



**MINUTES OF THE
ADVISORY DESIGN PANEL**

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

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

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

Absent: Jaswinder Gabri
Ritti Suvilai

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

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

1) AGENDA

Adoption of the July 18, 2024 agenda.

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

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

CARRIED

2) MINUTES

Adoption of minutes from the June 27, 2024 meeting.

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

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

CARRIED

3) ZONING BYLAW AMENDMENT APPLICATION RZ 13-23

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

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

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

Panel members provided the following comments about the proposal:

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

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

The Applicant team entered the meeting:

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

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

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

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

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

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

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

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

The applicant team left the meeting.

It was MOVED and SECONDED

THAT:

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

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

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

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

THE QUESTION WAS CALLED and same was

CARRIED

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

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

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

The Applicant team entered the meeting:

Matthew Cheng, Architect, Matthew Cheng Architect Inc.

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

Matthew Cheng provided information on the following:

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

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

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

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

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

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

The applicant team left the meeting.

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

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

THAT:

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

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

THE QUESTION WAS CALLED and same was

CARRIED

5) NEXT MEETING

September 11, 2024

6) **ADJOURNMENT**

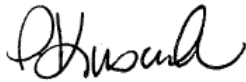
It was MOVED and SECONDED

THAT the meeting adjourn at 9:50 pm.

CARRIED



ADVISORY DESIGN PANEL CHAIR



DEPUTY CORPORATE OFFICER