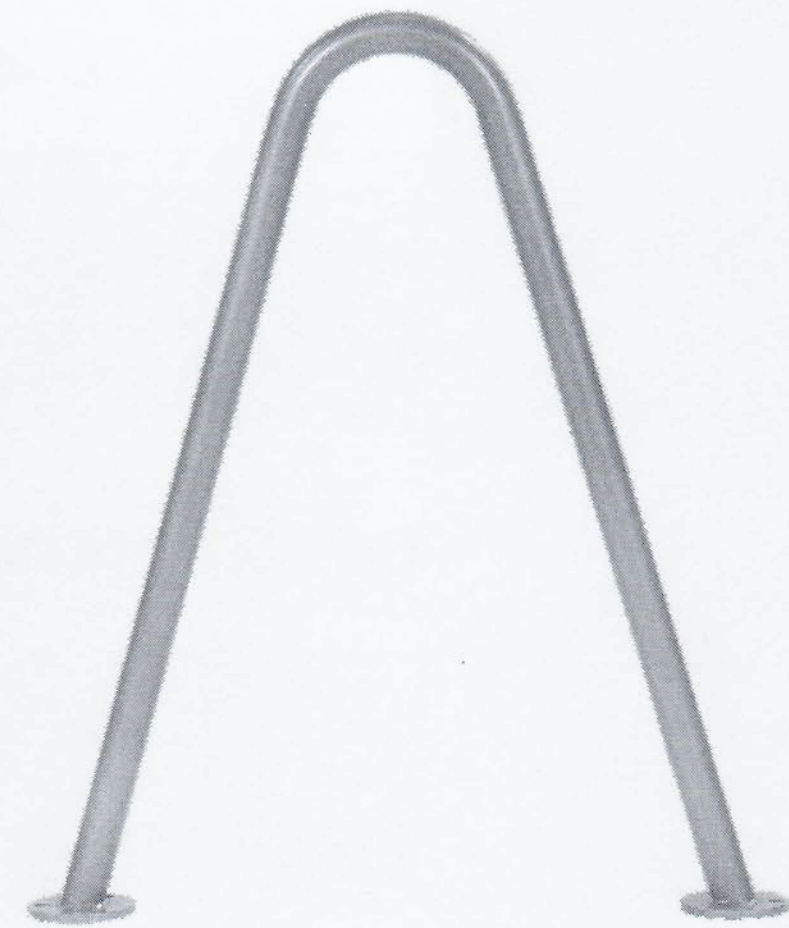
L1



BENCH SPECIFICATIONS
MODEL: NEOLIVIANO
MANUFACTURER: LANDSCAPE FORMS
 OR APPROVED EQUAL

D1 BENCH

N.T.S.



BIKE RACK SPECIFICATIONS
MODEL: URBAN MOGUL
MANUFACTURER: URBAN RACKS
COLOUR: SILVER
 OR APPROVED EQUAL

D2 BIKE RACK

N.T.S.



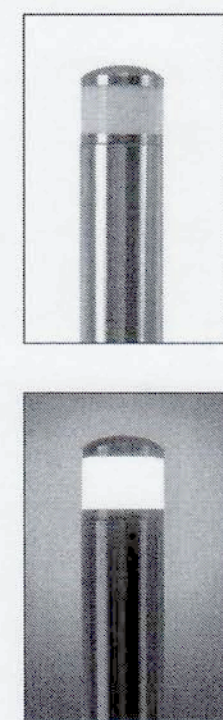
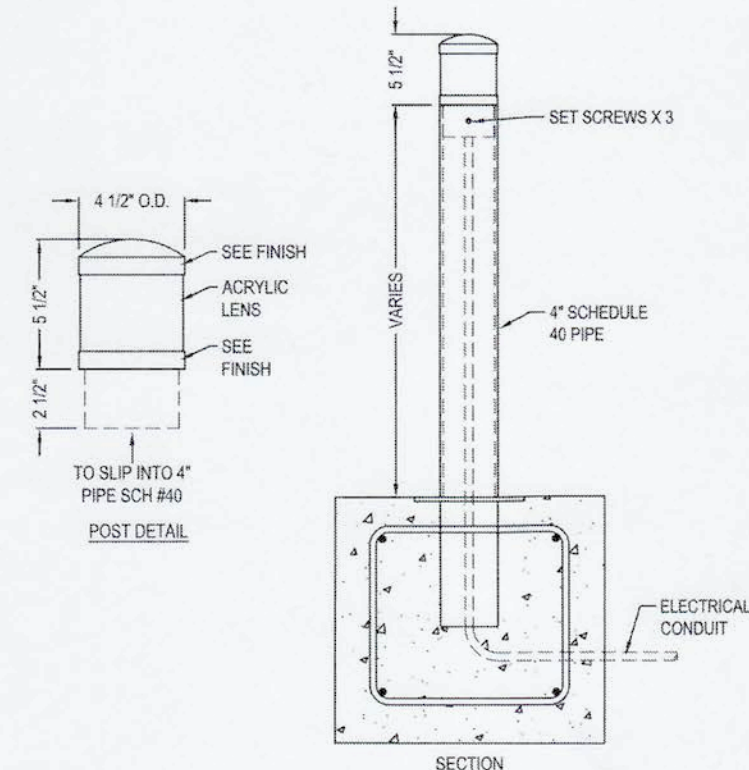
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- SELECT DESIRED MATERIAL (4" NOMINAL SIZE)
 - SCH 40 STAINLESS STEEL
 - SCH 40 ASTM A-53 CARBON STEEL
- SELECT DESIRED LENS OPTIONS:
 - OPAL
 - CLEAR
- SELECT DESIRED LIGHT SOURCES:
 - 5 WATTS
 - 8 WATTS
 - 12 WATTS
- SELECT DESIRED OPTIONAL:
 - DIMMING CONTROL
- SELECT DESIRED FINISH:
 - SATIN STAINLESS STEEL
 - POWDER COATED ALUMINUM



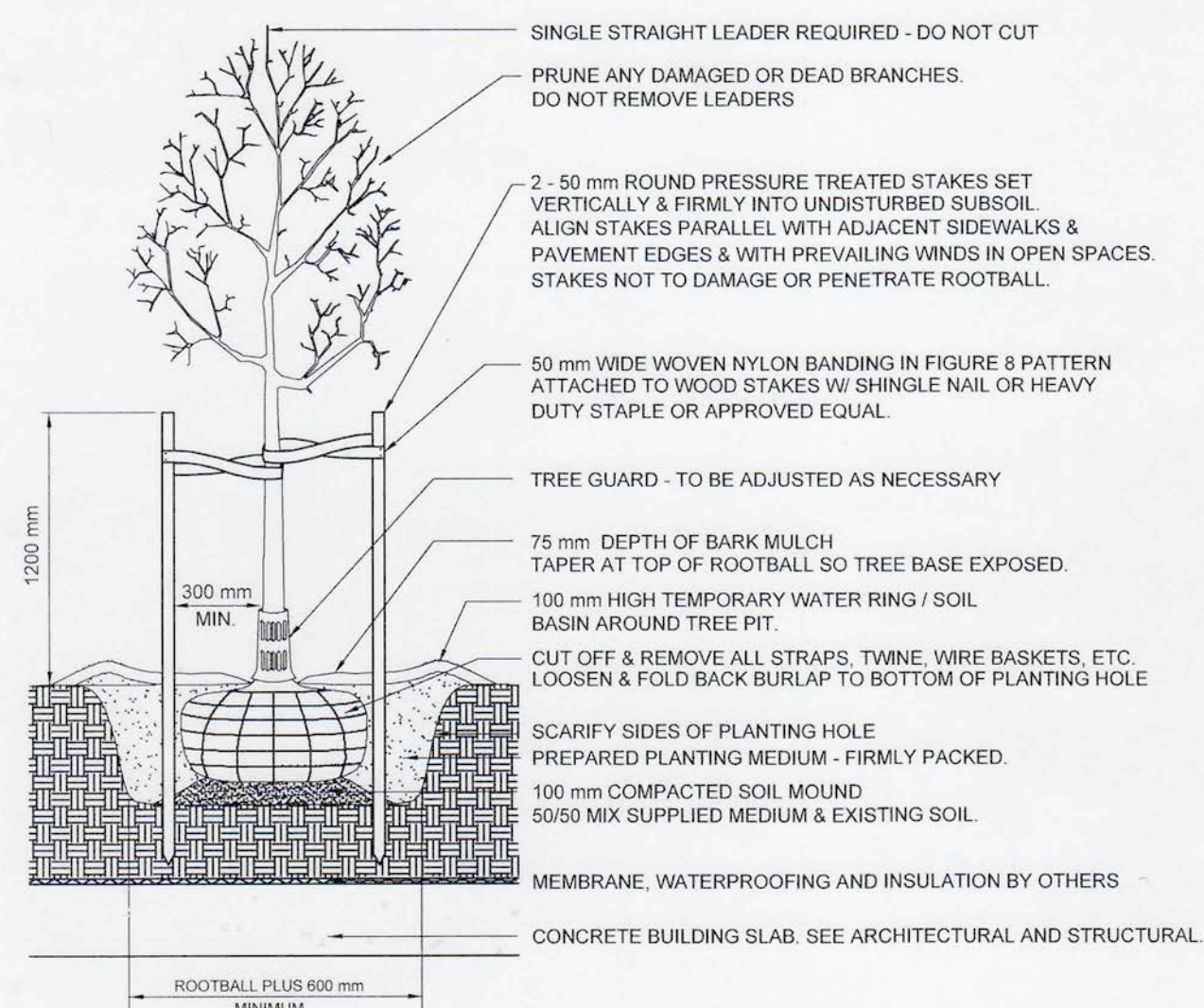
SPECIFICATIONS:
 LUMINAIRE: SHALL CONSIST OF HEAVY DUTY ALL STAINLESS STEEL OR ALUMINUM CONSTRUCTION.
 LENS: HIGH IMPACT RESISTANT OPAL OR CLEAR ACRYLIC LENS.
 OPTICS: TYPE V LIGHT DISTRIBUTION.
 LIGHT SOURCE: SEE OPTIONS LIST.
 DRIVER: ELECTRONIC LED DRIVER (120V-277V).
 OPTIONAL: DIMMING CONTROL (5-10%).
 ELECTRICAL: ALL COMPONENTS ARE UL RECOGNIZED. LUMINAIRE IS SHIPPED COMPLETE AND READY TO INSTALL. BOLLARD IS DESIGNED FOR OPERATION IN WET LOCATIONS.
 FINISH: SATIN STAINLESS STEEL OR POWDER COATED ALUMINUM. ALL EXPOSED HARDWARE SHALL BE STAINLESS STEEL.

NOTES:
 1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. DO NOT SCALE DRAWING.
 3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
 4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
 5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 6946-058.

BOLLARD SPECIFICATIONS
MODEL: 8" LIGHTED COLLARDS
MANUFACTURER: 1-800-BOLLARDS
 OR APPROVED EQUAL

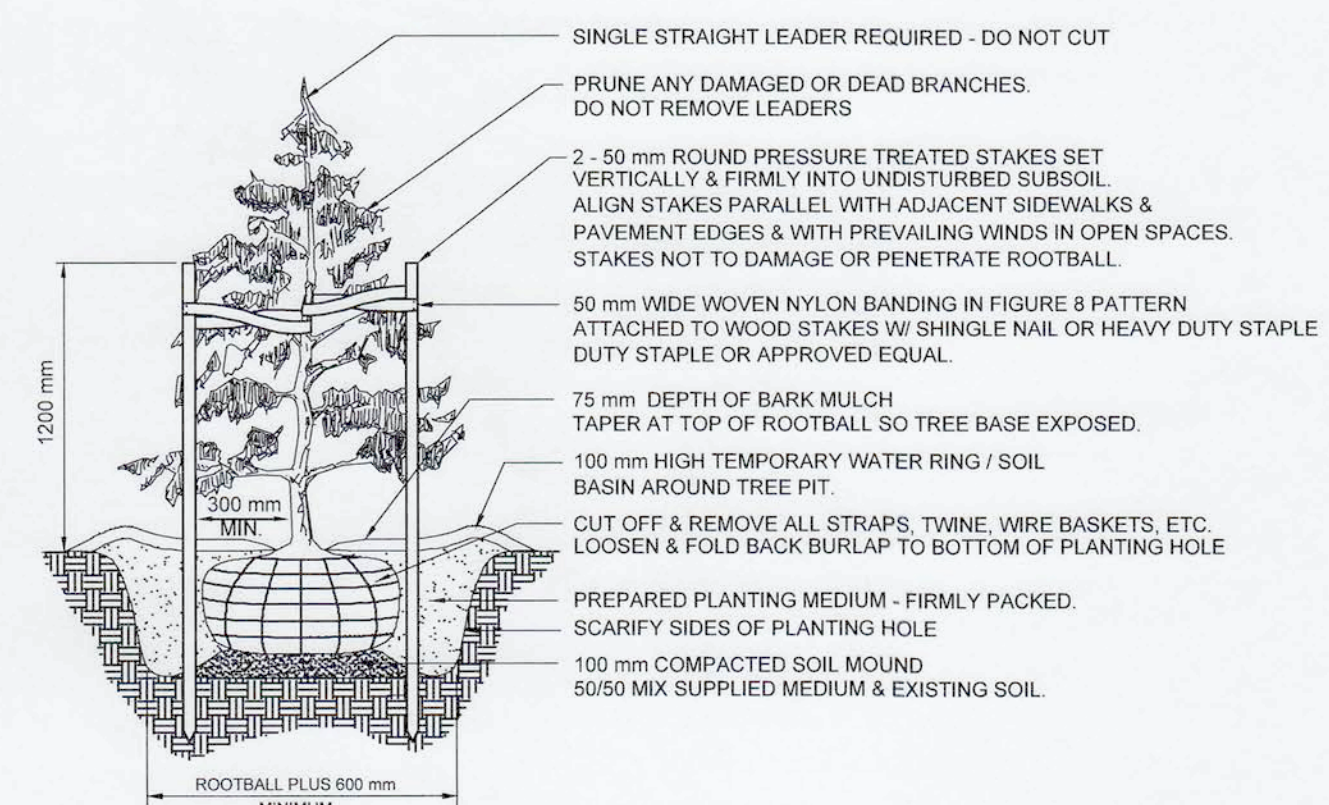
D3 ILLUMINATED BOLLARD

N.T.S.



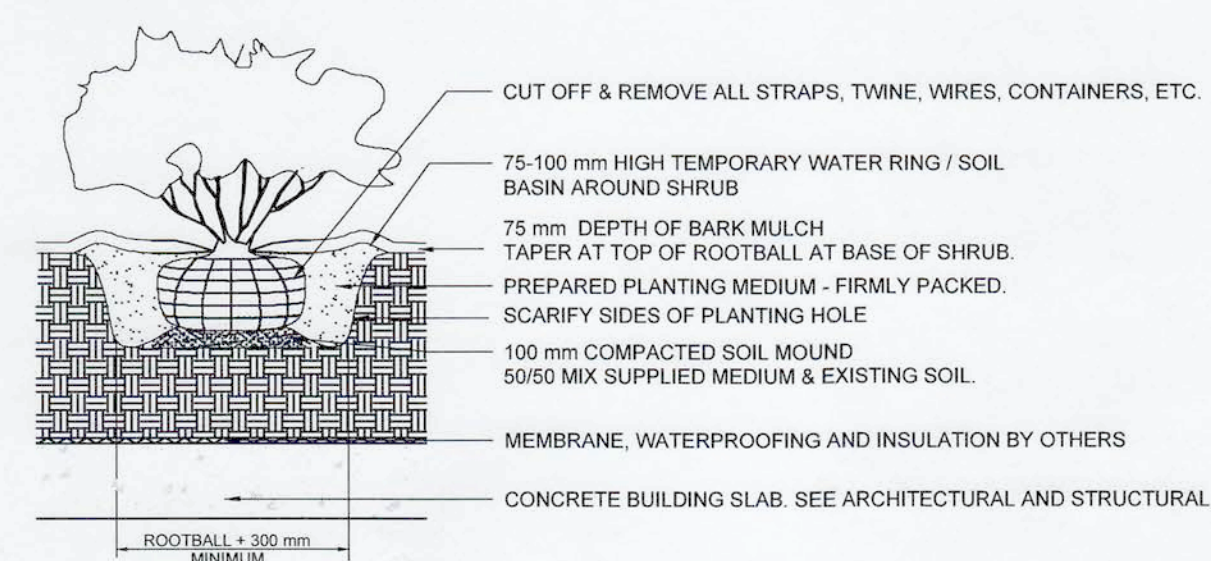
DECIDUOUS TREE - ON SLAB

NTS



CONIFEROUS TREE

N.T.S.



SHRUB AND PERENNIAL - ON SLAB

NTS

3	21/06/21	RE-ISSUED FOR DP
2	01/06/21	RE-ISSUED FOR DP
1	19/03/21	ISSUED FOR DP

NO: DATE (dmy) DESCRIPTION:

ISSUES & REVISIONS

SEAL:



PROJECT NAME:

53A AVE RF
 APARTMENTS

PROJECT ADDRESS:

20040 - 20070 53A AVE &
 20041 - 20071 53 AVE
 LANGLEY, BC

DRAWING TITLE:

DETAILS

SCALE:	AS NOTED
DRAWN:	RMK
CHECKED:	JT
PROJECT NO.:	210216

DRAWING NO:

L2

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