



EXPLANATORY MEMO

July 18, 2024 Advisory Design Panel Recommendations and Applicant Response RZ 13-23 5501 204 Street & 20300 Douglas Crescent (Langley Mall)

Advisory Design Panel Recommendations and Applicant Response

On July 18, 2024 the Advisory Design Panel (ADP) reviewed the RZ 13-23 application, and provided the following recommendations (see attached minutes for further details):

1. 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.
2. Consider more variation in height of podium levels.
3. Give consideration to prominent gateway features related to surrounding context (e.g. Douglas Park, SkyTrain station, etc.).
4. Design commercial frontages to effectively activate and engage with the adjacent public realm (uses spilling out, garage doors, etc.).
5. 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.).
6. Consider solar access in building articulation and provide shadow diagrams, including in the articulation diagrams.
7. Look for opportunities to greater enhance the street ground space, including with further emphasis on pedestrians.
8. Enhance and provide more pedestrian view points around and through the site.
9. 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.
10. Emphasize an engaging and visually interesting frontage at the northwest corner adjacent to the intersection of Douglas Crescent and 203 Street.
11. Incorporate enhanced bicycle parking facilities as part of development applications.
12. Mitigate the visual and pedestrian impacts of the loading and parkade entrances.
13. Incorporate level sidewalk heights across carriageway intersections wherever possible.
14. Include a diverse residential unit mix.

The applicant submitted finalized revised architectural drawings on October 7, 2024 (attached to the Zoning Bylaw amendment). The applicant has responded to the ADP's recommendations in the following manner:

1. 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.

The relationship between the proposed site layout and the approved Langley Lions development plan is shown on the overhead site plan as well as the perspective massing diagrams. The proposed southern buildings show a step down from 14 storeys to 10 storeys across from the Langley Lions site to transition to the 8-storey heights on their side. Crosswalks across the lane between the subject application's southern park and the Langley Lions site have been added to the drawings to show the intent for a connection between them, with detailed design of these accesses and the lane treatment to be completed at the Development Permit stage.

2. Consider more variation in height of podium levels.

The refined height and massing of individual buildings will be considered as part of the more detailed phase-by-phase Development Permit applications.

3. Give consideration to prominent gateway features related to surrounding context (e.g. Douglas Park, SkyTrain station, etc.).

The existing site plan creates several opportunities for prominent gateway features, including a plaza on the northwest corner and a plaza at the intersection of Douglas Crescent with the city hall lane (both of which may be used as SkyTrain access routes), a proposed building at the intersection of Douglas Crescent and 204 Street across from the historic Federal Building, and two buildings flanking the entrance into the site from Park Avenue to the east, which connects to Douglas Park. These locations have strong potential for public art, iconic landscaping, and unique building designs that highlight entrances into the site and relate to the surrounding context. These specific features will be designed and identified as part of the more detailed phase-by-phase Development Permit applications.

The plaza, at the intersection of Douglas Crescent and the internal north-south street and City Hall lane, follows the direction of the OCP (Appendix B, Policy 1.34), and can be located on either the southeast corner or southwest corner of this intersection. The design of this plaza will be confirmed when the Development Permit is applied for and considered by Council, and the design of the plaza is to be consistent with the OCP Development Permit Area Guidelines 69 to 74.12.

4. Design commercial frontages to effectively activate and engage with the adjacent public realm (uses spilling out, garage doors, etc.).

Building setbacks, especially on the north-central plaza adjacent to Douglas Crescent, create the space necessary for commercial frontages to spill out into the public realm and create an engaging frontage for passers-by, such as dining areas and outdoor retail displays. The specific frontage designs will be completed as part of the more detailed phase-by-phase Development Permit applications.

5. 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.).

Façade design and material/colour are determined as part of Development Permit applications and will be determined phase-by-phase. The large site and diverse context surrounding it help support design variation; for example, the northeast corner could respond to the use of brick within the Historic Downtown Core.

6. Consider solar access in building articulation and provide shadow diagram, including in the articulation diagrams.

The proposed development plan was designed with solar access in mind through the emphasis on north-south oriented buildings and point towers on lower podiums. More refined solar access considerations will be made as part of the more detailed phase-by-phase Development Permit applications. Shadowing diagrams have been added to the architectural set.

7. Look for opportunities to greater enhance the street ground space, including with further emphasis on pedestrians.

The conceptual public realm design as shown in the subject architectural set will be further developed and refined as part of the more detailed phase-by-phase Development Permit applications. As with similar ADP recommendations, this may include varied frontages, different sizes and types of retail, opportunities for businesses to spill out into the public realm, and placemaking through landscaping, varied surface treatments, and public art.

8. Enhance and provide more pedestrian view points around and through the site.

Pedestrian view corridors were considered in the design of the project layout, including by angling of the buildings along the north-south internal street, taking advantage of the curved property lines in the northwest quadrant, and aligning the internal east-west street with Park Avenue to maintain the view corridor to Douglas

Park. Further enhancements will be considered as part of the more detailed phase-by-phase Development Permit applications.

9. 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.

The park design shown in the rezoning-level architectural set is conceptual and will be updated as part of the relevant Development Permit application(s). This recommendation will be incorporated into the park's design at that time.

10. Emphasize an engaging and visually interesting frontage at the northwest corner adjacent to the intersection of Douglas Crescent and 203 Street.

The large plaza and flatiron-style building footprint formed by the acute curved angles of the site at this intersection create the opportunity for a striking building frontage and public realm. This recommendation will be incorporated into the architectural and landscape design as part of the associated phase's Development Permit application.

11. Incorporate enhanced bicycle parking facilities as part of development applications.

Bicycle parking facilities will be designed as part of the more detailed phase-by-phase Development Permit applications and will be subject to Zoning Bylaw requirements as may apply from time to time.

12. Mitigate the visual and pedestrian impacts of the loading and parkade entrances.

The development layout has been designed to keep all loading and parkade entrances on the private internal streets and screened by wraparound building spaces to keep the gaps in the building frontages as small as possible while maintaining their functionality. More refined design-based interventions and mitigating measures will be incorporated as part of the more detailed phase-by-phase Development Permit applications.

13. Incorporate level sidewalk heights across carriageway intersections wherever possible.

This recommendation will be considered as part of the application's civil design review process with the City's Engineering staff and as part of the more detailed phase-by-phase Development Permit applications.

14. Include a diverse residential unit mix.

Unit mix will be considered as part of the more detailed phase-by-phase Development Permit applications and will be subject to any City bylaw requirements that may apply from time to time.

Staff Commentary

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

The recommendations put forward by the ADP and the responses provided by the applicant for this project reflect the nature of the subject application, which is only for a Zoning Bylaw amendment (“rezoning”) dealing with use, density, and overall layout for a redevelopment project, that if approved will involve multiple buildings that are constructed phase-by-phase over many years, as opposed to the form and character considerations involved in a Development Permit application for a smaller single-phase development.

The common practice at the City is for rezoning and Development Permit applications to be processed together at the same time but, given the scale and complexity of the subject project, the rezoning was applied for independently to finalize the site’s fundamentals and layout before more detailed Development Permit applications for individual buildings could be made that fit into the site’s overall plan. These Development Permit applications will need to be reviewed by the ADP and approved by Council prior to proceeding to building permit and construction. Since the ADP’s mandate is to provide form and character-related input, this means that responses to the recommendations are most appropriate not in the initial rezoning package but in subsequent Development Permit applications. A copy of this explanatory memo will be retained on this application file and referenced as part of staff review of these future Development Permit applications.

Engineering studies for the rezoning are underway and, should the application be given first, second, and third readings, these studies and site servicing requirements will be finalized prior to the application returning to Council for consideration of final adoption. Given the size and long-term buildout expected for the full project, it is possible that a Phased Development Agreement (PDA) may be used. A PDA is a type of bylaw related to a specific development that can be adopted as a condition of the adoption of the development. This is similar to Housing Agreement bylaws, which may be adopted prior to the adoption of a rezoning bylaw. A PDA Bylaw can remain in effect for a timeframe of 10-20 years and in this case, depending on engineering study results and required servicing and traffic improvements, a PDA Bylaw could enable site servicing requirements to be undertaken in specific phases as the overall redevelopment is built out, and also provide the City the legal assurance that these improvements will be provided over time.

In April 2024 the Province adopted Bill 16 and amended the Local Government Act to give local governments the authority to adopt an ‘inclusionary zoning’ bylaw. This bylaw can be used to require a certain percentage of below-market rental or strata housing units in new residential buildings, without rezoning. This bylaw would thus apply to ‘pre-zoned’ sites (already zoned for residential use), and would be enforced at the Development Permit and Building Permit stage. The City does not have an inclusionary zoning bylaw, but if Council adopts an inclusionary bylaw, it would apply to future individual Development Permit and Building Permit applications for residential buildings within a

certain geographical area, including future phases of this and other multi-phase redevelopment projects, and other future residential buildings in the City's Transit Oriented Areas (TOAs).

In response to a question posed to staff at the ADP meeting, staff have the following response:

1. Provide more information on the future design of the 203 Street & Michaud Crescent intersection

The intersection of Michaud Crescent and 203 Street will remain as a right-in, right-out intersection given the proximity of the adjacent signalized intersections, medians, and turn bays on 203 Street. The vehicle lanes will remain separated with a median with a laning configuration similar to the current condition. However, the general layout will include a land dedication to the City for widening to accommodate a boulevard, protected bicycle facilities, as well as widened sidewalks on 203 Street.