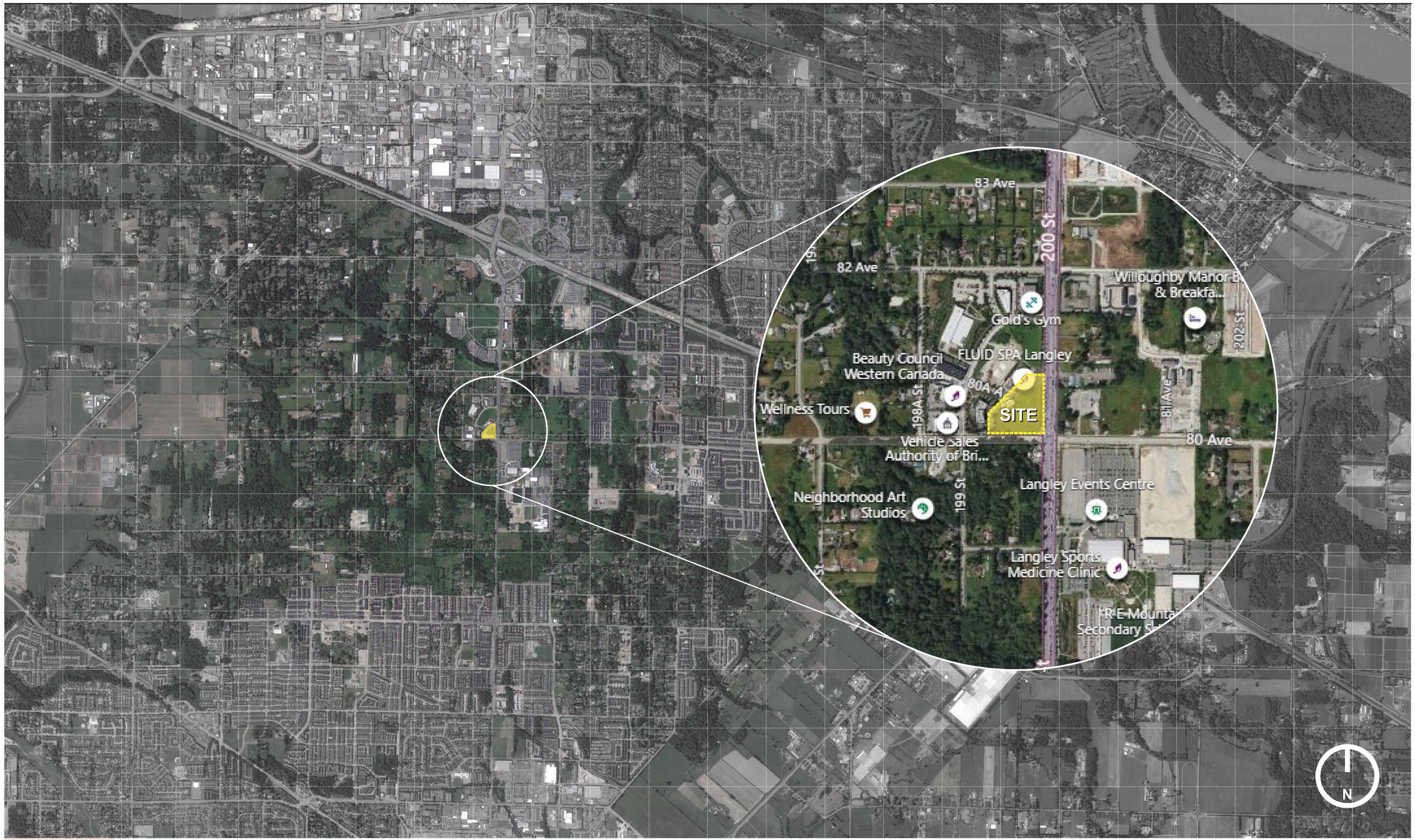
200TH STREET & 80TH AVENUE, LANGLEY TWP, BC
MIXED-USE DEVELOPMENT

ISSUED FOR DEVELOPMENT PERMIT
FEBRUARY 8, 2024



CHRIS DIKEAKOS
ARCHITECTS INC.

LORVAL
DEVELOPMENTS



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ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

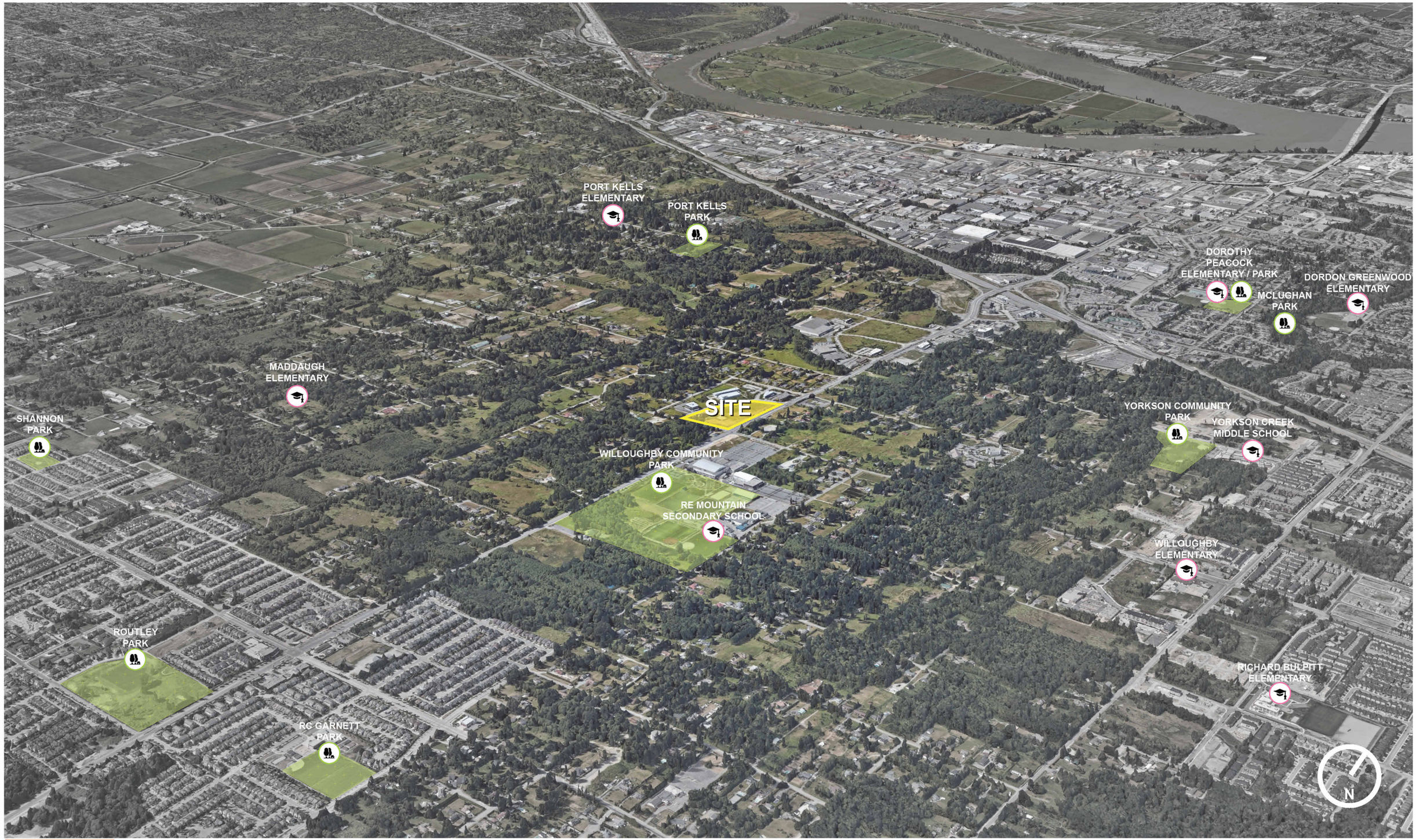
CONTEXT MAP

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A-001



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200th STREET & 80th AVENUE, LANGLEY TWP, BC

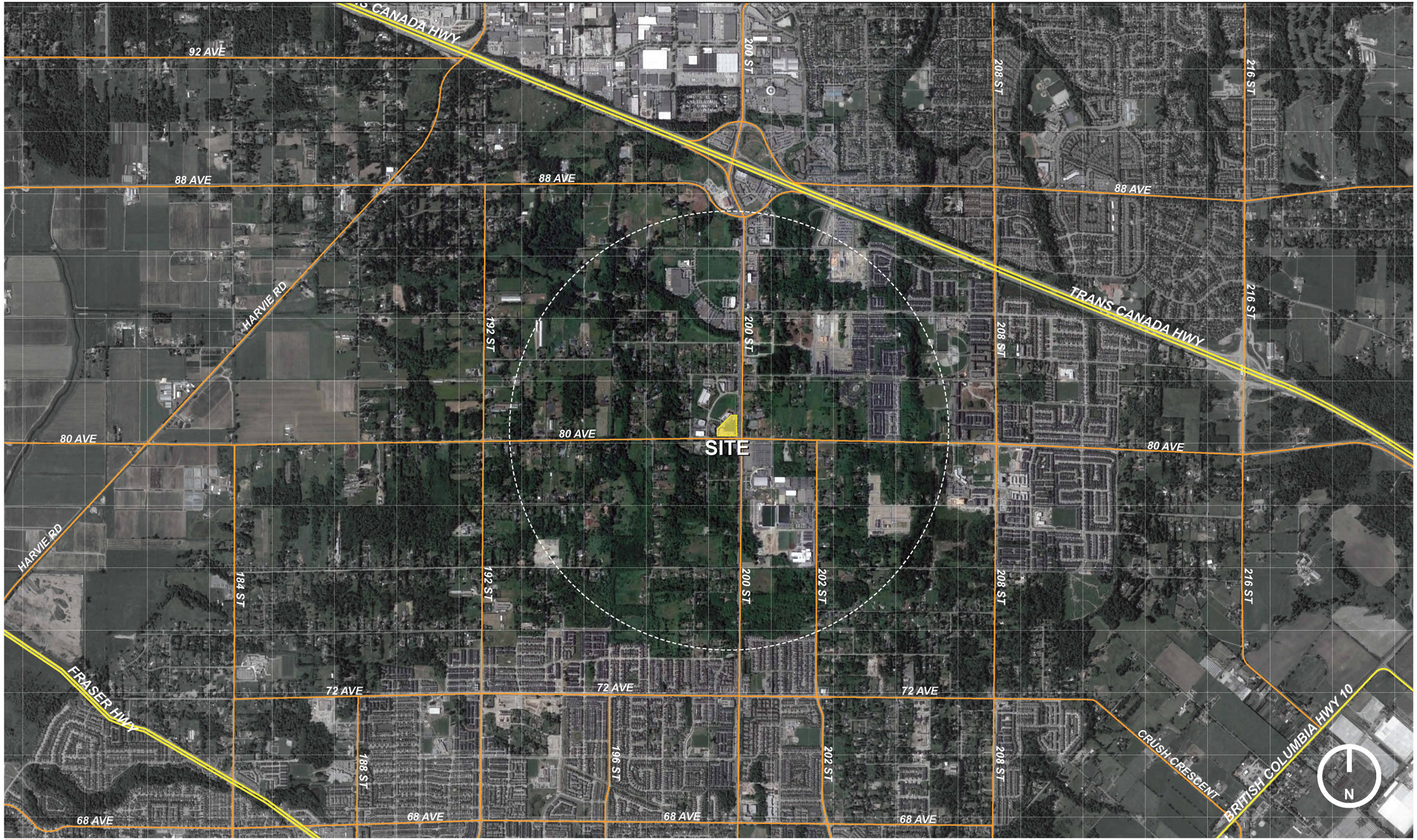
AERIAL CONTEXT

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A-002



CHRIS DIKEAKOS
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MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

PRIMARY ROADS

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LORVAL DEVELOPMENTS

A-003



CHRIS DIKEAKOS
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MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

AERIAL VIEW AND STREET VIEW NUMBERS

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LORVAL DEVELOPMENTS

A-004



#1 VIEW OF SITE AT INTERSECTION OF 200TH STREET AND 80TH AVENUE



#2 VIEW OF SITE ALONG 200TH STREET



#3 VIEW OF SITE ALONG 80TH AVENUE



#4 VIEW OF 199TH STREET

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

STREET VIEWS

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LORVAL DEVELOPMENTS

A-005



#5 VIEW OF INTERSECTION AT
199TH STREET AND 80A AVENUE



#6 VIEW OF SITE FROM
80A AVENUE CUL-DE-SAC



#7 VIEW OF NEIGHBOUR TO THE
SOUTH WEST FROM CUL-DE-SAC



#8 VIEW OF NEIGHBOUR TO THE
NORTH WEST AT CUL-DE-SAC

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

STREET VIEWS

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LORVAL DEVELOPMENTS

A-006

Willoughby Community Plan

Policy	Response
2.0 Plan Objectives • The Willoughby area shall consist of a series of distinct but interrelated neighbourhoods each of which is marked by a clear focal point and which is defined primarily by current or proposed key grid roads and supporting green space. • Each neighbourhood shall be designed to be of sufficient size to support a variety of land use elements such as an elementary school, neighbourhood park with some active facilities (preferably combined with a school site), neighbourhood convenience shopping and higher density housing which may include supporting employment opportunities. • Care shall be taken to achieve links between neighbourhoods and larger employment centres. These linkages must provide for pedestrian and bicycle movement within green corridors.	• The corner of 80th Avenue and 200th Street has been identified as a significant corner, based on this Urban Design Principal the proposed development has created a dynamic multifunctional corner plaza. The Plaza will provide an open space that can be used for events throughout the year and is supported by programable lighting that can be adjusted for events. The plaza creates a framework for the unique architectural podium form that projects towards the corner to become an architectural node along the 200th Street corridor. Enhanced light opportunities will be incorporated into the podium form. • Neighbourhood retail, high density housing and employment centre are proposed in the development • The proposed development supports the existing cycling network. Pedestrian links are incorporated between the development and adjacent buildings to the north along 200th Street and the adjacent property to west along 80th Street.
3.2 Open Space and Environmentally Sensitive Areas (Greenways) • At major intersections of 72 and 80 Avenues, it is expected that the 200 Street corridor will be expressed with a predominantly hard surface landscape treatment appropriate to commercial and service commercial uses. • Every effort shall be made to preserve a linear greenway along 200 Street except for identified nodal areas at major intersections. The width of the greenbelt shall be a minimum of 30 metres on both sides of 200 Street. The greenway on each side of 200 Street may be divided into two separate greenways, one along 200 Street and one within the neighbourhood. The greenways would total 30 m in width.	• The development is at 80th Avenue and proposes landscape treatment around the hard scaped plaza • The linear greenway along 200th Street has been maintained in addition to the required nodal space being provided.
4.1.2.3 Multiple Unit Development Site Design • Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture, and be massed to define the intersection. • On sloping sites, buildings should be massed to create a terraced form of development and provide view opportunities for a majority of housing units. Building Form • Roofscape is an important element of building design. Green roofs and green walls are encouraged in compliance with the BC Building Code. Roofs may also be developed to provide resident amenity. Open areas of flat roofs shall be finished with pavers or other coloured materials to enhance the view from above. Parking Lot Landscaping • Screen at-grade and structured parking or service areas located within a residential building from the public street through such treatments as soft and hard landscaping elements. Where possible, parking should be integrated into the building structure or provided below grade. • Pedestrian connections should be facilitated throughout the development, including through parking lots, and to adjoining land uses.	• The proposed development is a corner condition that creates a stimulating architectural express through the relationship of a residential tower, mid-rise office building and podium component that addresses the corner. The concept for the development aims to become a memorable landmark and orientation point for the public. • This is a sloping site along all frontages, the architectural massing has been developed to address the grade changes and ensure activation and public access along each of the elevations • The podium roof along with the residential tower and office mid-rise roofs have provided exterior amenity spaces that includes landscaping to ensure these spaces are active components for the use and enjoyment of residents and employees. • All parking is within an above-grade parkade, the parkade structure is incorporated into the overall form of the building, and utilizes a combination of solid and perforated metal paneling to enclose and conceal the parkade. Irrigated horizontal planters have been incorporated into this form to create a relationship with the landscaping at the ground plan and landscaping at the rooftop amenity decks. • A Pedestrian connection is provided along the northern frontage to connect from 200th Street along a landscaped walkway that includes stairs to 80A Avenue, a pedestrian connection along the west frontage also connects pedestrians and cyclists from 80th Avenue along a landscaped walkway to 80A Avenue. In addition the corner plaza connects directly to an elevator that connects residents, employees and the public to the parkade. This elevator also provides access to bike storage rooms and the ability to access 80A Avenue.

Willoughby Community Plan (Cont.)

Policy	Response

4.2.2 Development Permit Area "D" – Mixed Use
• Mixed-Use development, in the form of multi-family and street level commercial development, is intended to provide vibrant neighbourhood convenience retail, office, and residential uses either within the same building or within separate buildings on the same land parcel.
• Development permit guidelines for mixed use development to be applied in addition to those for residential (4.1.2.3) and commercial (4.2.1) development as appropriate, are as follows:
  ○ Developments in each mixed use node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
  ○ Architectural details and massing shall be expressed so that the base of the structure and its relationship to ground plane activity as well as the roof and its relationship to the skyline is expressed clearly.
  ○ Primary building entrances shall be clearly defined and shall have a sheltering element such as a canopy, awning, arcade or portico to provide protection from the weather.
	• The development provides; multi-family residential, ground oriented retail, and office space.
	• Conceptually the development has been thought of as a gateway project. The height of the tower allows it to be seen from a long distance so that it becomes an orientation point from afar as well as along 200th Street. All components of the architectural design relate to each other through the use of material, scale and light. The development is comprehensive in scope and provides multiple opportunities to contribute to creating a vibrant self-sustaining community.
	• There is a clear relationship between the groundplane treatment and tower top treatment, all exterior spaces are designed to be activate, engaging and safe.
	
	• Weather protection is incorporated into retail, office and residential entries

Latimer Neighbourhood Plan

Policy	Response
2.1.4 Mobility Context • In 2012 the Township adopted its ultimate Cycling Network, which identifies 200 Street and 80 Avenue as commuter routes with dedicated cycle lanes along the arterial roads.	• The proposed development has incorporated the cycling lanes.
4.0 Urban Design Concept • Development of pocket parks and the preservation of other green features such as riparian areas, wildlife habitat patches, and ecological corridors.	• The pedestrian links along the northern and western frontages create green features that currently do not exist, these spaces will create new green corridors.
3.2 Neighbourhood Objectives • Intensity the 200 Street corridor with a mix of transit supportive uses and densities, setting the stage for future rapid transit along the corridor; • Establish neighbourhood nodes along 200 Street at the intersections with 80 Avenue and 76 Avenue. • foster a sense of place in the Latimer neighbourhood by enhancing the public realm with new pedestrian plazas, public art installations and other urban design features;	• The proposed development complies with this objective • The overall design of the project is in response to creating a node on this site. • The neighbourhood will benefit through the creation of the public plaza and through the many urban design features incorporated into the overall design.
5.2.1 General Policies **All Land Use Designations** • Development of blocks with primarily an east-west orientation is encouraged to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies. Flexibility will be considered based on individual site constraints without a requirement for an amendment to this plan where local roads cannot conform. • The provision of rear lanes and rear loaded lots is encouraged and in some cases required, in order to provide parking alternatives and a high quality pedestrian environment.	• The site is generally square, passive and active strategies have been considered through residential corner units that permit air flow through the unit, percentage of vision glazing incorporated, operable windows incorporated into office glazing, the use of lite coloured surface materials. Active strategies are incorporated using solar louvers on the residential tower along with balconies that provide shading throughout the day. • 80A Avenue is used for vehicle access to the parkade, this permits no curb cuts to be added to 80th Avenue and 200th Street

Latimer Neighbourhood Plan (Cont.)

Policy	Response
5.2.1 General Policies **Residential Land Use Designations** • Adaptable housing is required for a minimum of 5% of Single Family and Rowhouse/Townhouse units and a minimum of 10% of apartment units (strata or rental) per development, in accordance with the Township's Basic Adaptable Housing Requirements Policy (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.	• 10% of the residential units conform to the Township's Basic Adaptable Housing Requirement Policy.
5.2.5 Mixed Use **Apartment – Mixed Use** • Commercial uses are required on the ground floor with residential uses above. • Buildings shall be sited adjacent to and oriented towards a public road or greenway. Commercial units shall be street fronting.	• Street oriented retail is provided along with above grade residential. • Retail is street oriented and the project is oriented to all public roads.
5.2.5 Mixed Use • Notwithstanding the height and density maximums for this designation, landmark buildings shall be provided at the corners of 200 Street and 80 Avenue. These buildings shall have a minimum height of three storeys and a maximum height of twelve storeys. The exact height and density appropriate for these sites will be determined through the rezoning process. • In return for the underground or structured parking, total commercial parking requirements in the Mixed Use area shall be reduced by 10 percent.	• A 42 storey residential tower and 11 storey mid-rise office along with a 4 storey podium with retail and above-grade parking are proposed for the site. The development has been design to be a landmark development for the area. • Currently no reduction is proposed.
6.2.1 Street Greenways • Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes and important neighbourhood amenities and services.	• The proposal complies.

6.2.7 Greenway and Enhanced Sidewalk Standards
• Street Greenways on Streets other than 200 Street
  ○ 4.5m wide dedication
  ○ 3.0m wide shared use, concrete trail
• Street Greenways on 200 Street
  ○ 15.0m wide dedication (4.5m wide adjacent to ground floor commercial uses)
  ○ 3.0m wide shared use trail
	• The proposal complies.
	• The proposal complies.

Latimer Neighbourhood Plan (Cont.)

Policy	Response

7.4 Crime Prevention Through Environmental Design
• The safety and security of residents is an important component of any liveable community. Safety and security is considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists.
• This approach to development planning, which seeks to reduce opportunities for crime, is called "Crime Prevention through Environmental Design" (CPTED), the principles of which include the following:
  ○ Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
  ○ Surveillance - maximizing the ability to spot suspicious people and activities
  ○ Activity support - encouraging the intended use of public space by residents
  ○ Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
  ○ Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance
  ○ Environment - a design or location decision that takes into account the surrounding environment and minimizes the use of space by conflicting groups
  ○ Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free
• Key design strategies for safety and security are outlined below:
  ○ New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.
  ○ Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
  ○ Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
  ○ Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.
	• The proposal incorporates all principles of CPTED design

8.2 Pedestrian and Cyclist Facilities • In keeping with the Township's natural surroundings, all three arterial roads (200 Street, 202 Street and 80 Avenue) incorporate the Street Greenway design into both sides of their right-of-way.	• The proposal complies.
8.3 Transit Service • The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit in 2031. This vision includes 200 Street as a Frequent Transit Network (FTN) route in the short and medium term. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median. • The Latimer Neighbourhood Plan features intensification of the 200 Street corridor with a mix of transit-supportive land uses and high density residential development.	• The proposal anticipates this long term vision.

PROJECT OVERVIEW

87,357	SITE AREA (SQFT)	
30,340	COMMERCIAL AREA (SQFT)	- 0.35 FAR
89,897	OFFICE AREA (SQFT)	- 1.03 FAR
255,323	RESIDENTIAL AREA (SQFT)	- 2.92 FAR
375,560	TOTAL AREA (SQFT)	- 4.30 FAR
369	TOTAL RESIDENTIAL UNITS	
841	TOTAL REQUIRED PARKING (CITY BY-LAW)	
821	TOTAL PROPOSED PARKING (LORVAL)	





CAMPUS '25, LINZ

CHRIS DIKEAKOS
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MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

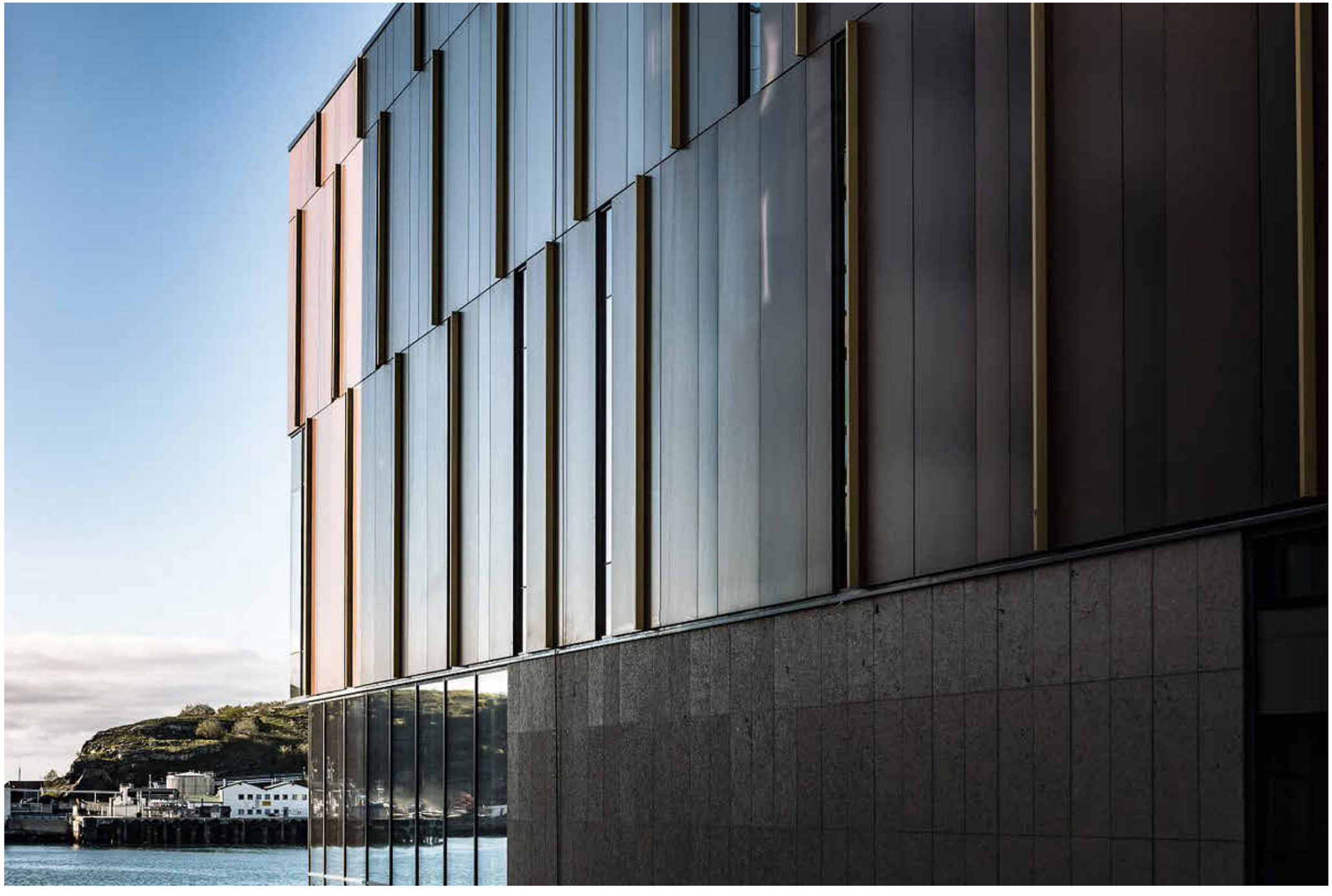
PRECEDENT IMAGE - OFFICE

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LORVAL
DEVELOPMENTS

A-012



QUALITY HOTEL RAMSALT, BODø

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

PRECEDENT IMAGE - OFFICE

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LORVAL DEVELOPMENTS

A-013





AMAZON YVR14, VANCOUVER

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MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

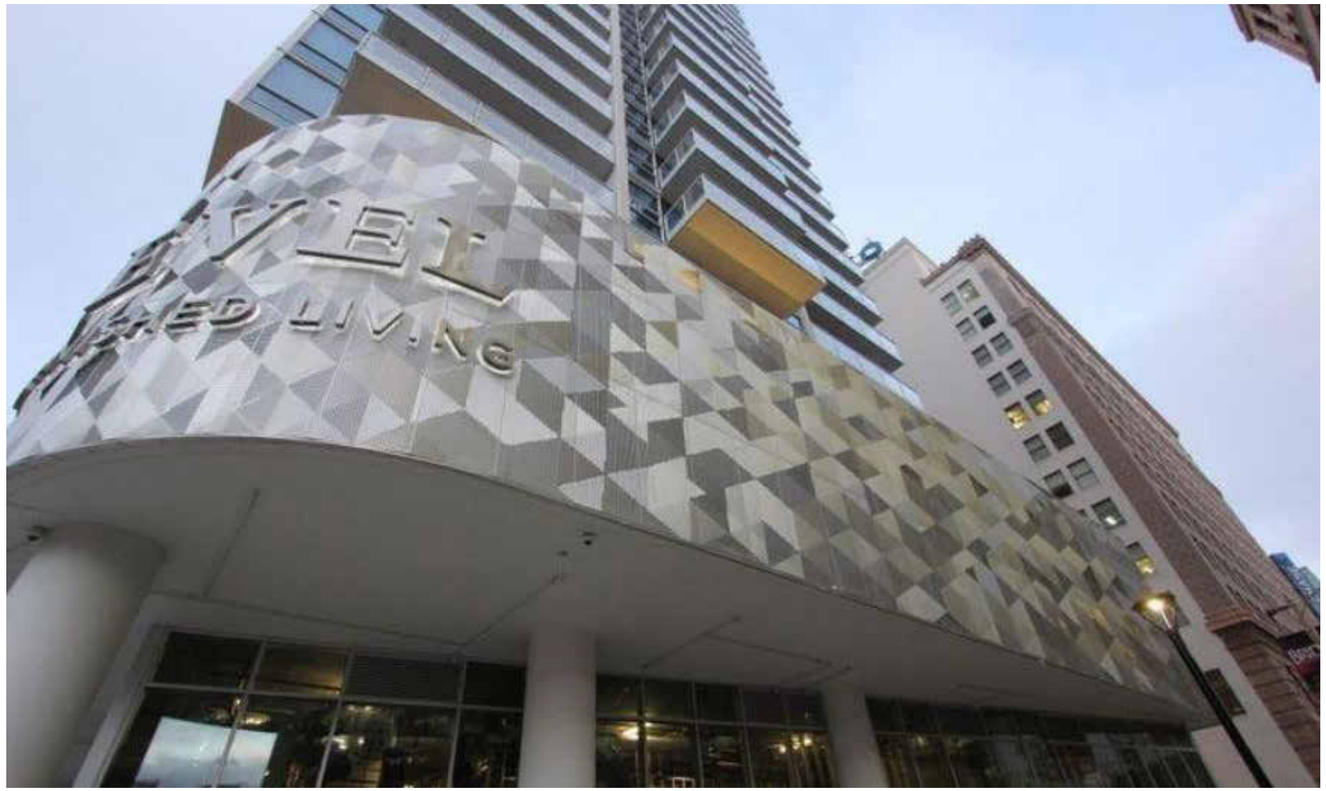
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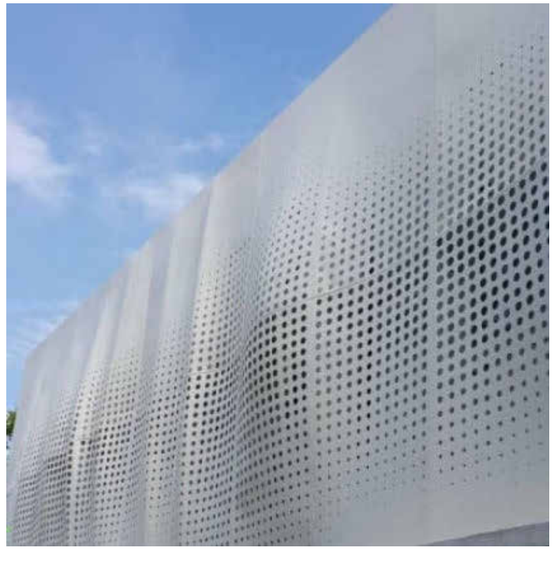
ISSUED FOR DEVELOPMENT PERMIT

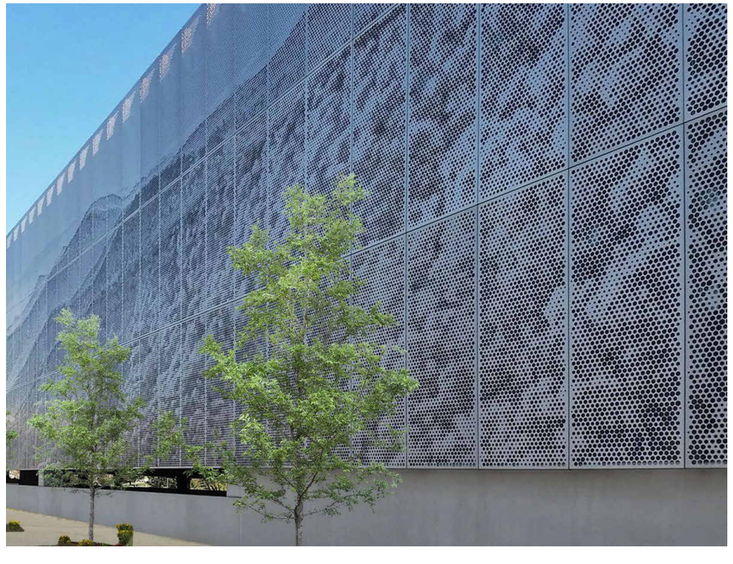
FEBURARY 8, 2024

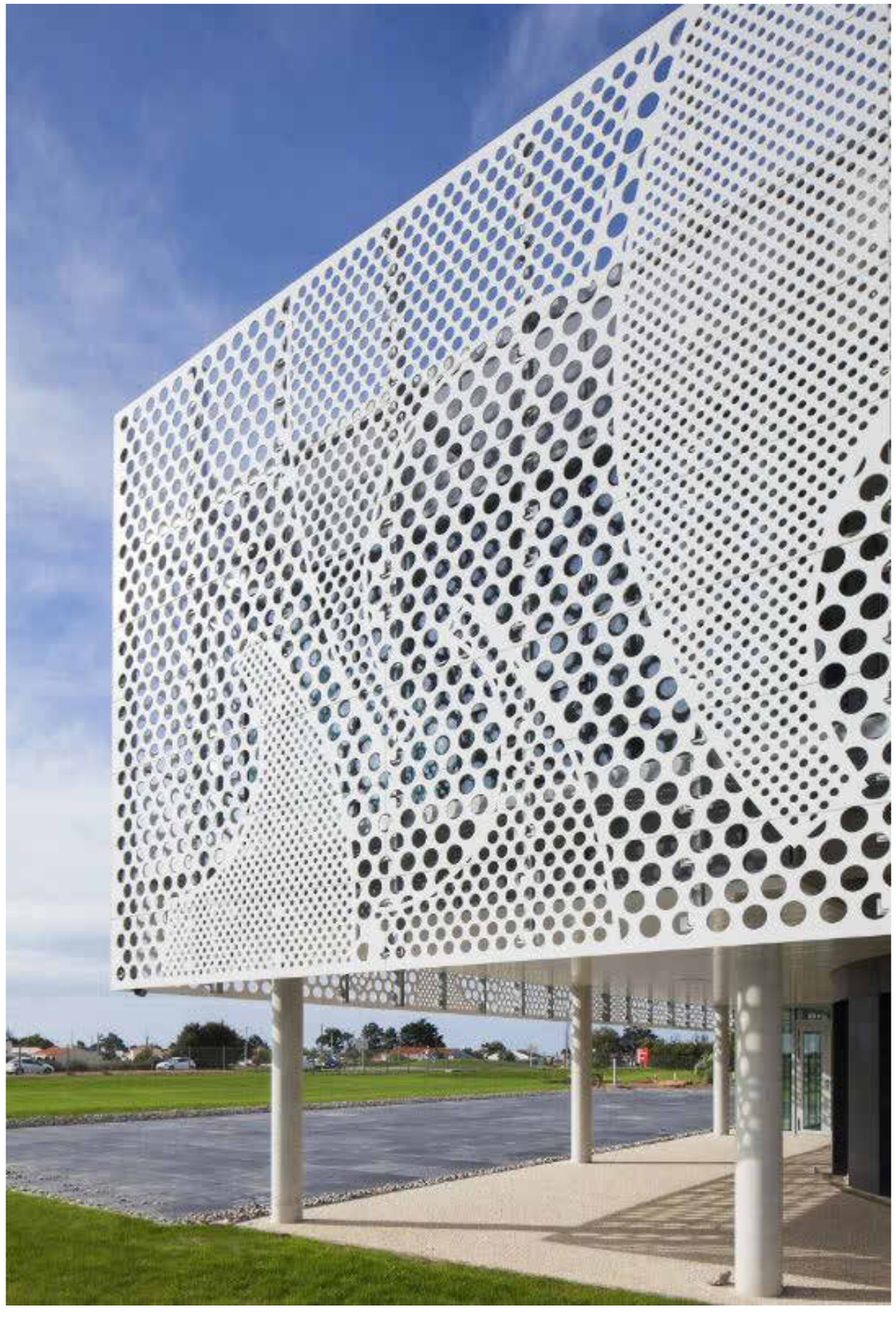
LORVAL DEVELOPMENTS

A-014









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ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

PRECEDENT IMAGE - PARKING OMBRAE

ISSUED FOR DEVELOPMENT PERMIT

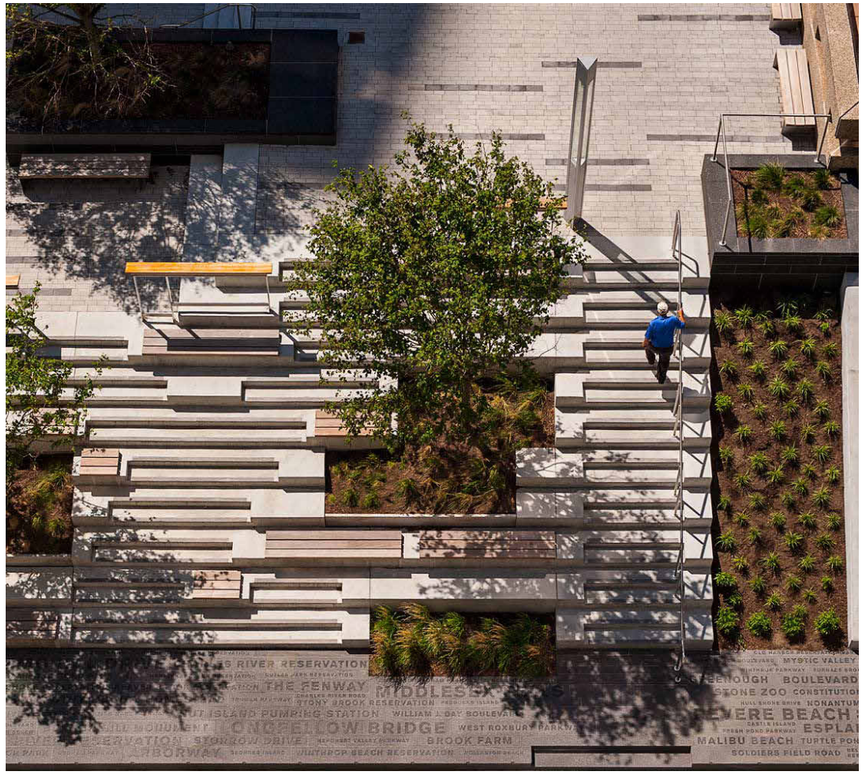
FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-015



CHASE CENTER, SAN FRANCISCO



ROEMER PLAZA, BOSTON



THE AMAZING BRENTWOOD, BURNABY

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

PRECEDENT IMAGE - PLAZA 200ST. & 80 AVE.

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-017

PROJECT DEVELOPMENT DATA

200th Street and 80th Avenue, Township of Langley

A. Project:

North Tower: Comprises of a 11-storeys office tower + Retail + amenity areas.
South West Tower: Comprises of a 42-storeys tower + Retail + amenity areas.

B. Legal Description:

Lot 1 Section 27 Township 8 New Westminster District Plan BCP13466

C. Zoning:

Comprehensive Development Zone CD-57

D. Proposed Setbacks:

		Dedication	Proposed Setback Tower	Proposed Setback Podium
D1	200 Street	-	4.6m (15.0 ft)	4.6m (15.0 ft)
D2	80 Avenue	3.0m	4.6m (15.0 ft)	4.6m (15.0 ft)
D3	North Property Line	-	4.6m (15.0 ft)	4.6m (15.0 ft)
D4	West Property Line	-	4.6m (15.0 ft)	4.6m (15.0 ft)

E. Building Height:

E1	Max. Allowable Building Height	N/A
E2	Proposed Building Height	11 - 42 Storeys

F. Total Site Coverage Calculations:

Gross Site Area	87,357 sq ft	8115.73 sq m
Road Dedication		
Net Site Area	87,357 sq ft	8115.7 sq m

Lot Coverage	27,819 sq ft	2584.47 sq m
Percentage of Lot Coverage	31.8%	

(Lot Coverage/Net Site Area)

G. Total Floor Area Ratio (F.A.R.) Calculation:

Commercial Area	Commercial FAR	Residential Area	Residential FAR	Total FAR Area	Total FAR (FAR Area/Net Site Area)
11170.4 sq m	1.38	23,720.3 sq m	2.92	34,890.7 sq m	4.30
120,237 sq ft		255,323 sq ft		375,560 sq ft	

H. Commercial Floor Area Statistics:

Retail Floor Area

Level	Number of Floors	Retail Area	Gross Area Total		Shaft Area (Exclude from FSR)	Total Commercial
L2	1	3,182 sq.ft.	3,182 sq.ft.		0 sq.ft.	3,182 sq.ft.
L3	1	4,114 sq.ft.	4,114 sq.ft.		0 sq.ft.	4,114 sq.ft.
L4	1	7,497 sq.ft.	7,497 sq.ft.		0 sq.ft.	7,497 sq.ft.
L7	1	8,958 sq.ft.	8,958 sq.ft.		0 sq.ft.	8,958 sq.ft.
L9	1	6,589 sq.ft.	6,589 sq.ft.		0 sq.ft.	6,589 sq.ft.
Total	**5**		**30,340 sq.ft.**		**0 sq.ft.**	**30,340 sq.ft.**

0.35

North Tower - Office Floor Area:

Level	Number of Floors	Office Area	Gross Area Total		Shaft Area (Exclude from FSR)	Total Office Area
S-L1	1	5,112 sq.ft.	5,112 sq.ft.		0 sq.ft.	5,112 sq.ft.
S-L2 - S-L4	3	6,806 sq.ft.	20,418 sq.ft.		0 sq.ft.	20,418 sq.ft.
S-L5 - S-L10	6	9,800 sq.ft.	58,800 sq.ft.		0 sq.ft.	58,800 sq.ft.
S-L11	1	5,567 sq.ft.	5,567 sq.ft.		0 sq.ft.	5,567 sq.ft.
Total	**11**		89,897 sq.ft.		**0 sq.ft.**	**89,897 sq.ft.**

1.03

TOTAL COMMERCIAL:	120,237 sq.ft.

I Residential Floor Area Statistics:

South West Tower:

Level	Number of Floors	Unit Area Per Floor	Unit Area Total	Common Area Per Floor	Common Area Total	Gross Area Per Floor	Gross Area Total	Net FSR Area	Amenity (Excluded from FSR)	Shaft Area (Excluded from FSR)	Efficiency (%)
L1	1	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	
L2	1	0 sq.ft.	0 sq.ft.	2,524 sq.ft.	2,524 sq.ft.	2,524 sq.ft.	2,524 sq.ft.	2,524 sq.ft.	0 sq.ft.	0 sq.ft.	
L3	1	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	
L4	1	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	0 sq.ft.	
L5	1	2,572 sq.ft.	2,572 sq.ft.	5,718 sq.ft.	5,718 sq.ft.	8,290 sq.ft.	8,290 sq.ft.	3,681 sq.ft.	4,587 sq.ft.	22 sq.ft.	31%
L6-L9	4	2,573 sq.ft.	10,292 sq.ft.	1,138 sq.ft.	4,552 sq.ft.	3,711 sq.ft.	14,844 sq.ft.	14,756 sq.ft.	0 sq.ft.	88 sq.ft.	69%
L10-L11	2	4,900 sq.ft.	9,800 sq.ft.	1,984 sq.ft.	3,967 sq.ft.	6,884 sq.ft.	13,767 sq.ft.	12,046 sq.ft.	1,677 sq.ft.	44 sq.ft.	71%
L12-L39	28	6,326 sq.ft.	177,128 sq.ft.	1,146 sq.ft.	32,088 sq.ft.	7,472 sq.ft.	209,216 sq.ft.	208,600 sq.ft.	0 sq.ft.	616 sq.ft.	85%
L40 (Sub-Penthouse)	1	5,885 sq.ft.	5,885 sq.ft.	995 sq.ft.	995 sq.ft.	6,880 sq.ft.	6,880 sq.ft.	6,858 sq.ft.	0 sq.ft.	22 sq.ft.	86%
L41 (Penthouse)	1	5,885 sq.ft.	5,885 sq.ft.	995 sq.ft.	995 sq.ft.	6,880 sq.ft.	6,880 sq.ft.	6,858 sq.ft.	0 sq.ft.	22 sq.ft.	86%
L42 (Amenity)	1	0 sq.ft.	0 sq.ft.	4,316 sq.ft.	4,316 sq.ft.	4,316 sq.ft.	4,316 sq.ft.	0 sq.ft.	4,316 sq.ft.	0 sq.ft.	0%
Total	**42**		**211,562 sq.ft.**		**55,155 sq.ft.**		**266,717 sq.ft.**	**255,323 sq.ft.**	**10,580 sq.ft.**	**814 sq.ft.**	

***Amenity areas and Shafts area are excluded from Net FSR**

TOTAL RESIDENTIAL:	255,323 sq.ft.

J. Unit Count Statistics

South West Tower - Unit Counts:

Level	# of Floors	STUDIO	1 BED	1 BED+	2 BED	2 BED+	3 BED	3 BED+	Total
L1	1								0
L2	1								0
L3	1								0
L4	1								0
L5	1	1	3		1				5
L6-L9	4	1	3		1				20
L10-L11	2	1	4		4				18
L12-L39	28	2	4		4		1		308
L40 (Sub-Penthouse)	1	1	4		4				9
L41 (Penthouse)	1	1	4		4				9
L42 (Amenity)	1								0
Total	**42**	**65**	**143**	**0**	**133**	**0**	**28**	**0**	**369**

Size	Studio	1 Bed	2 Bed	3 BED	Total
Total	**65**	**143**	**133**	**28**	369
Distribution	***18%***	***39%***	***36%***	***8%***	***100%***

TOTAL RESIDENTIAL:	369

**Minimum 10% of apartment units are required to be designed in accordance with the Township's Basic Adaptable Housing Requirement Policy, as amended from time to time*

K. Parking Statistics

Retail

Use	Retail	Gross Area	Small Car	Electric Vehicle	H/C	Car Wash	Car Share	Total
Required Ratio (City Bylaw)	1 / 35 sq.m.	30,340 sq.ft.	Max. 20%	-	1 every 50 stalls			
Proposed Ratio (Lorval)	1 / 35 sq.m.							
Required	81		16		2	0	0	81
Proposed	81		16		2	0	0	81

Office

Use	Office	Gross Area	Small Car	Electric Vehicle	H/C	Car Wash	Car Share	Total
Required Ratio (City Bylaw)	1 / 35 sq.m.	89,897 sq.ft.	Max. 20%	-	1 every 50 stalls			
Proposed Ratio (Lorval)	1 / 35 sq.m.							
Required	239		48		5	0	0	239
Proposed	239		48		5	0	0	239

Residential

Use	Resident	Residential Visitor	Small Car	Electric Vehicle	H/C	Car Wash	Car Share	Total
Required Ratio (City Bylaw)	1 / Studio 1.5 / 1BD or more	10% of Residential Parking (Inclusive)	Max. 20%	Residential: 1 space per unit	1 every 50 stalls			
Proposed Ratio (Lorval)	1/Studio, 1/1BD , 1.5/2BD 2 / 3BD	10% of Total Units (Additional)						
Required	521	52	115		12	0	0	521
Proposed	464	37	100		11	0	0	501

**For the purpose of parking requirements, an apartment shall be considered a studio apartment if it does not exceed 45 m2 in total floor space and if there are no walls separating living, dining and kitchen areas from sleeping areas.*

Combined

Use	Resident/Occupant	Residential Visitor	Small Car	Electric Vehicle	H/C	Car Wash	Car Share	Total
Retail								
Required	81	0	16		2	0	0	81
Proposed	81	0	16		2	0	0	81
Office								
Required	239	0	48		5	0	0	239
Proposed	239	0	48	Residential: 1 space per unit	5	0	0	239
Market								
Required	521	52	115		12	0	0	521
Proposed	464	37	100		11	0	0	501
Total								
Required	841	52	179		19	0	0	841
Proposed	784	37	164		18	0	0	821

L. Bike Storage

Required Bike Storage

TOTAL Bike	Retail / Office (1 per 17,940 sq.ft.)	Retail / Office Visitor (6 per public entrance)	Residential (1 per Unit)	Res./Rental Visitor (6 per Bldg)	Total
Required:	7	24	369	6	406

Proposed Bike Storage

TOTAL Bike	Retail / Office (1 per 17,940 sq.ft.)	Retail / Office Visitor (6 per public entrance)	Residential (1 per Unit)	Res./Rental Visitor (6 per Bldg)	Total
Proposed:	7	24	369	6	406

M. Loading

Use	Residential	Commercial	Total
Required	0	1	1
Proposed	4		4

** Commercial uses shall provide one off-street loading for every building having a gross floor area of 500 sm or greater*

N Age-Friendly Amenity Area

Total Amenity Area Required	Total Amenity Area Provided	Total Indoor Amenity Provided	Total Outdoor Amenity Provided
1,848.0 sq m	2,211.9 sq m	982.9 sq m	1,229.0 sq m
19,892 sq ft	23,809 sq ft	10,580 sq ft	13,229 sq ft

**Provide age-friendly amenity area as follow:*
min. 6 sm per unit for the first 186 units, and
min. 4 sm per unit for those beyond the first 186 units
***Each age-friendly amenity shall be a minimum size of 70sm*
**** max 50% of amenity can be provided indoors.*

O Parking Area Statistics

Levels	Number of Floors	Parking Area	Number of Parking Stalls	Number of Bike Stalls
L1	1	66,180 sq ft	127	110
L2	1	47,678 sq ft	126	71
L3	1	34,746 sq ft	87	41
L4	1	34,449 sq ft	73	82
L5	1	36,380 sq ft	90	58
L6	1	37,083 sq ft	100	16
L7	1	31,805 sq ft	92	28
L8	1	26,811 sq ft	83	
L9	1	15,510 sq ft	43	
Total	9	330,642 sq ft	821	406

**Parking area includes parking lobbies, bike storage rooms, and mechanical.*



CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

SITE PLAN - ROOF

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

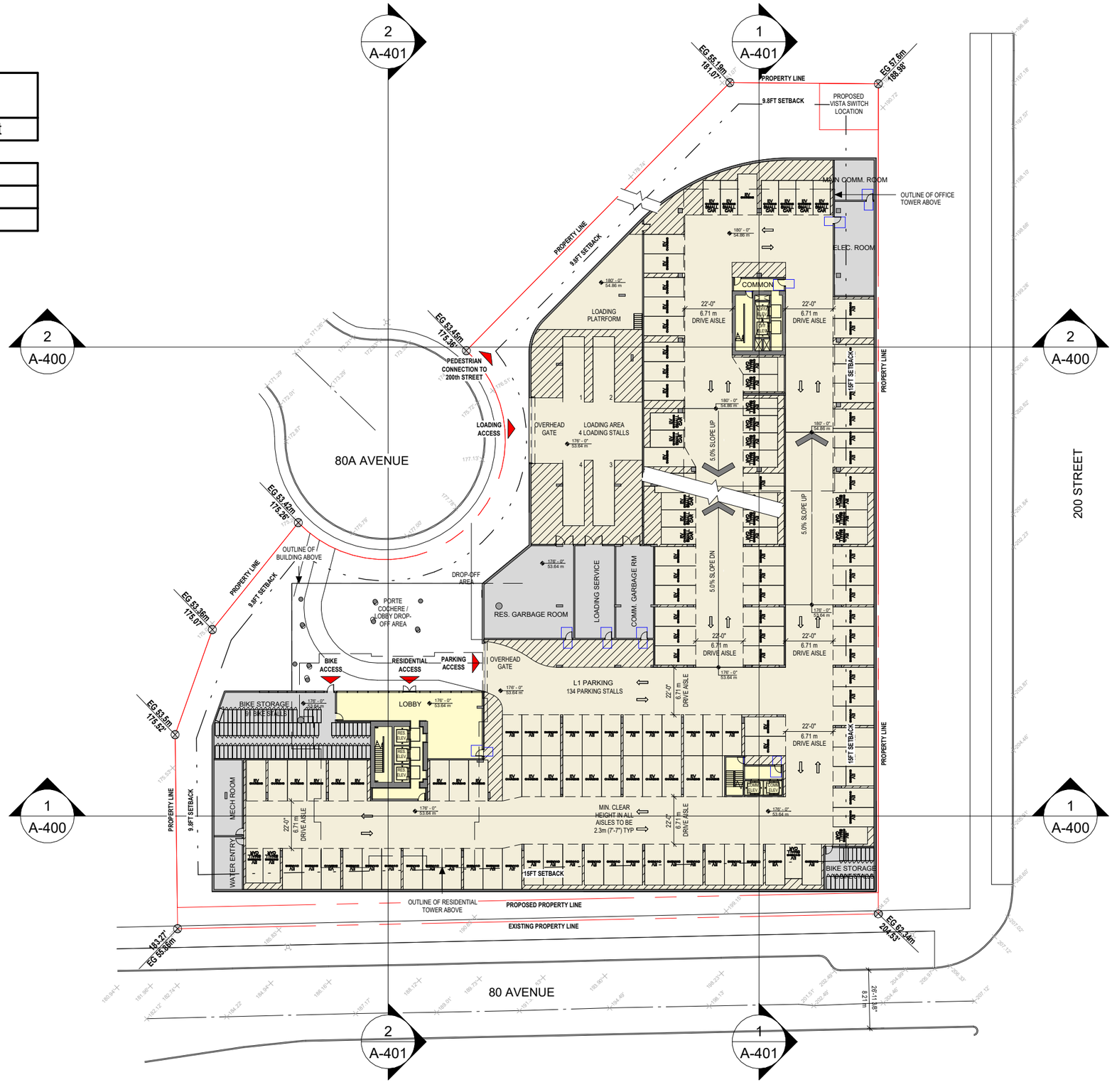
LORVAL DEVELOPMENTS

A-100

Parking Schedule Per Level		
Level	Type	Count
LEVEL 1	LOADING	4
LEVEL 1	REGULAR	107
LEVEL 1	SMALL CAR	27

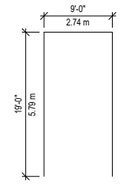
LEVEL 1: 138

Grand total: 138

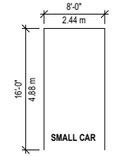


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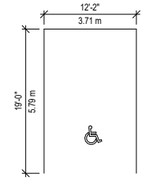
REGULAR STALL (6.7m DRIVE AISLE)



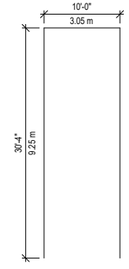
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRCULATION & SERVICES
- PARKING
- PARKING CIRCULATION

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 1

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

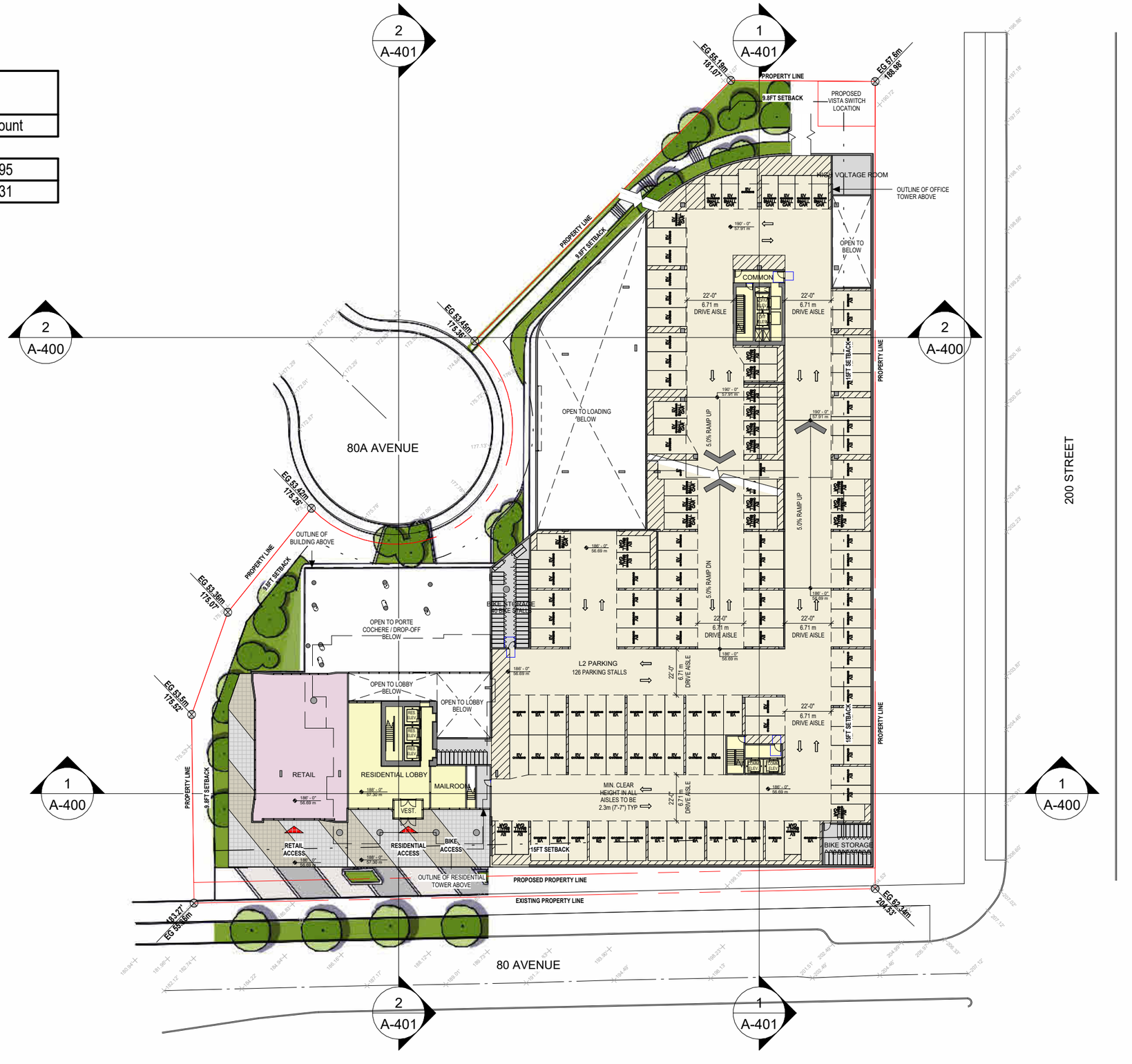
LORVAL DEVELOPMENTS

A-200

Parking Schedule Per Level		
Level	Type	Count
LEVEL 2	REGULAR	95
LEVEL 2	SMALL CAR	31

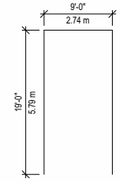
LEVEL 2: 126

Grand total: 126

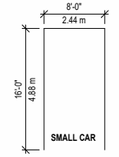


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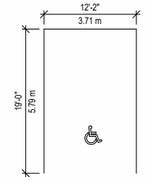
REGULAR STALL (6.7m DRIVE AISLE)



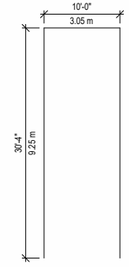
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRCULATION
- CIRCULATION & SERVICES
- COMMERCIAL
- PARKING
- PARKING CIRCULATION

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 2

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

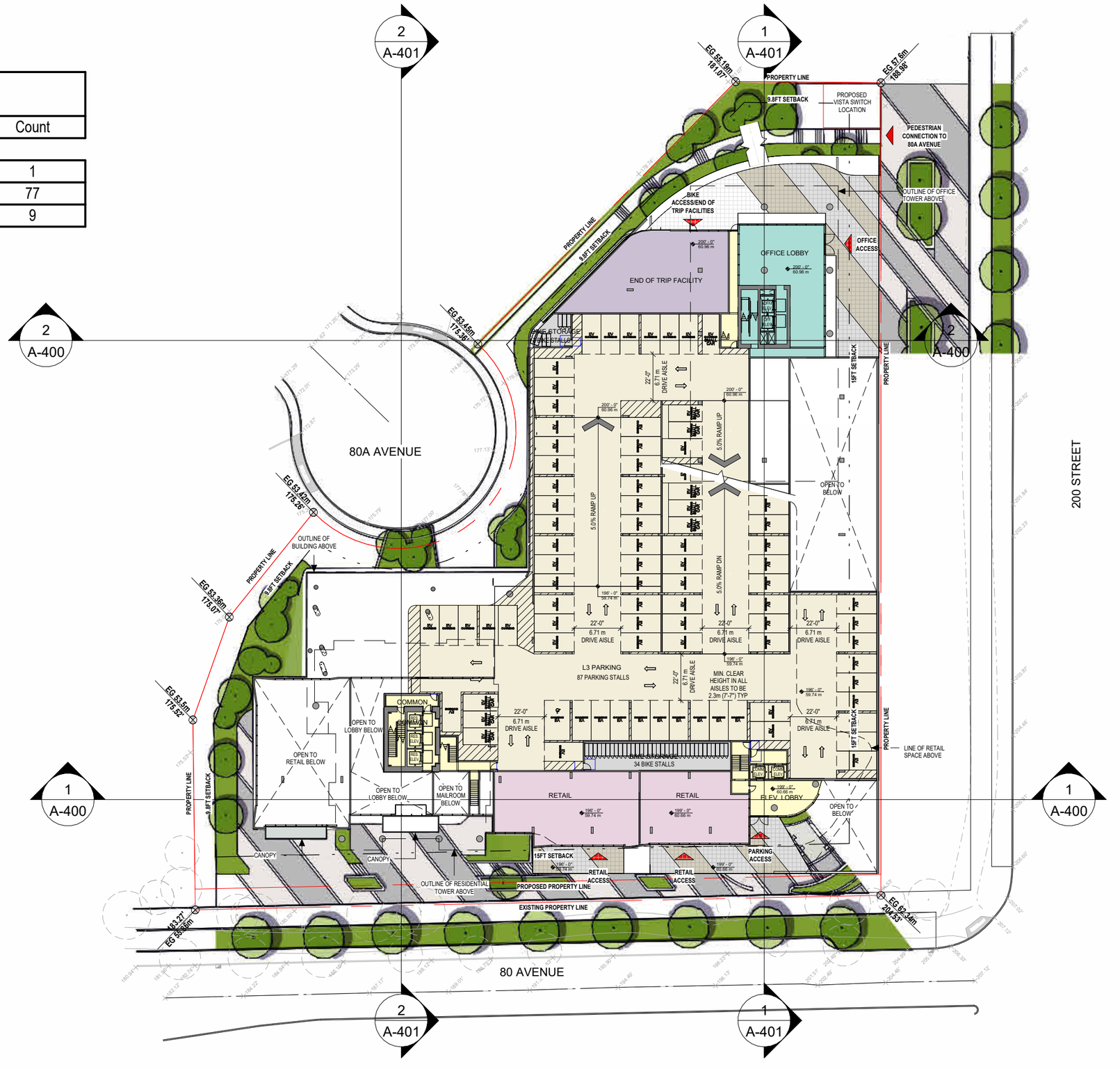
LORVAL DEVELOPMENTS

A-201

Parking Schedule Per Level		
Level	Type	Count
LEVEL 3	REG. ACCESSIBLE	1
LEVEL 3	REGULAR	77
LEVEL 3	SMALL CAR	9

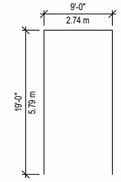
LEVEL 3: 87

Grand total: 87

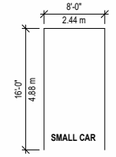


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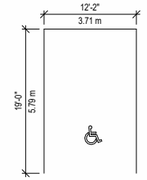
REGULAR STALL (6.7m DRIVE AISLE)



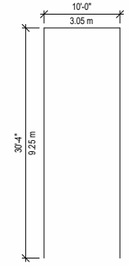
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRC. OFFICE
- CIRCULATION & SERVICES
- COMMERCIAL
- OFFICE AMENITY
- PARKING
- PARKING CIRCULATION

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 3

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

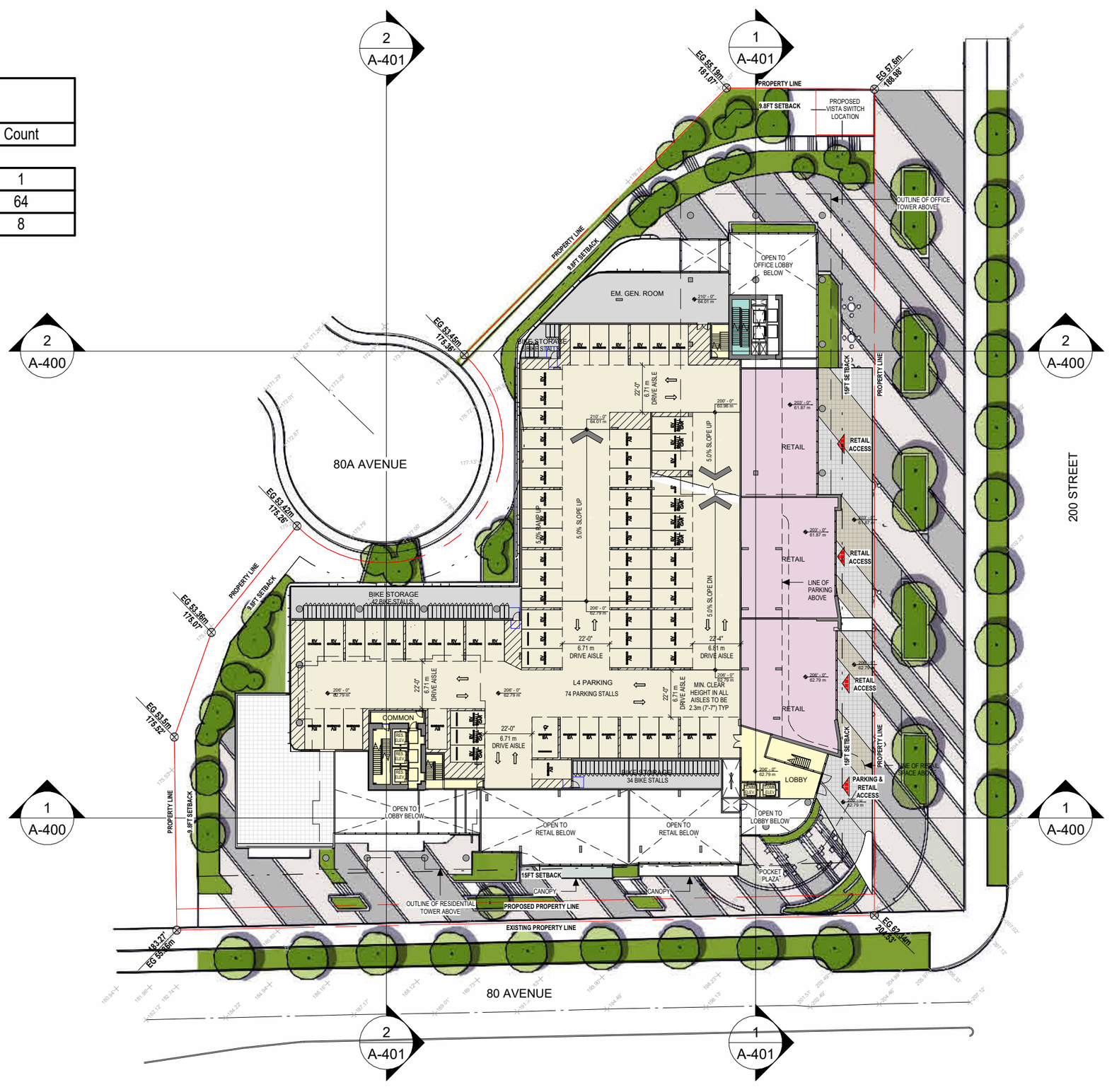
LORVAL DEVELOPMENTS

A-202

Parking Schedule Per Level		
Level	Type	Count
LEVEL 4	REG. ACCESSIBLE	1
LEVEL 4	REGULAR	64
LEVEL 4	SMALL CAR	8

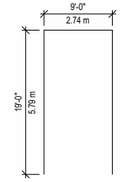
LEVEL 4: 73

Grand total: 73

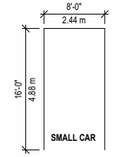


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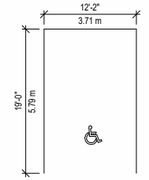
REGULAR STALL (6.7m DRIVE AISLE)



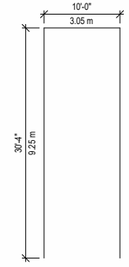
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRC. OFFICE
- CIRCULATION & SERVICES
- COMMERCIAL
- PARKING
- PARKING CIRCULATION

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 4

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

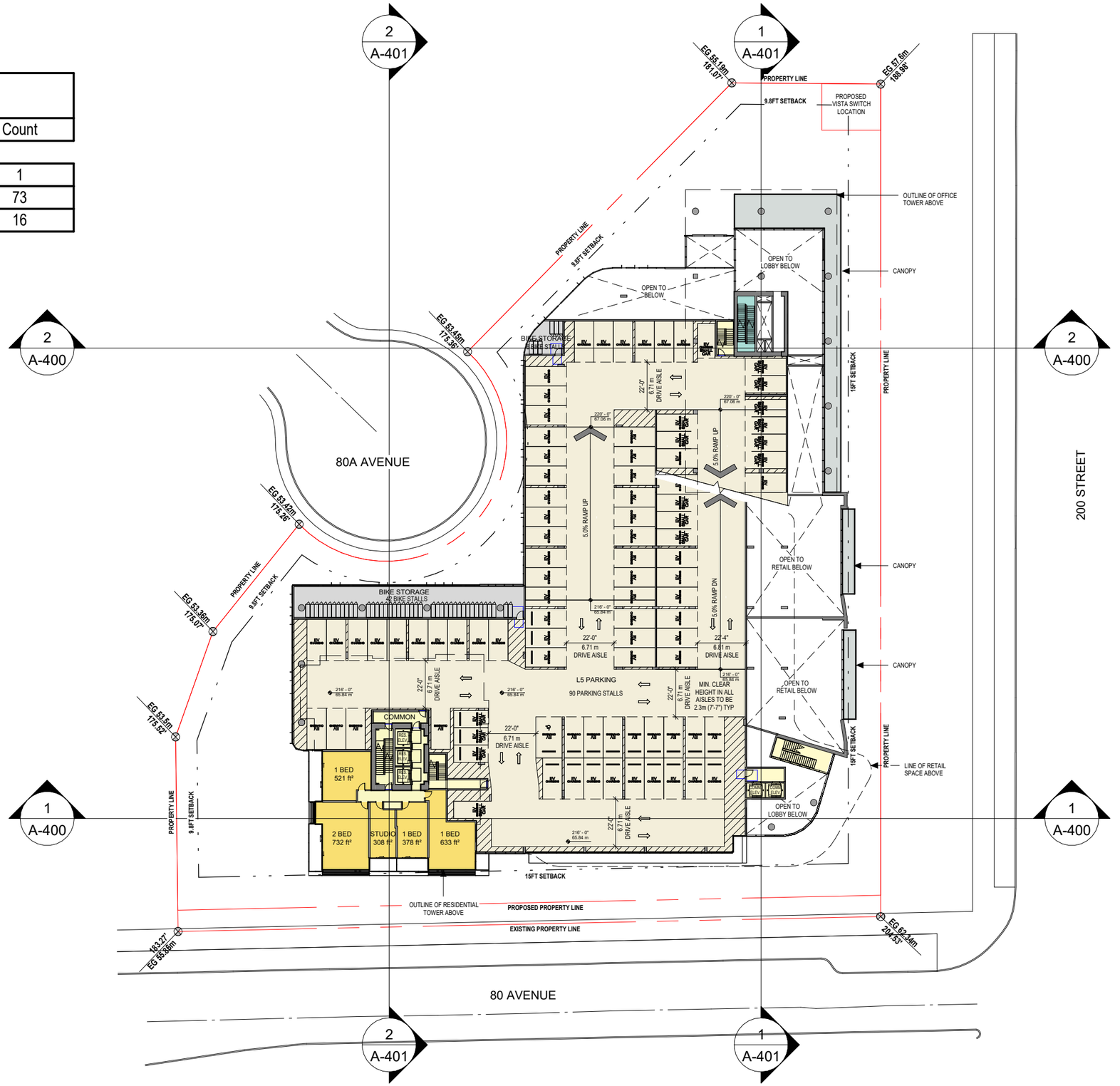
LORVAL DEVELOPMENTS

A-203

Parking Schedule Per Level		
Level	Type	Count
LEVEL 5	REG. ACCESSIBLE	1
LEVEL 5	REGULAR	73
LEVEL 5	SMALL CAR	16

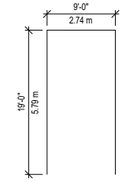
LEVEL 5: 90

Grand total: 90

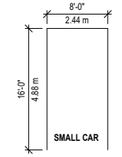


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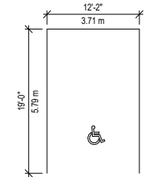
REGULAR STALL (6.7m DRIVE AISLE)



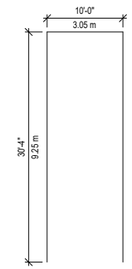
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRC. OFFICE
- CIRCULATION
- CIRCULATION & SERVICES
- PARKING
- PARKING CIRCULATION
- RESIDENTIAL

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 5

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

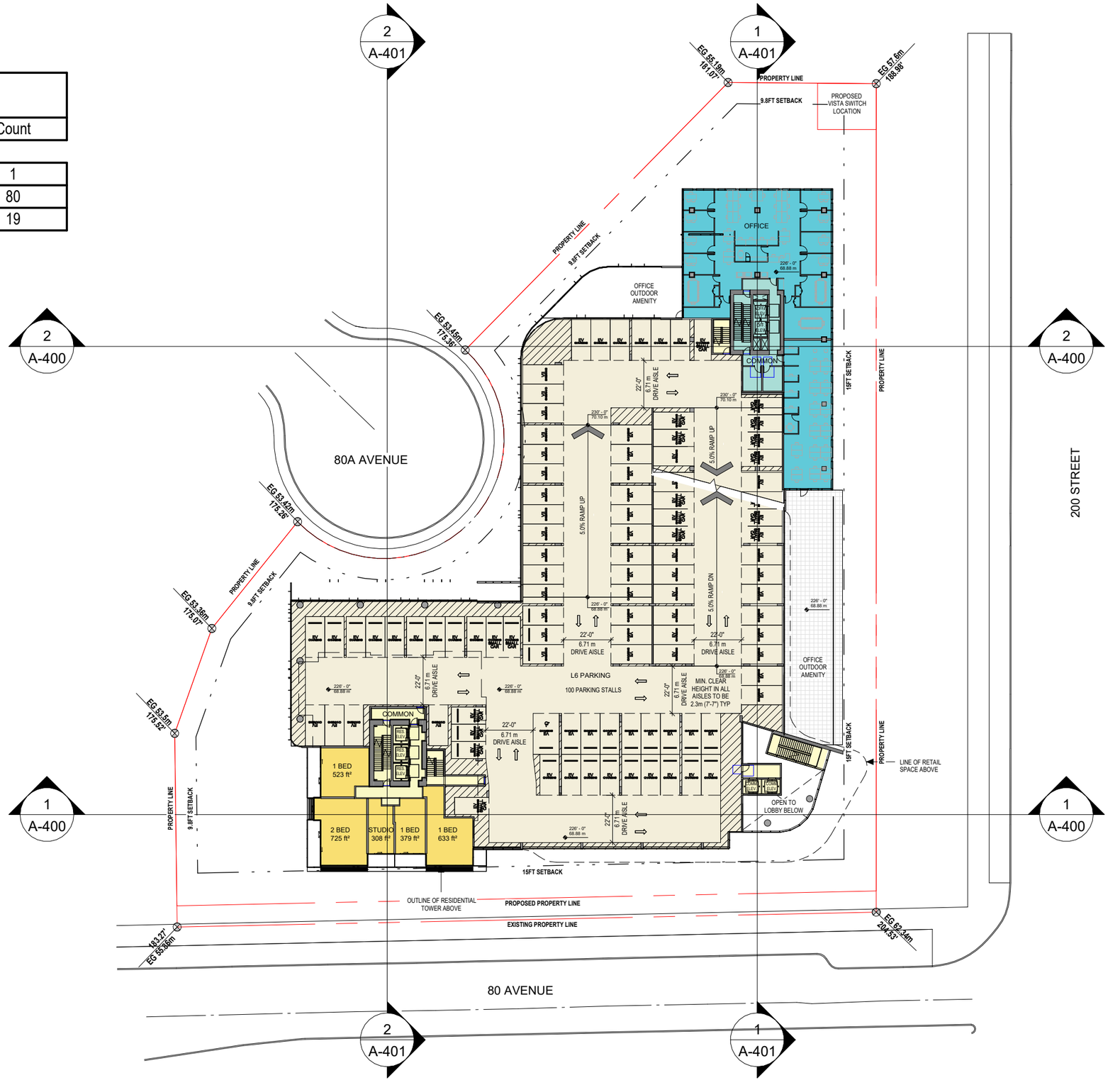
LORVAL DEVELOPMENTS

A-204

Parking Schedule Per Level		
Level	Type	Count
LEVEL 6	REG. ACCESSIBLE	1
LEVEL 6	REGULAR	80
LEVEL 6	SMALL CAR	19

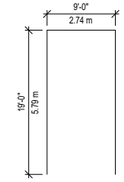
LEVEL 6: 100

Grand total: 100

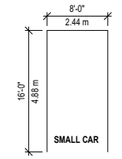


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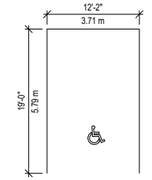
REGULAR STALL (6.7m DRIVE AISLE)



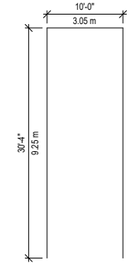
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRC. OFFICE
- CIRCULATION
- OFFICE
- PARKING
- PARKING CIRCULATION
- RESIDENTIAL

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 6

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

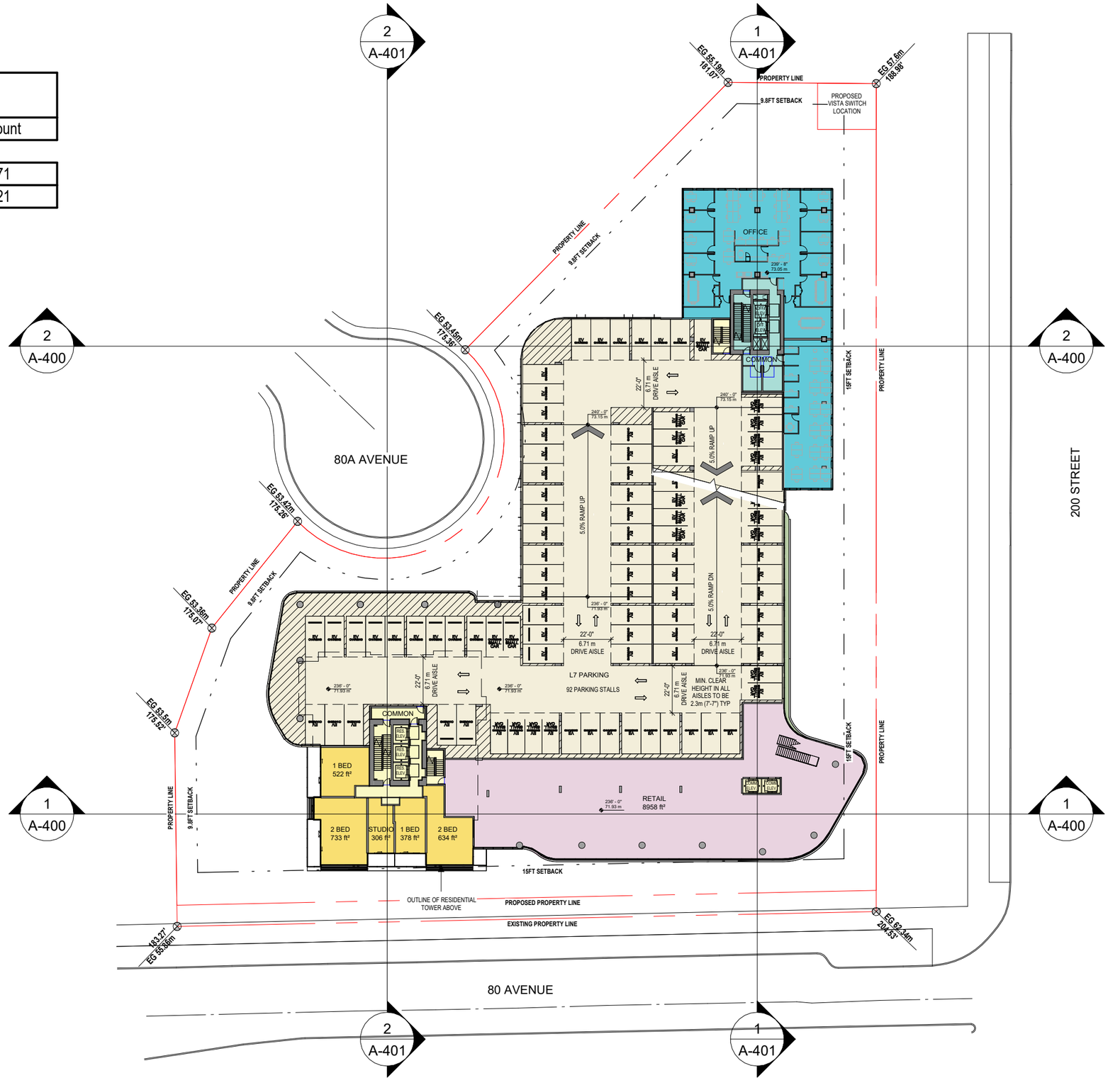
LORVAL DEVELOPMENTS

A-205

Parking Schedule Per Level		
Level	Type	Count
LEVEL 7	REGULAR	71
LEVEL 7	SMALL CAR	21

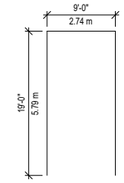
LEVEL 7: 92

Grand total: 92

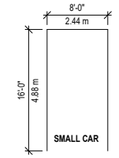


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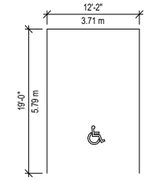
REGULAR STALL (6.7m DRIVE AISLE)



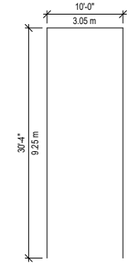
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRC. OFFICE
- CIRCULATION
- COMMERCIAL
- OFFICE
- PARKING
- PARKING CIRCULATION
- RESIDENTIAL

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 7

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

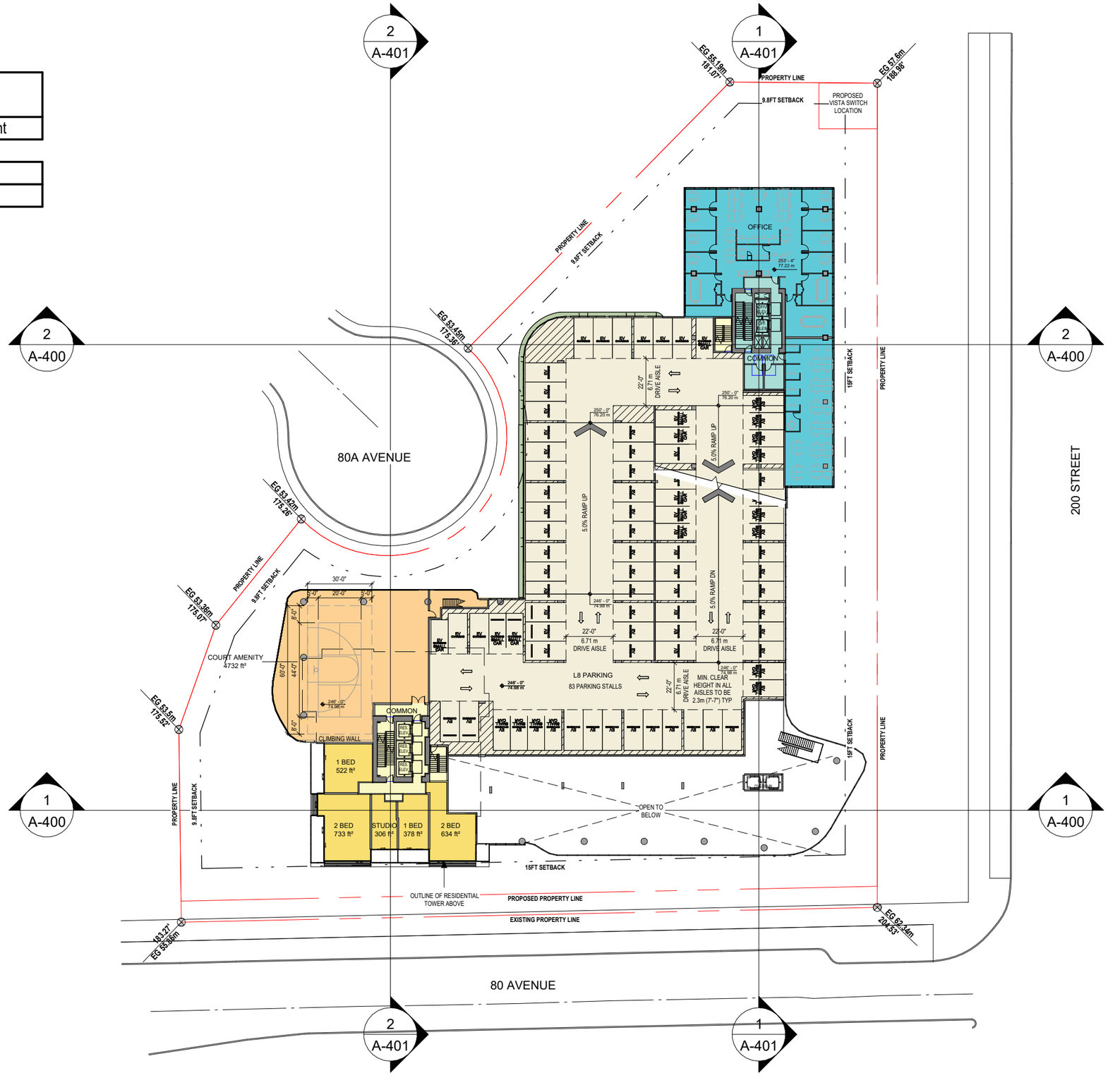
LORVAL DEVELOPMENTS

A-206

Parking Schedule Per Level		
Level	Type	Count
LEVEL 8	REGULAR	61
LEVEL 8	SMALL CAR	22

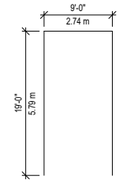
LEVEL 8: 83

Grand total: 83

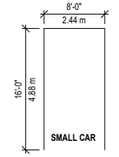


PARKING LEGEND:

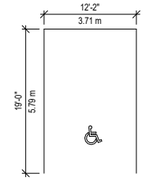
REGULAR STALL (6.7m DRIVE AISLE)



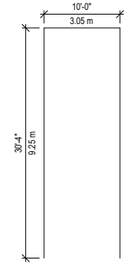
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- AMENITY
- CIRC. OFFICE
- CIRCULATION
- CIRCULATION & SERVICES
- OFFICE
- PARKING
- PARKING CIRCULATION
- RESIDENTIAL

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 8

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

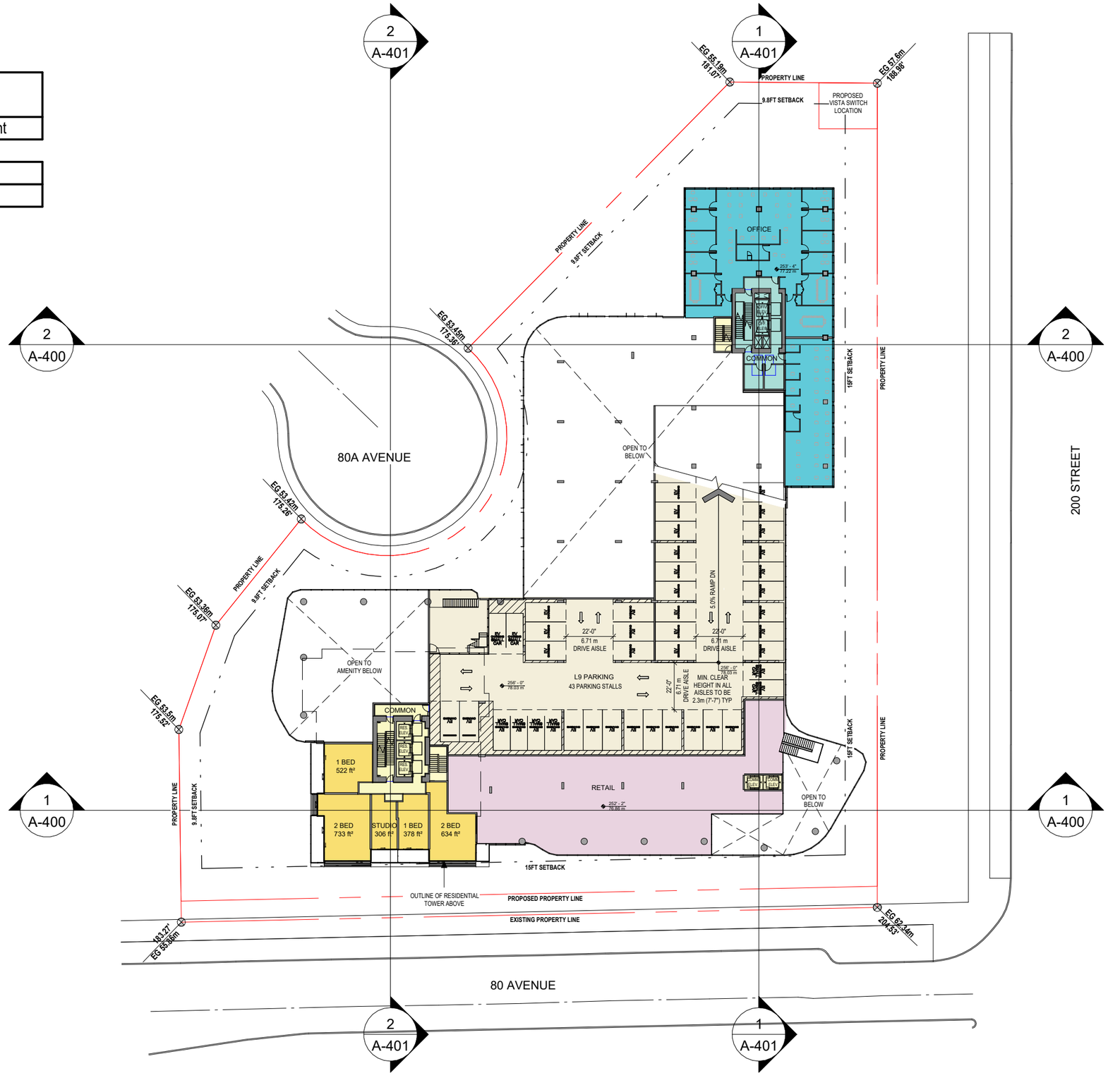
LORVAL DEVELOPMENTS

A-207

Parking Schedule Per Level		
Level	Type	Count
LEVEL 9	REGULAR	35
LEVEL 9	SMALL CAR	8

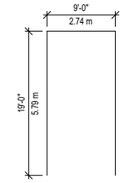
LEVEL 9: 43

Grand total: 43

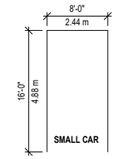


PARKING LEGEND:

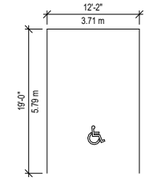
REGULAR STALL (6.7m DRIVE AISLE)



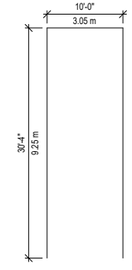
SMALL STALL



ACCESSIBLE STALL



LOADING STALL



COLOUR LEGEND:

- CIRC. OFFICE
- CIRCULATION
- COMMERCIAL
- OFFICE
- PARKING
- PARKING CIRCULATION
- RESIDENTIAL

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 9

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-208



COLOUR LEGEND:

- AMENITY
- CIRC. OFFICE
- CIRCULATION & SERVICES
- COMMON
- OFFICE
- RESIDENTIAL

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 10

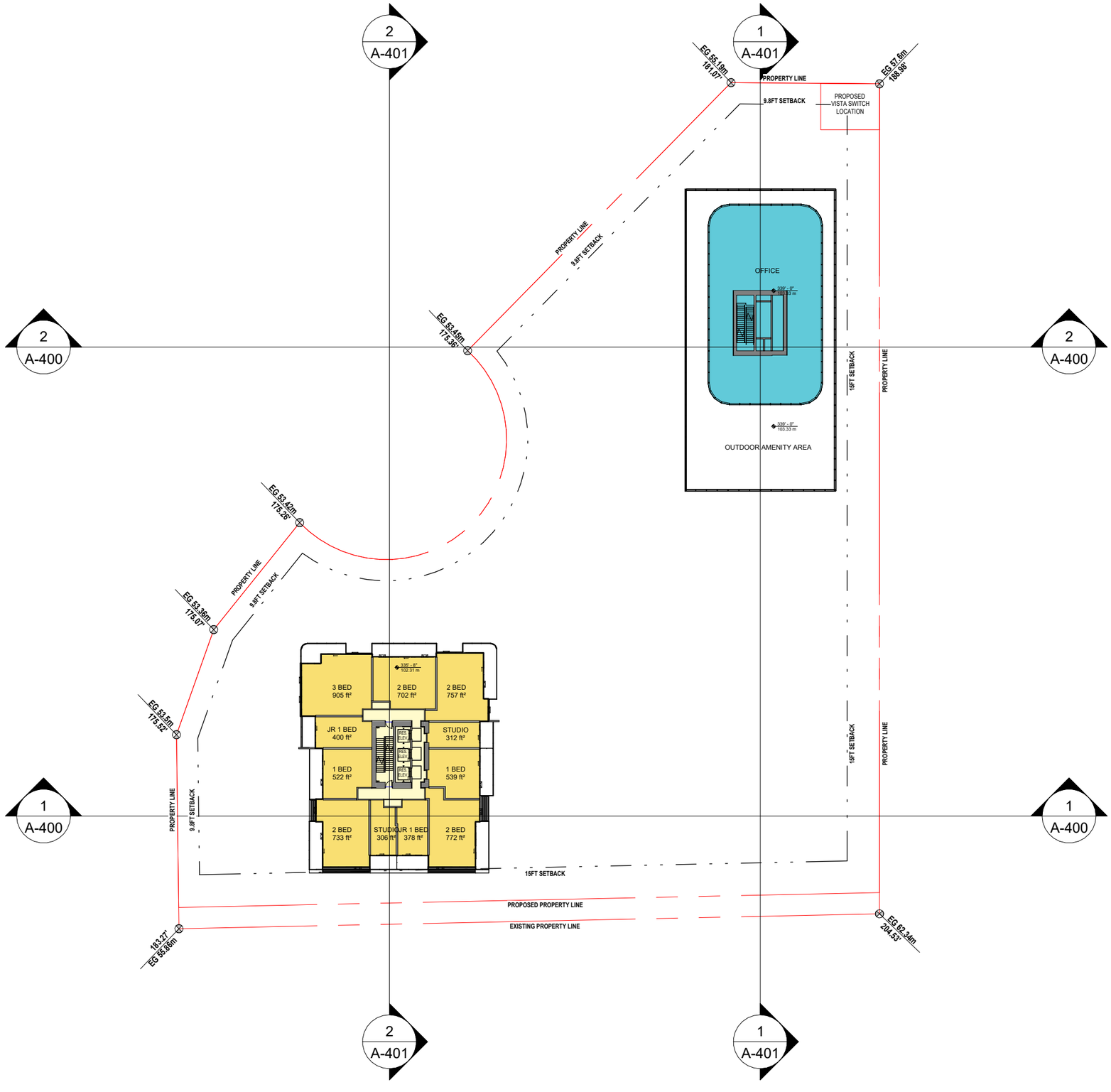
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-209



COLOUR LEGEND:

- COMMON
- OFFICE
- RESIDENTIAL

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 17 - OFFICE AMENITY

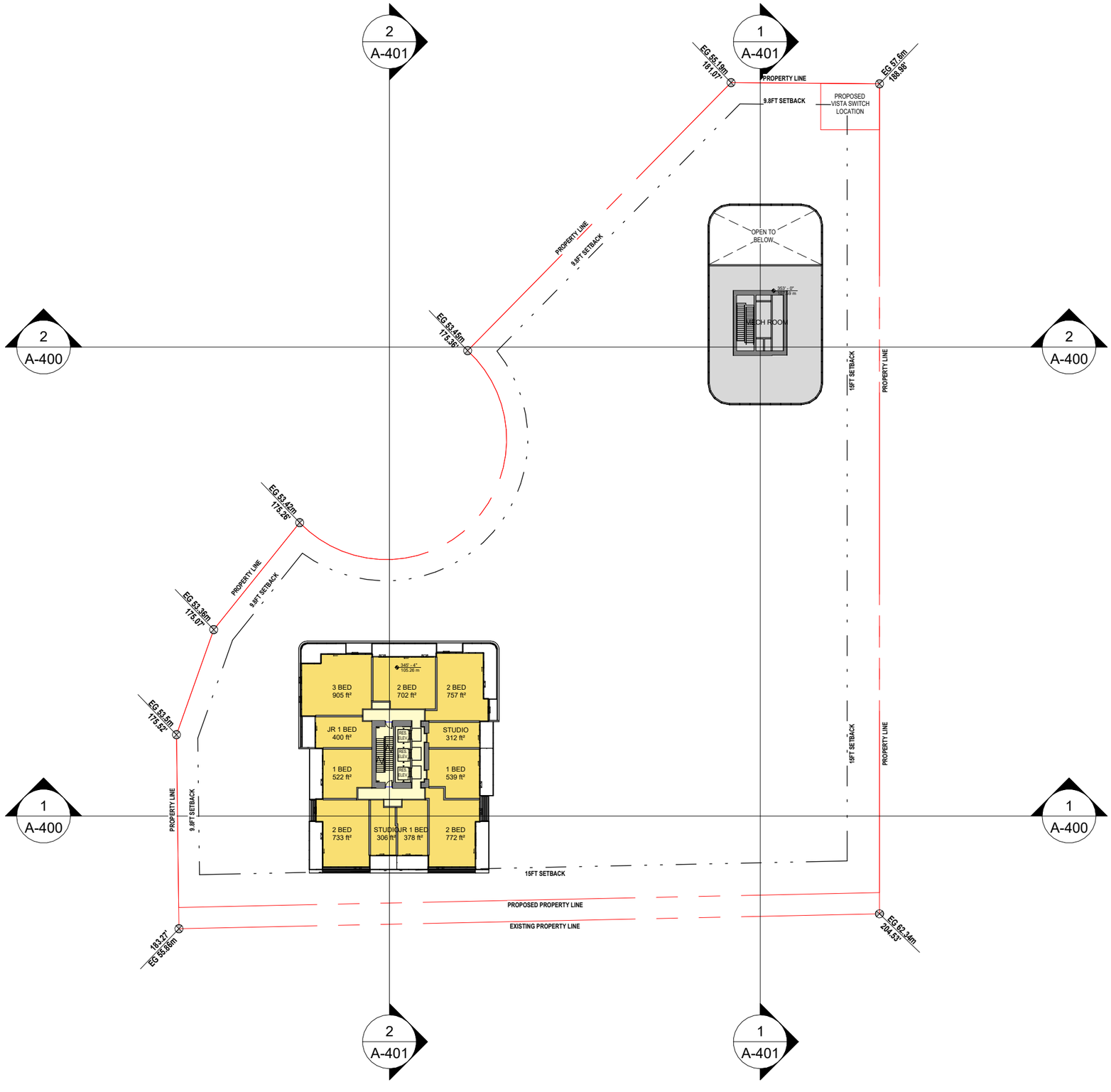
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-211



COLOUR LEGEND:

- CIRCULATION & SERVICES
- COMMON
- RESIDENTIAL

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 18 - OFFICE MECH.

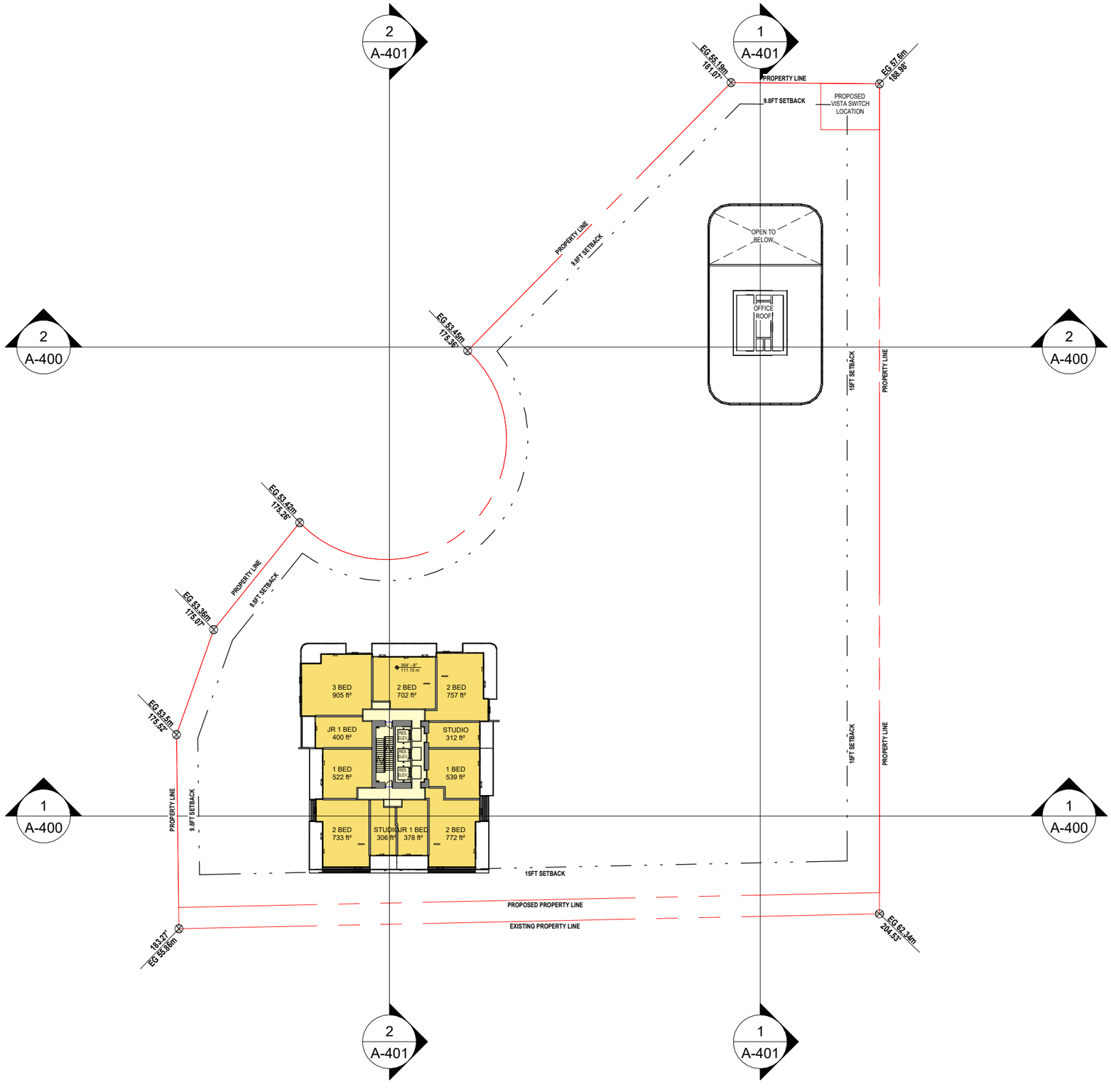
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-212



COLOUR LEGEND:

- COMMON
- RESIDENTIAL

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 19 - OFFICE ROOF

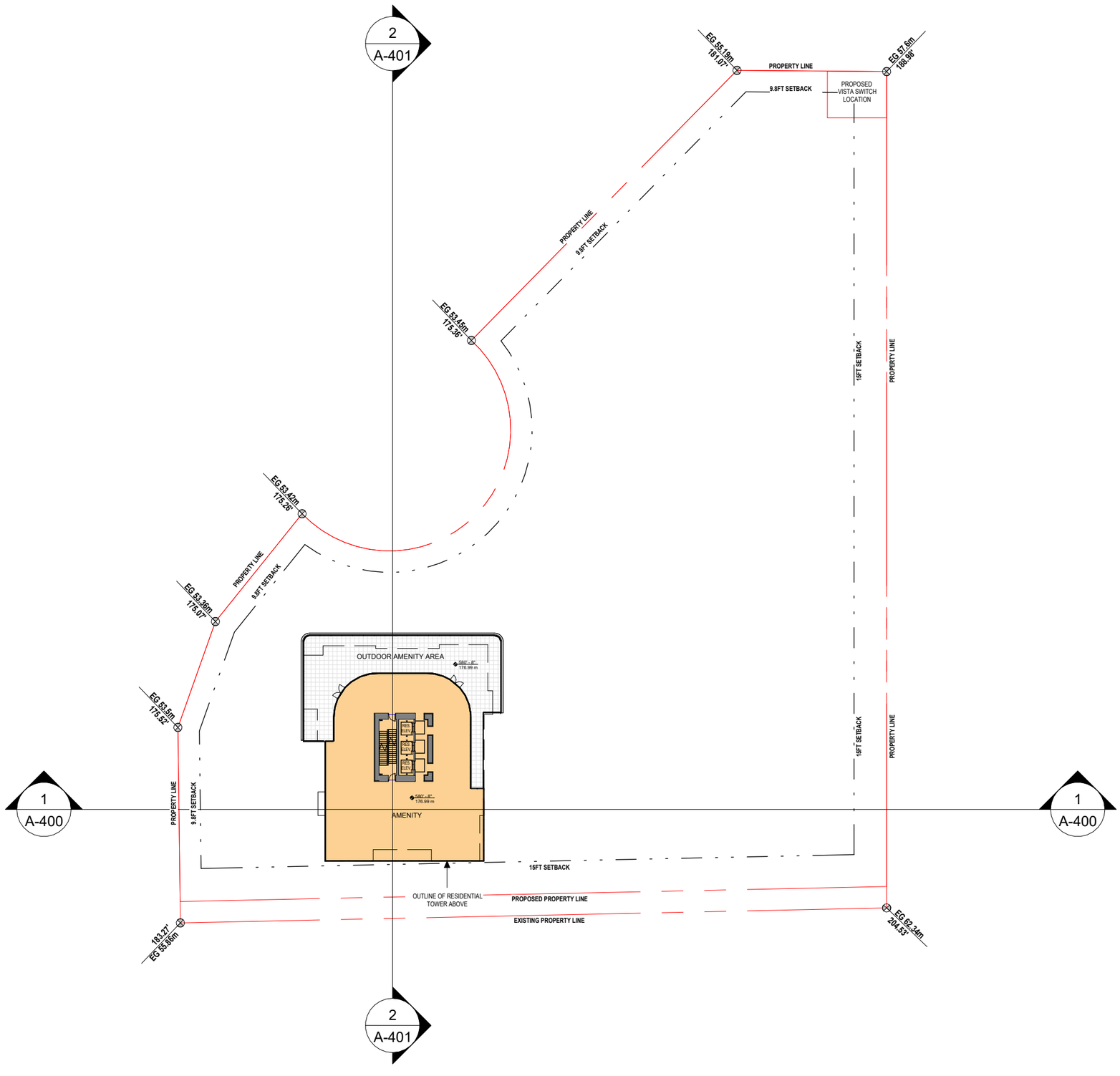
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-213



COLOUR LEGEND:

AMENITY

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 42 - AMENITY

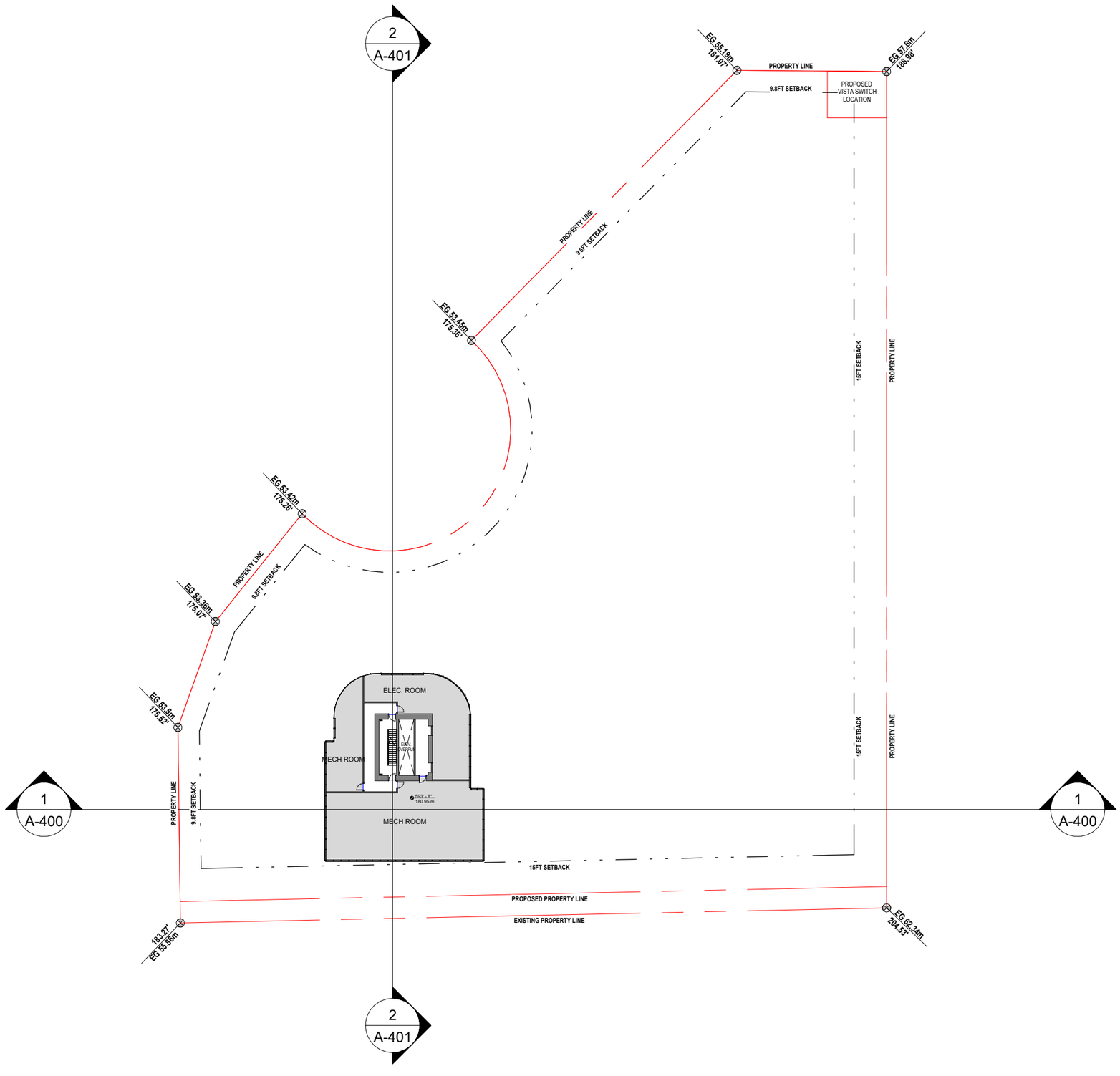
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-214



COLOUR LEGEND:

CIRCULATION & SERVICES

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 43 - MECHANICAL

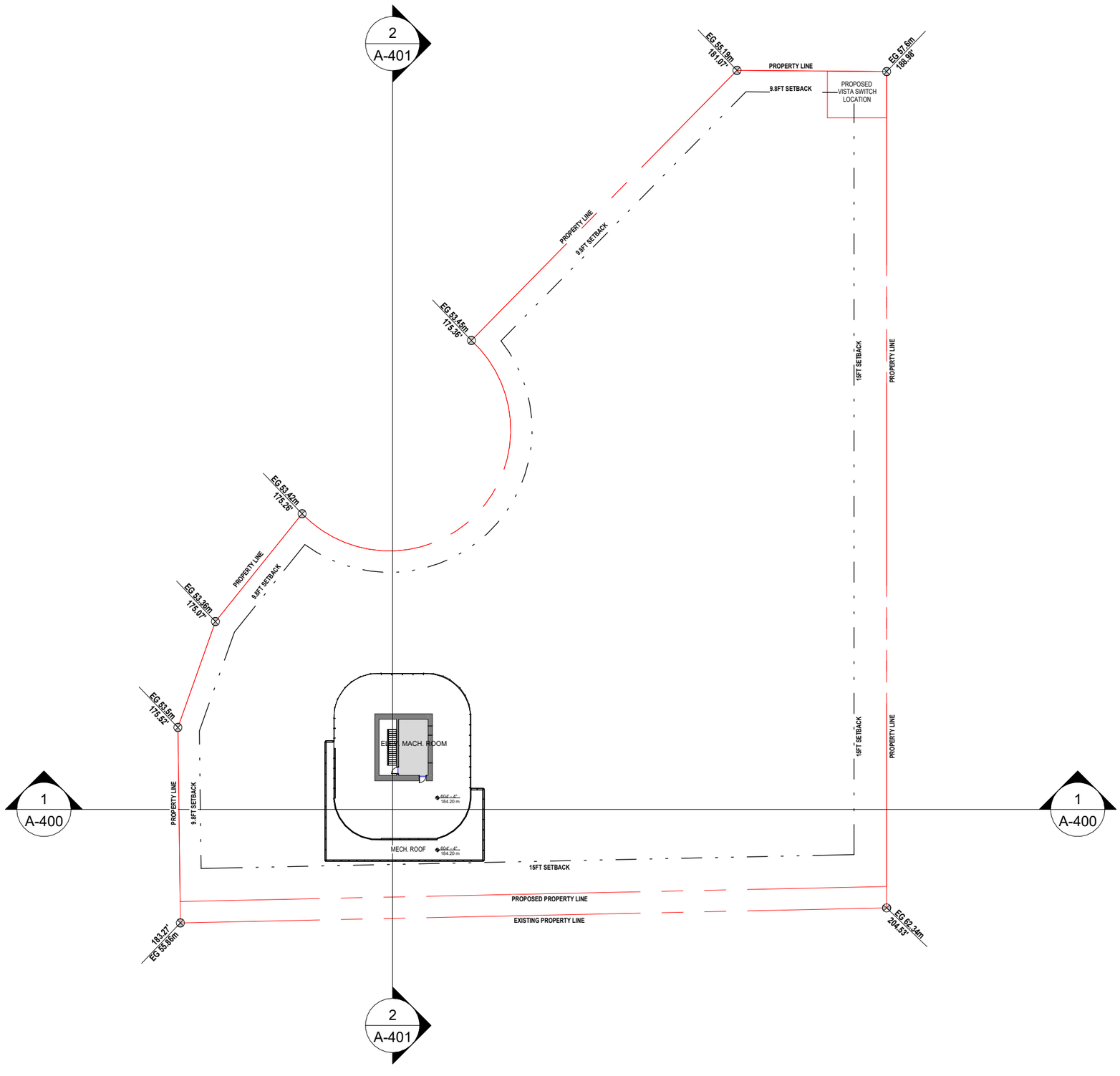
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-215



COLOUR LEGEND:

CIRCULATION & SERVICES

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL 44 - ELEV. MACH. ROOM

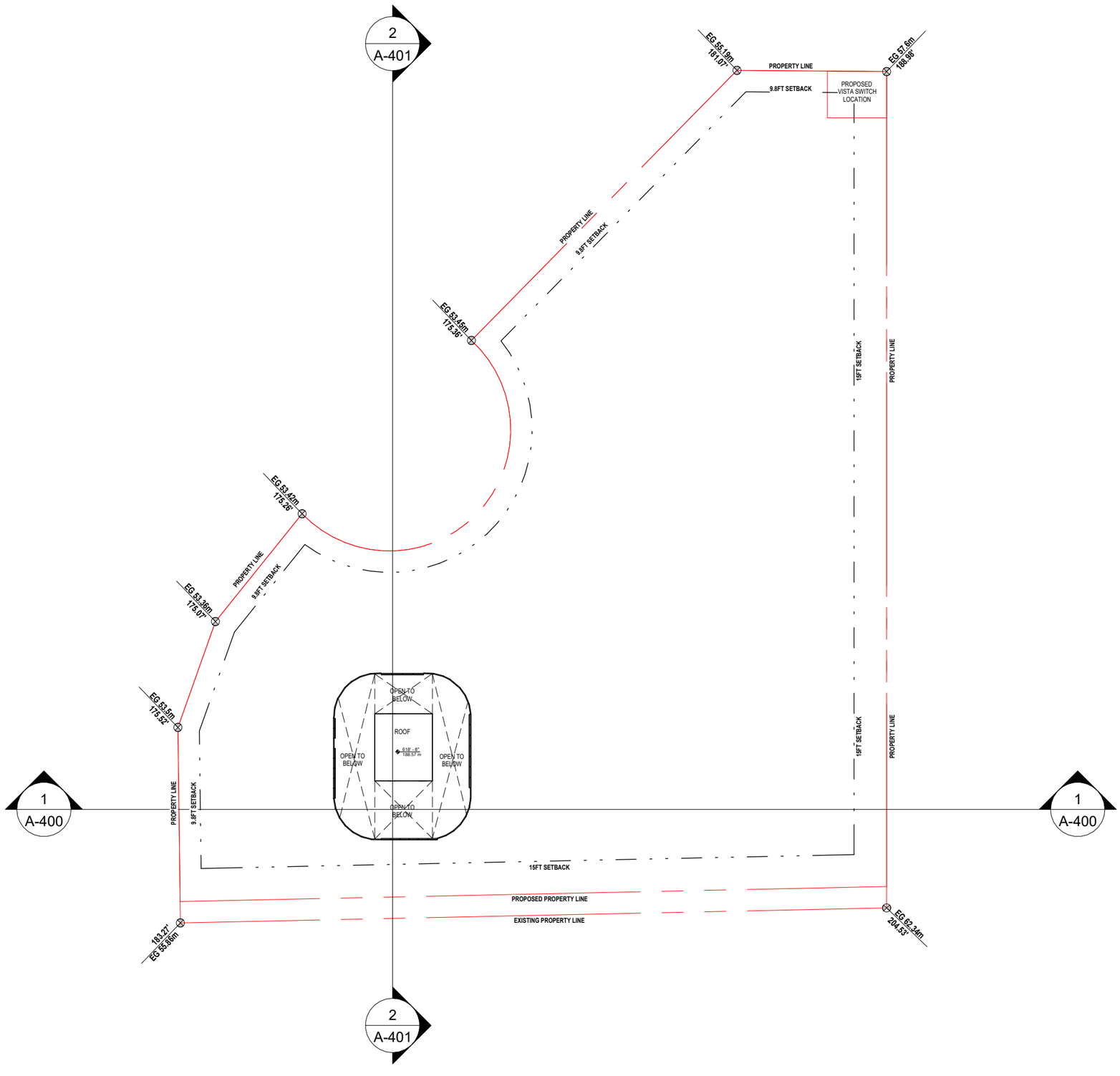
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-216



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

LEVEL ROOF

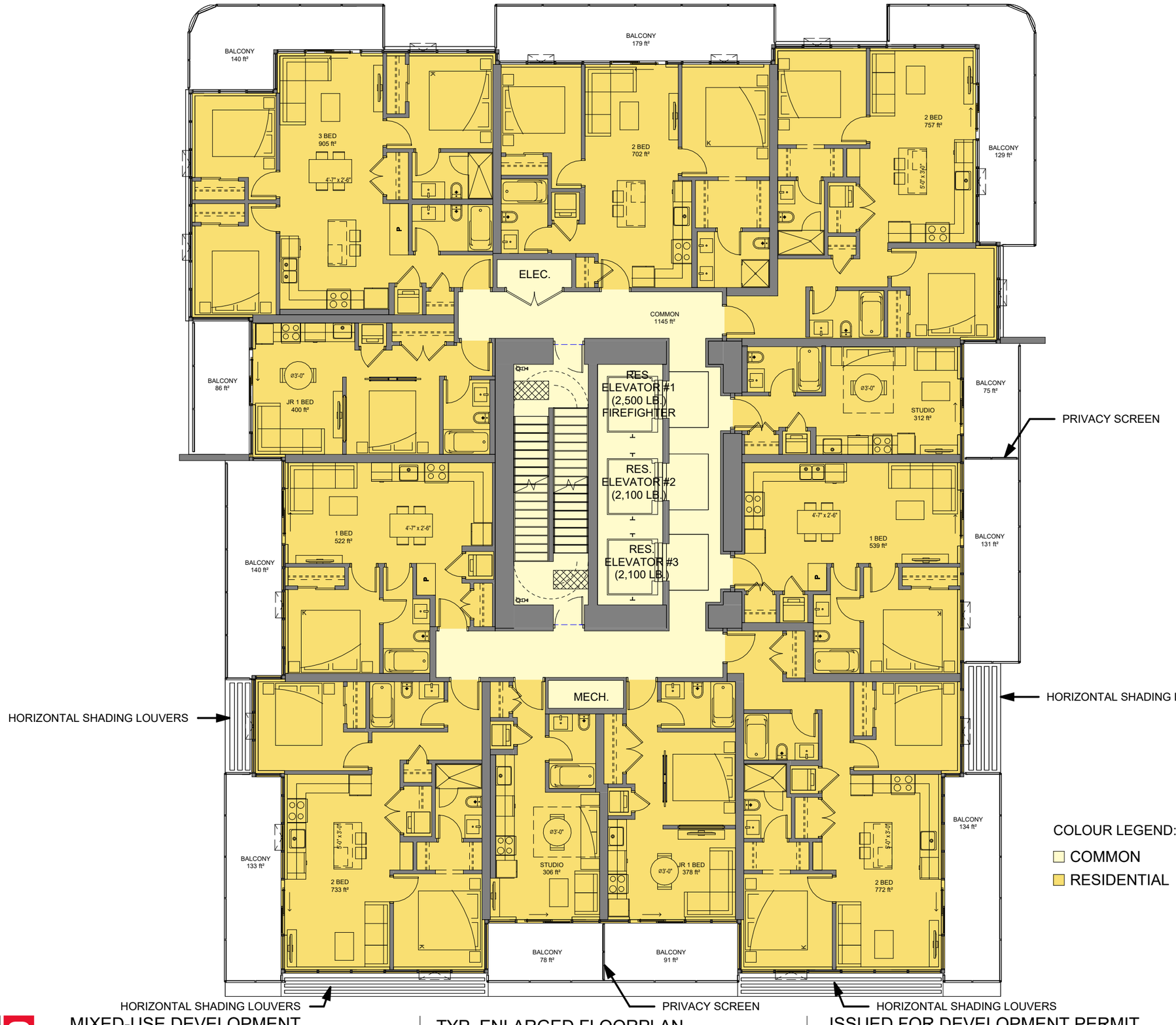
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-217



AREA SCHEDULE - LEVEL 21		
Level	Name	Area
LEVEL 21	STUDIO	306 ft²
LEVEL 21	STUDIO	312 ft²
LEVEL 21	JR 1 BED	378 ft²
LEVEL 21	JR 1 BED	400 ft²
LEVEL 21	1 BED	522 ft²
LEVEL 21	1 BED	539 ft²
LEVEL 21	2 BED	702 ft²
LEVEL 21	2 BED	733 ft²
LEVEL 21	2 BED	757 ft²
LEVEL 21	2 BED	772 ft²
LEVEL 21	3 BED	905 ft²
LEVEL 21	COMMON	1145 ft²
TOTAL GFA:		7472 ft²

EFFICIENCY: 84.6%

COLOUR LEGEND:

- COMMON
- RESIDENTIAL

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

TYP. ENLARGED FLOORPLAN

3/32" = 1'-0"

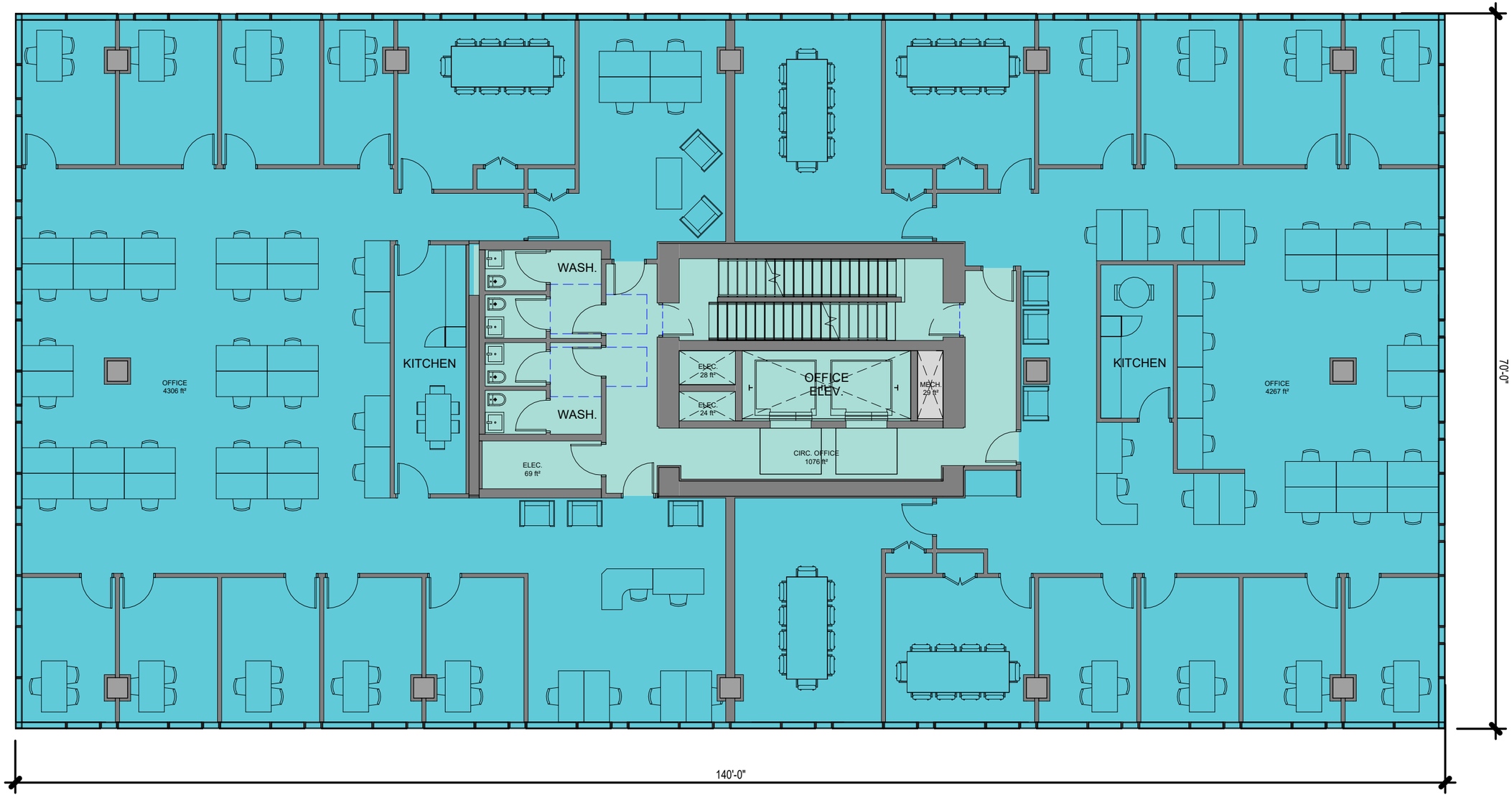
ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-220

AREA SCHEDULE - TYPICAL OFFICE LEVEL		
Level	Name	Area
S-LEVEL 4	CIRC. OFFICE	1076 ft²
S-LEVEL 4	ELEC.	28 ft²
S-LEVEL 4	ELEC.	24 ft²
S-LEVEL 4	ELEC.	69 ft²
S-LEVEL 4	MECH.	29 ft²
S-LEVEL 4	OFFICE	4267 ft²
S-LEVEL 4	OFFICE	4306 ft²
TOTAL GFA:		9800 ft²



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

OFFICE - TYPICAL LAYOUT

3/32" = 1'-0"

ISSUED FOR DEVELOPMENT PERMIT

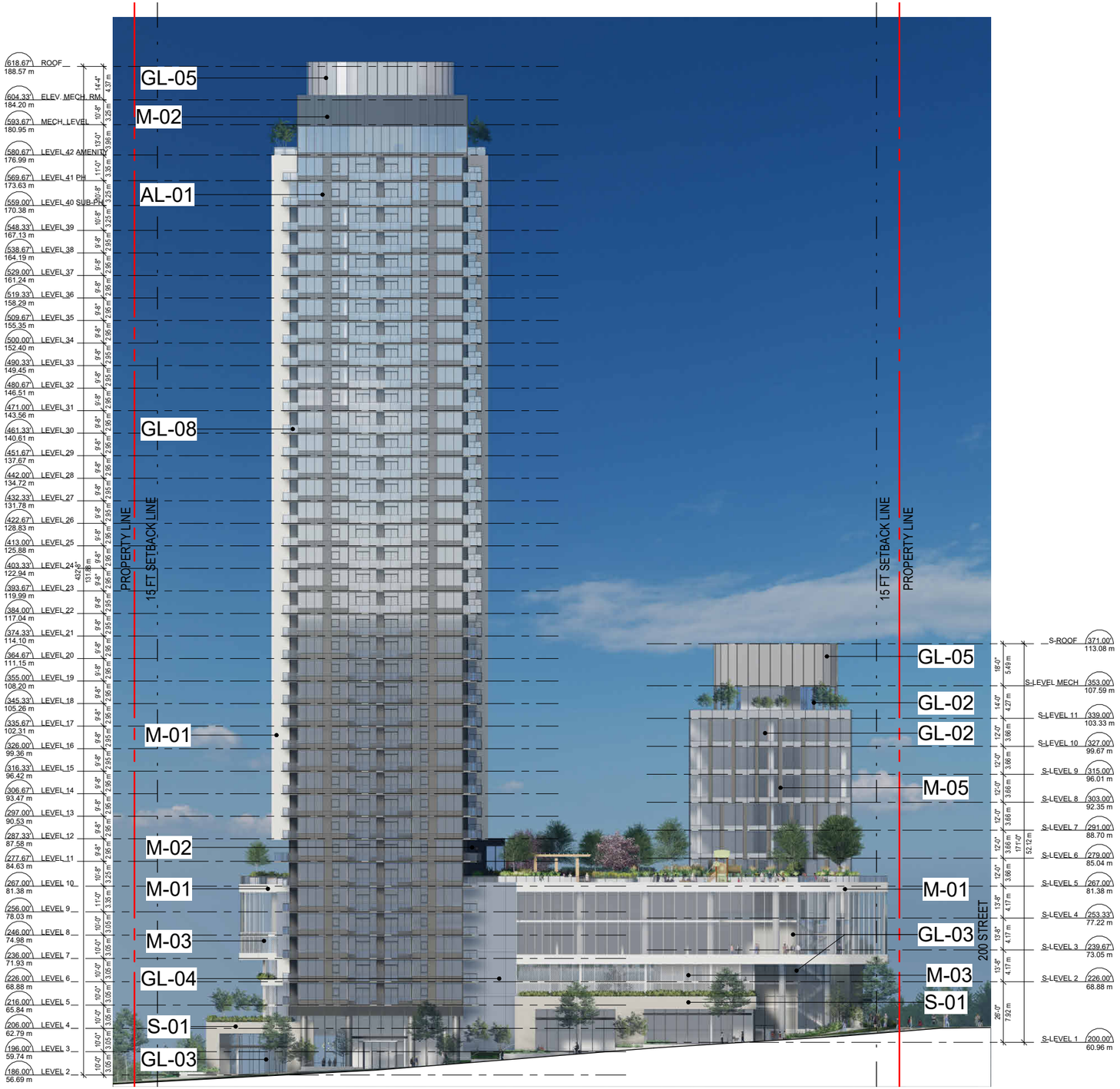
FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-221

MATERIAL LEGEND

AL-01	ALUMINUM MULLION - CHARCOAL
AL-02	ALUMINUM MULLION - WHITE
AL-03	HORIZONTAL SOLAR FINS - TO MATCH AL-01
AL-04	VERTICAL METAL FINS - GREY
GL-01	TOWER VISION GLASS
GL-02	OFFICE VISION GLASS
GL-03	PODIUM VISION GLASS
GL-04	SPANDREL GLASS - WHITE
GL-05	SPANDREL GLASS - LIGHT GREY
GL-06	SPANDREL GLASS - GREY
GL-07	PRIVACY SCREEN - FROSTED
GL-08	ALUMINUM GUARD WITH SAFETY GLASS - CHARCOAL
M-01	METAL PANEL - WHITE
M-02	METAL PANEL - DARK
M-03	METAL PANEL - PERFORATED / OMBRAE
M-04	METAL PANEL - TO MATCH S-01
M-05	RECESSED METAL PANEL - CHARCAOL
PC-01	PAINTED CONCRETE - GREY
S-01	SMOOTH LIMESTONE



CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

ELEVATION - SOUTH

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-300

MATERIAL LEGEND

AL-01	ALUMINUM MULLION - CHARCOAL
AL-02	ALUMINUM MULLION - WHITE
AL-03	HORIZONTAL SOLAR FINS - TO MATCH AL-01
AL-04	VERTICAL METAL FINS - GREY
GL-01	TOWER VISION GLASS
GL-02	OFFICE VISION GLASS
GL-03	PODIUM VISION GLASS
GL-04	SPANDREL GLASS - WHITE
GL-05	SPANDREL GLASS - LIGHT GREY
GL-06	SPANDREL GLASS - GREY
GL-07	PRIVACY SCREEN - FROSTED
GL-08	ALUMINUM GUARD WITH SAFETY GLASS - CHARCOAL
M-01	METAL PANEL - WHITE
M-02	METAL PANEL - DARK
M-03	METAL PANEL - PERFORATED / OMBRAE
M-04	METAL PANEL - TO MATCH S-01
M-05	RECESSED METAL PANEL - CHARCAOL
PC-01	PAINTED CONCRETE - GREY
S-01	SMOOTH LIMESTONE



CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

ELEVATION - EAST

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-301

MATERIAL LEGEND

AL-01	ALUMINUM MULLION - CHARCOAL
AL-02	ALUMINUM MULLION - WHITE
AL-04	VERTICAL METAL FINS - GREY
GL-01	TOWER VISION GLASS
GL-02	OFFICE VISION GLASS
GL-03	PODIUM VISION GLASS
GL-04	SPANDREL GLASS - WHITE
GL-05	SPANDREL GLASS - LIGHT GREY
GL-06	SPANDREL GLASS - GREY
GL-07	PRIVACY SCREEN - FROSTED
GL-08	ALUMINUM GUARD WITH SAFETY GLASS - CHARCOAL
M-01	METAL PANEL - WHITE
M-02	METAL PANEL - DARK
M-03	METAL PANEL - PERFORATED / OMBRAE
M-04	METAL PANEL - TO MATCH S-01
M-05	RECESSED METAL PANEL - CHARCAOL
PC-01	PAINTED CONCRETE - GREY
S-01	SMOOTH LIMESTONE



CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

ELEVATION - NORTH

1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-302

MATERIAL LEGEND

AL-01	ALUMINUM MULLION - CHARCOAL
AL-02	ALUMINUM MULLION - WHITE
AL-03	HORIZONTAL SOLAR FINS - TO MATCH AL-01
AL-04	VERTICAL METAL FINS - GREY
GL-01	TOWER VISION GLASS
GL-02	OFFICE VISION GLASS
GL-03	PODIUM VISION GLASS
GL-04	SPANDREL GLASS - WHITE
GL-05	SPANDREL GLASS - LIGHT GREY
GL-06	SPANDREL GLASS - GREY
GL-07	PRIVACY SCREEN - FROSTED
GL-08	ALUMINUM GUARD WITH SAFETY GLASS - CHARCOAL
M-01	METAL PANEL - WHITE
M-02	METAL PANEL - DARK
M-03	METAL PANEL - PERFORATED / OMBRAE
M-04	METAL PANEL - TO MATCH S-01
M-05	RECESSED METAL PANEL - CHARCAOL
PC-01	PAINTED CONCRETE - GREY
S-01	SMOOTH LIMESTONE



CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

ELEVATION - WEST

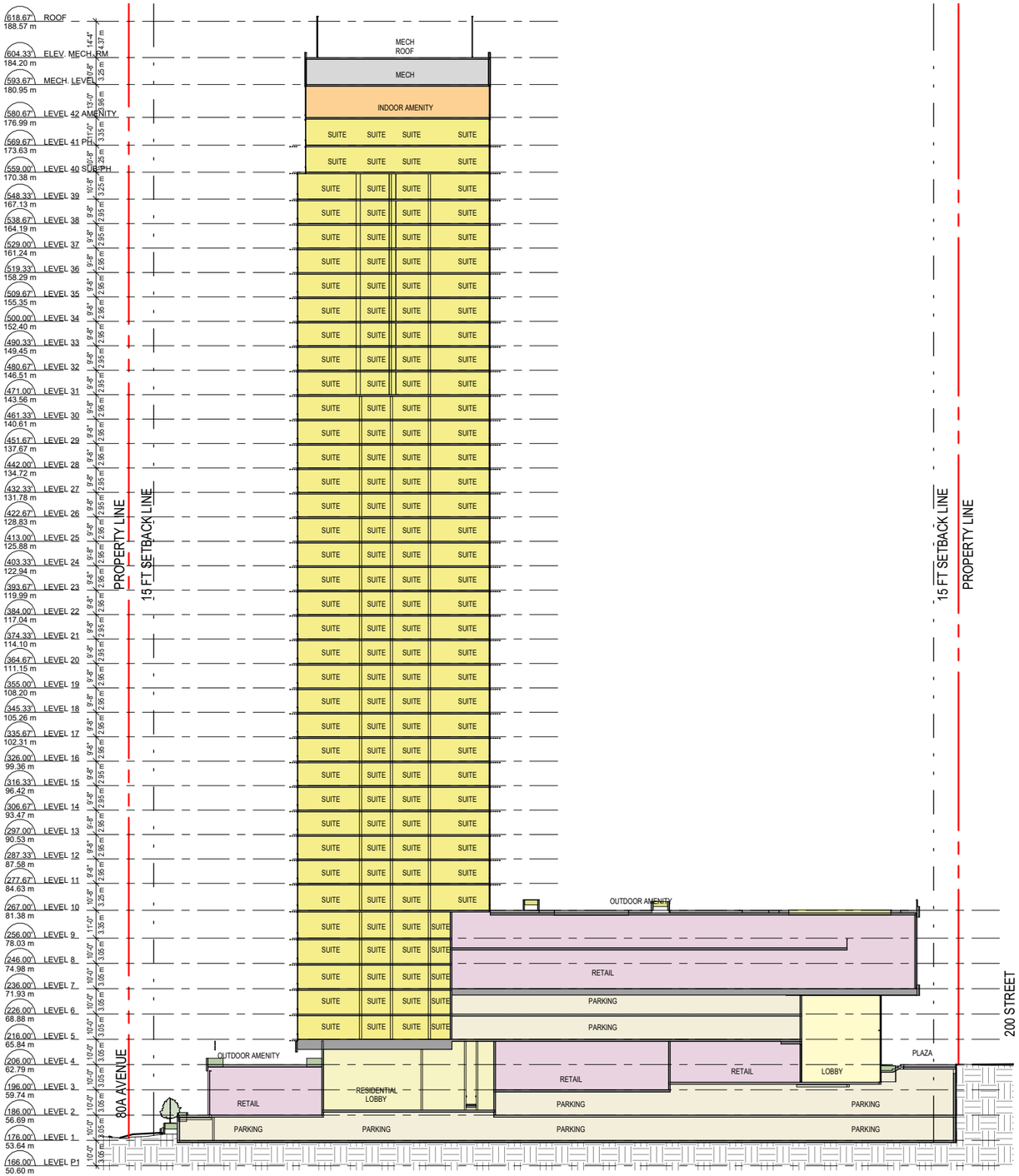
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-303



1 BUILDING SECTION-A-A
1" = 50'-0"

COLORS LEGEND:

- AMENITY
- MECH./ELEC. / BIKE LOCKERS / SERVICES
- RESIDENTIAL
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- RETAIL
- OFFICE
- OFFICE CIRCULATION
- PARKING CIRCULATION

2 BUILDING SECTION-B-B
1" = 50'-0"

CHRIS DIKEAKOS
ARCHITECTS INC.

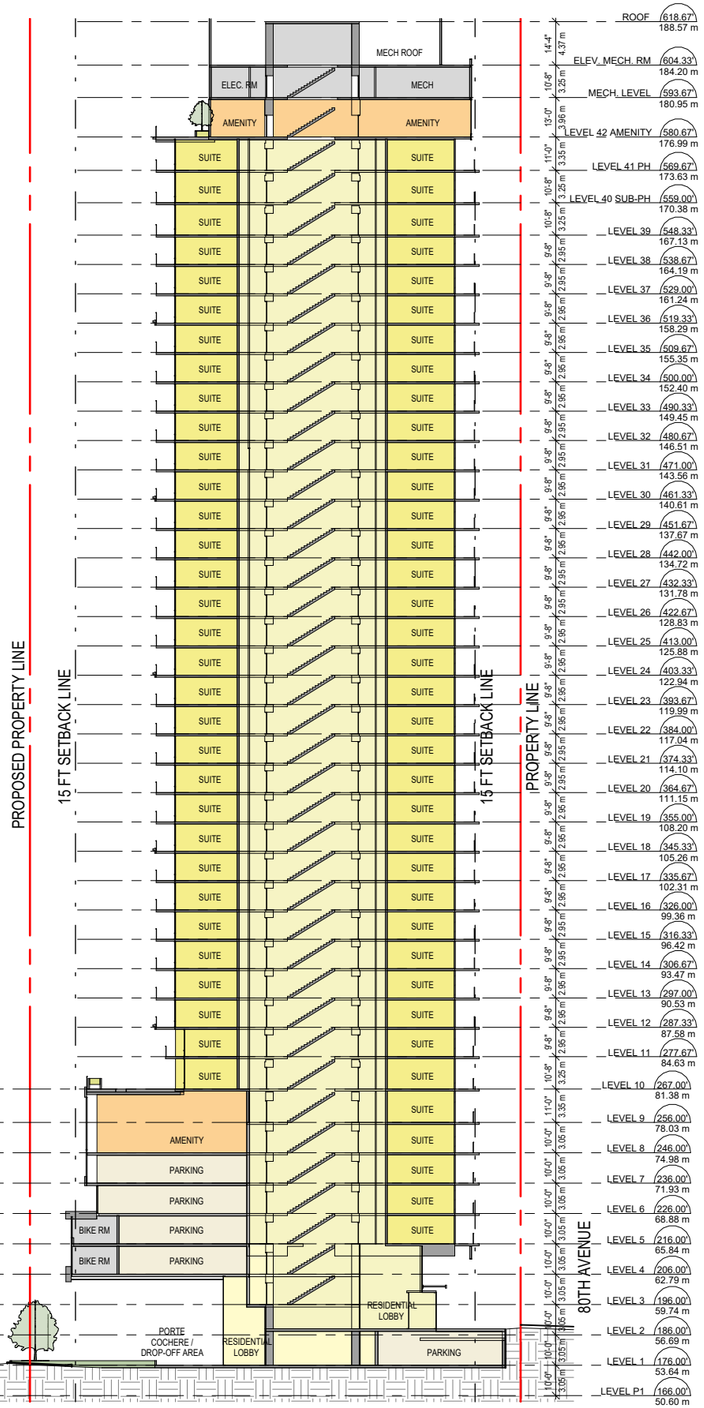
MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

BUILDING SECTIONS
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT
FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-400



2 BUILDING SECTION-C-C
1" = 50'-0"

1 BUILDING SECTION-D-D
1" = 50'-0"

COLORS LEGEND:

- AMENITY
- MECH./ELEC. / BIKE LOCKERS / SERVICES
- RESIDENTIAL
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- RETAIL
- OFFICE
- OFFICE CIRCULATION
- PARKING CIRCULATION

CHRIS DIKEAKOS ARCHITECTS INC.

MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

BUILDING SECTIONS
1" = 50'-0"

ISSUED FOR DEVELOPMENT PERMIT
FEBURARY 8, 2024

LORVAL DEVELOPMENTS

A-401



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT
FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-600



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT
FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-601



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-602



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-603



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-604



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT
200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT
FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-605



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-606



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-607



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-608



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-609



CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

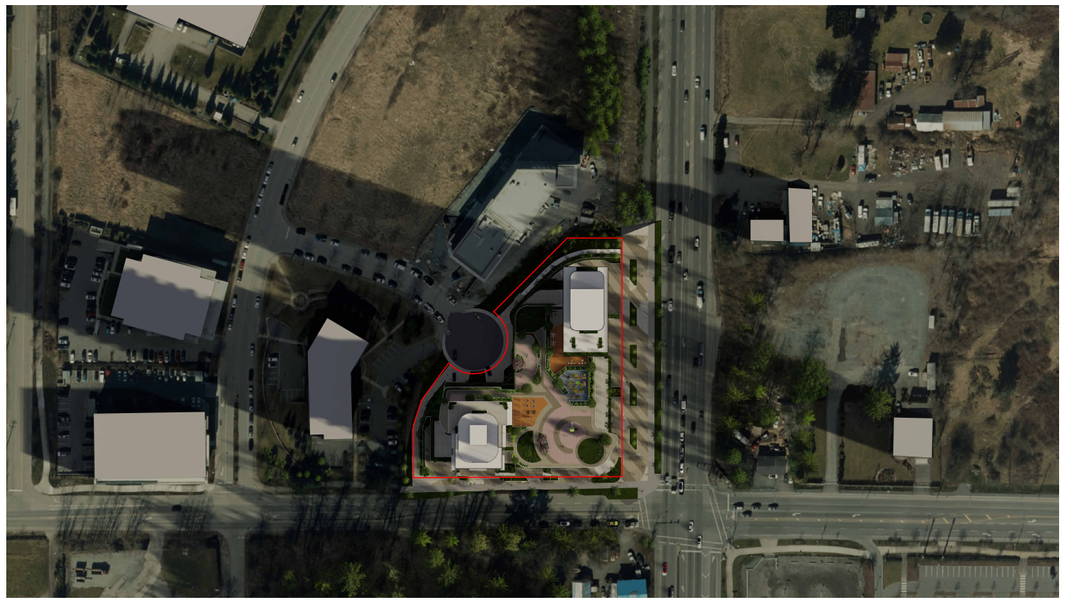
RENDERING

ISSUED FOR DEVELOPMENT PERMIT

FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-610



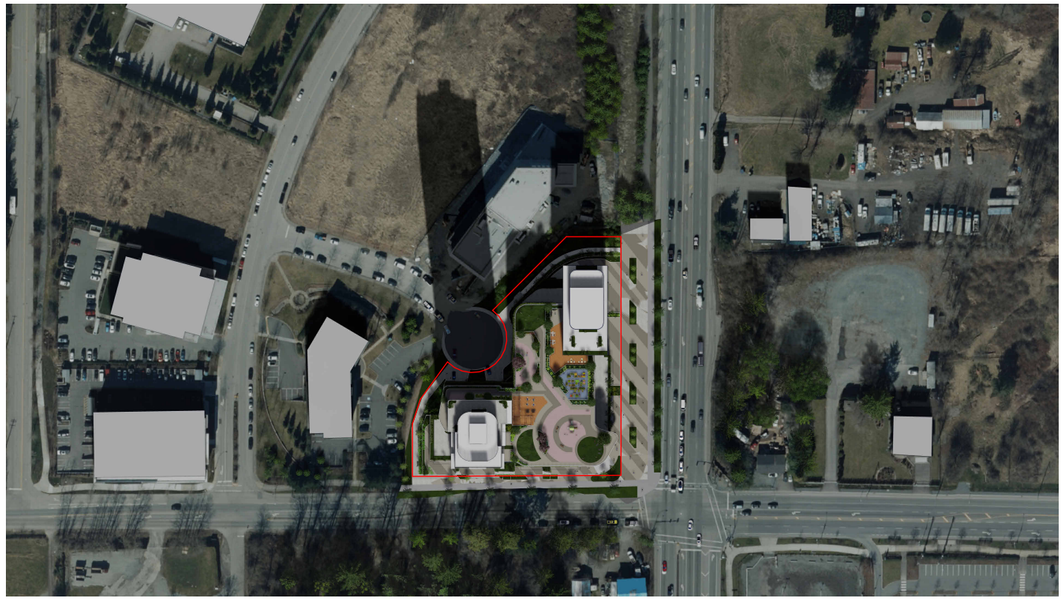
MARCH / SEPTEMBER 10 AM



MARCH / SEPTEMBER 12 PM



MARCH / SEPTEMBER 4 PM



MARCH / SEPTEMBER 2 PM

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

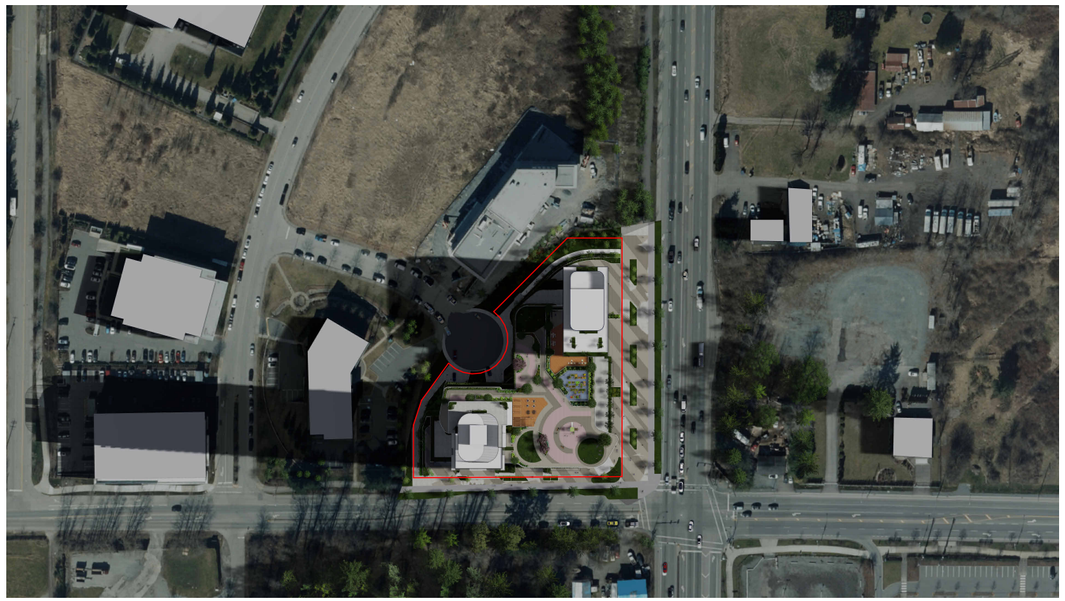
SHADOW STUDY

ISSUED FOR DEVELOPMENT PERMIT

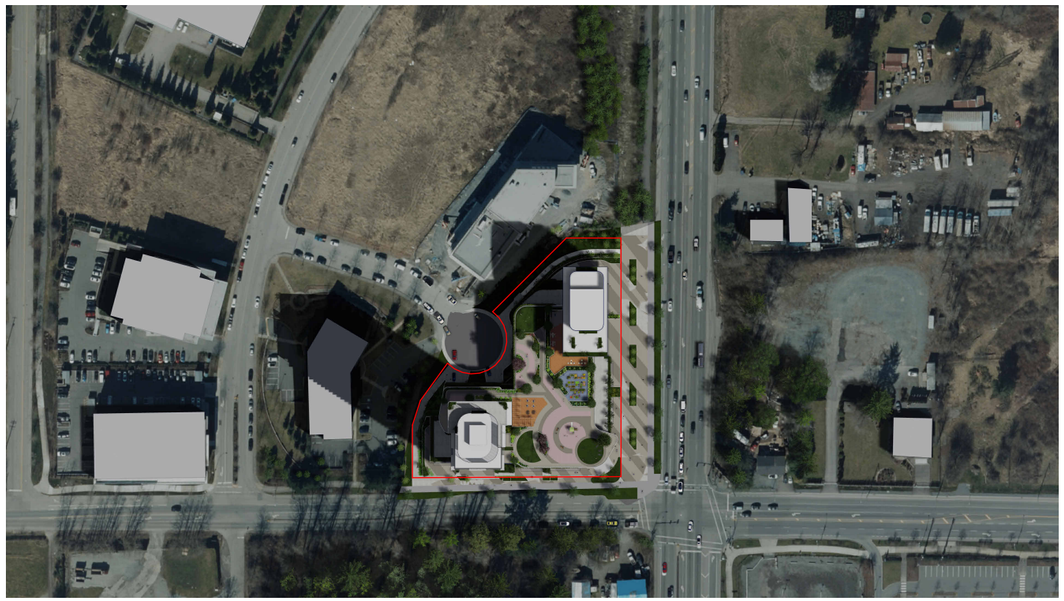
FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

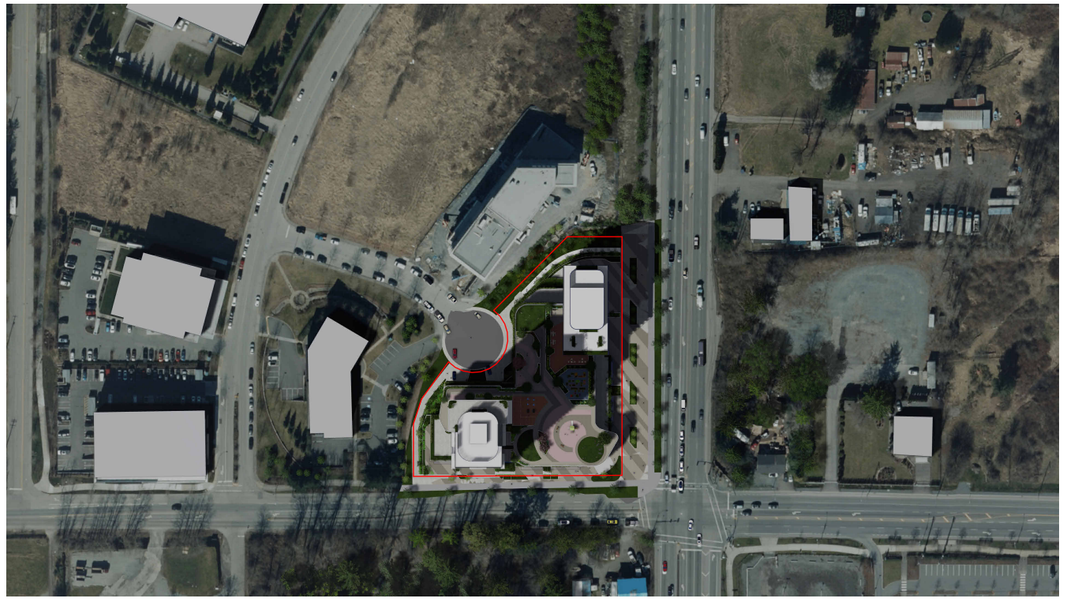
A-700



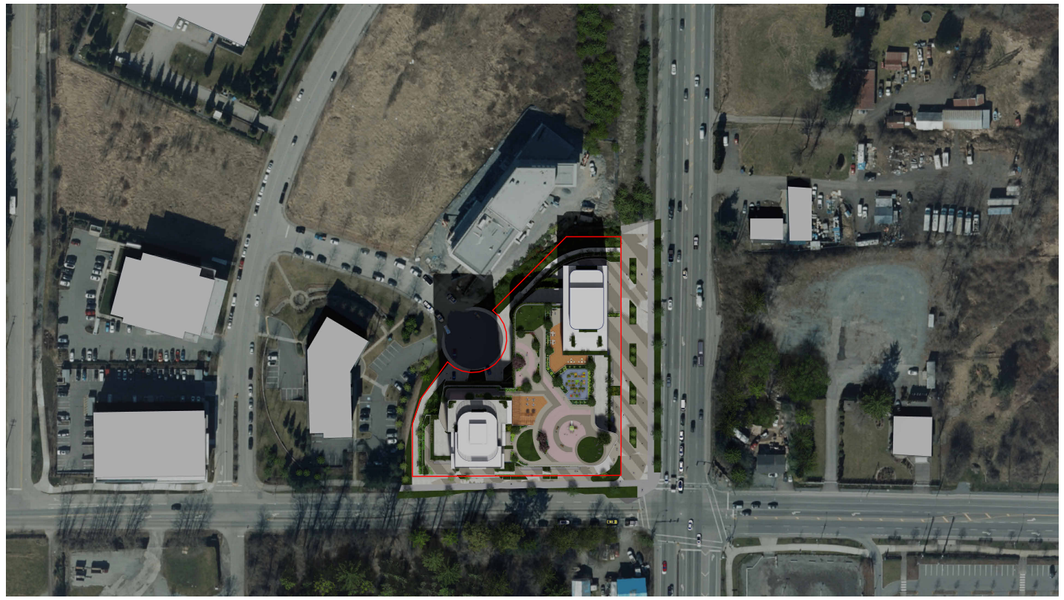
JUNE 10 AM



JUNE 12 PM



JUNE 4 PM



JUNE 2 PM

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

SHADOW STUDY

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FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

A-701



DECEMBER 10 AM



DECEMBER 12 PM



DECEMBER 4 PM



DECEMBER 2 PM

CHRIS DIKEAKOS
ARCHITECTS INC.

MIXED-USE DEVELOPMENT

200th STREET & 80th AVENUE, LANGLEY TWP, BC

SHADOW STUDY

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FEBURARY 8, 2024

LORVAL
DEVELOPMENTS

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