Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2019 - REGULAR EVENING MEETING	**REPORT:**	19-102
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-26-0195
SUBJECT:	REZONING APPLICATION NO. 100488 AND DEVELOPMENT PERMIT APPLICATION NO. 100904 (CARVOLTH DEVELOPMENTS LTD. / 20161 AND 20187 – 86 AVENUE)		

PROPOSAL:

Application to rezone approximately 2.0 ha (4.8 ac) of land located at 20161 and 20187 – 86 Avenue to Comprehensive Development Zone CD –138 and issue a Development Permit to facilitate development of a 4,616 m^2 (49,688 ft^2) four-storey office building with ground floor commercial space and a 4,207 m^2 (45, 285 ft^2) three-storey office building.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5485 subject to 12 development prerequisites being satisfied prior to final reading, authorize issuance (at time of final reading of Bylaw No. 5485) of Development Permit No. 100904 subject to six (6) conditions, noting six (6) building permit conditions and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

Staff are supportive of the development proposal as it is consistent with the Carvolth Neighbourhood Plan and proposed Comprehensive Development Zone CD-138.

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Carvolth Developments Ltd.) Bylaw 2019 No. 5485 rezoning 2.0 ha (4.8 ac) of land located at 20161 and 20187 – 86 Avenue to Comprehensive Development Zone CD–138, to facilitate development of a four-storey office building with ground floor commercial and a three-storey office building, subject to the following development prerequisites being satisfied prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw, to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
2. Provision of road dedications, widenings, and necessary traffic improvements for 86 Avenue in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan, to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
3. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
4. Dedication and construction of a 4.5 metre wide street greenway on the north side of 86 Avenue to the acceptance of the Township, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security;
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
6. Registration of a common access easement with adjacent property (006-879-713) for future access purposes to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
7. Registration of a non-disturbance restrictive covenant over watercourse area setbacks to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
8. Registration of a public access statutory right of way (6.0 metre wide) for a north south trail connection;
9. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure;
10. Compliance with the requirements of the Carvolth Greenway Amenity Policy to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges; and
12. Consolidation of the two (2) parent parcels to facilitate the proposed office development.

That Council at time of final reading of Rezoning Bylaw No. 5485 authorize issuance of Development Permit No. 100904 subject to the following conditions:

a. Building plans being in compliance with Schedules "A" through "I";
b. Landscape plans being in substantial compliance with Schedules "K" through "P" and in compliance with the Township's Street Tree and Boulevard Planting Policy to the acceptance of the Township;
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), to the acceptance of the Township;
d. All signage being in compliance with the Township's Sign Bylaw and Schedule "I"

e. Rooftop mechanical equipment to be screened from view by compatible architectural treatments in compliance with Schedules "A" through "J";
f. All refuse areas to be located in an enclosure and screened to the acceptance of the Township.

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Issuance of Energy Conservation and Greenhouse Gas Reduction Development Permit No. 101051;
b. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
c. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
d. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
e. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
f. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township;

That Council authorize staff to schedule the public hearing for the rezoning bylaw in conjunction with the hearing for proposed Development Permit No. 100904 and further

13. **That** Council authorize proceeding with clearing and excavation of the subject site in advance of final reading and issuance of Development Permit No. 100904 subject to the following conditions, to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
    1. Provision of a final tree management plan incorporating tree retention, tree replacement and tree protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
    2. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
    3. Provision of a shoring plan;
    4. Provision of Water Sustainability Act approvals;
    5. Provision of a bird nesting survey, in compliance with applicable regulations;
    6. Provision of Traffic Management Plan and security to the acceptance of the Township;
    7. Provision of an existing road condition;
    8. Confirmation by the applicant, to the acceptance of the Township, that works undertaken prior to final reading of related bylaw and issuance of Development Permit are completely at applicant's risk and expense and in no way fetter Council's discretion in dealing with the rezoning and Development Permit applications; and
    9. Provision of a security bond.

EXECUTIVE SUMMARY:

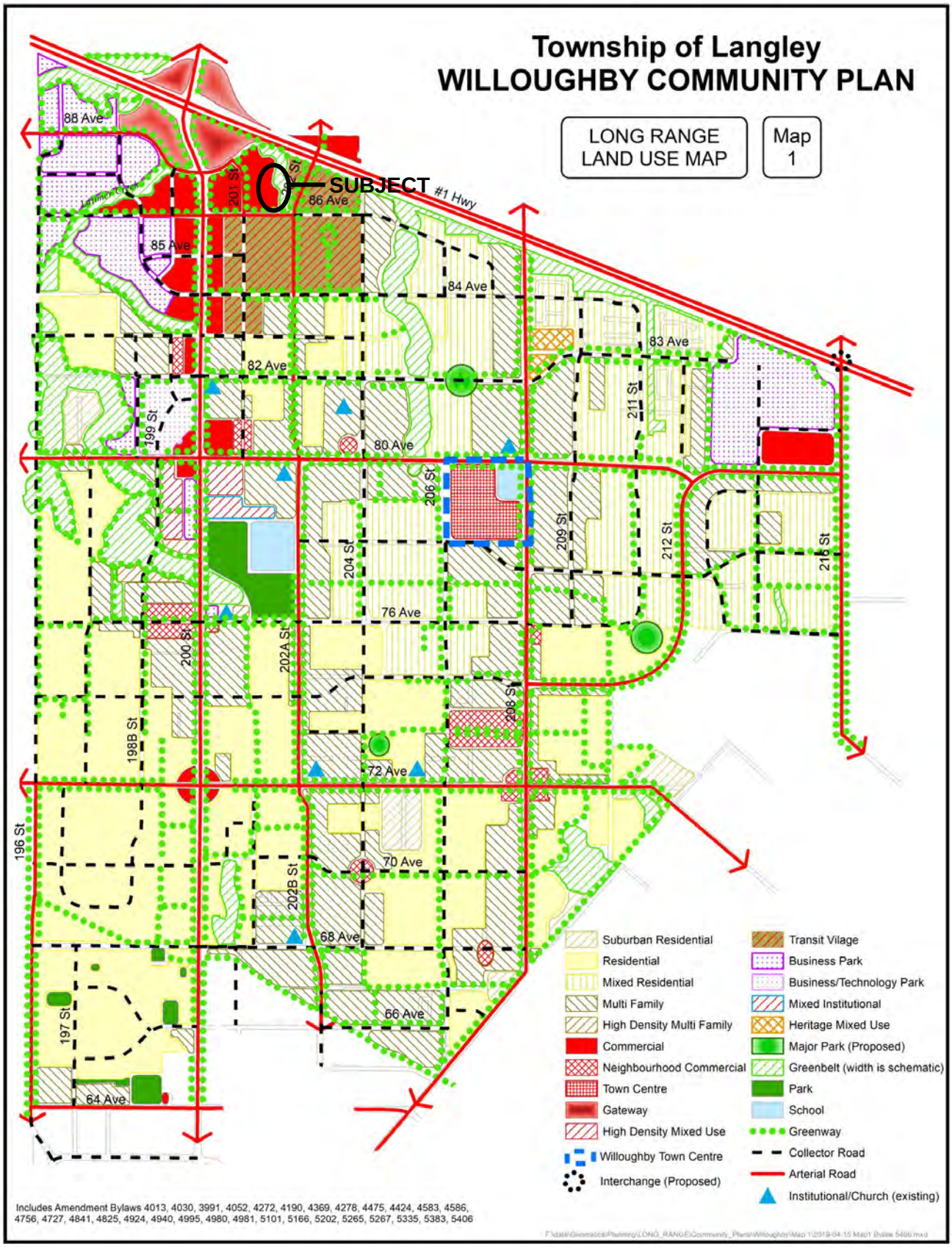
Infinity Properties Ltd. has applied on behalf of Carvolth Developments Ltd. to rezone 2.0 ha (4.8 ac) of land located at 20161 and 20187 – 86 Avenue to Comprehensive Development Zone CD-138 to facilitate the development of a 4,616 m^2 (49,688 ft^2) four-storey office building with ground floor commercial space and a 4,207 m^2 (45, 285 ft^2) three-storey office building.

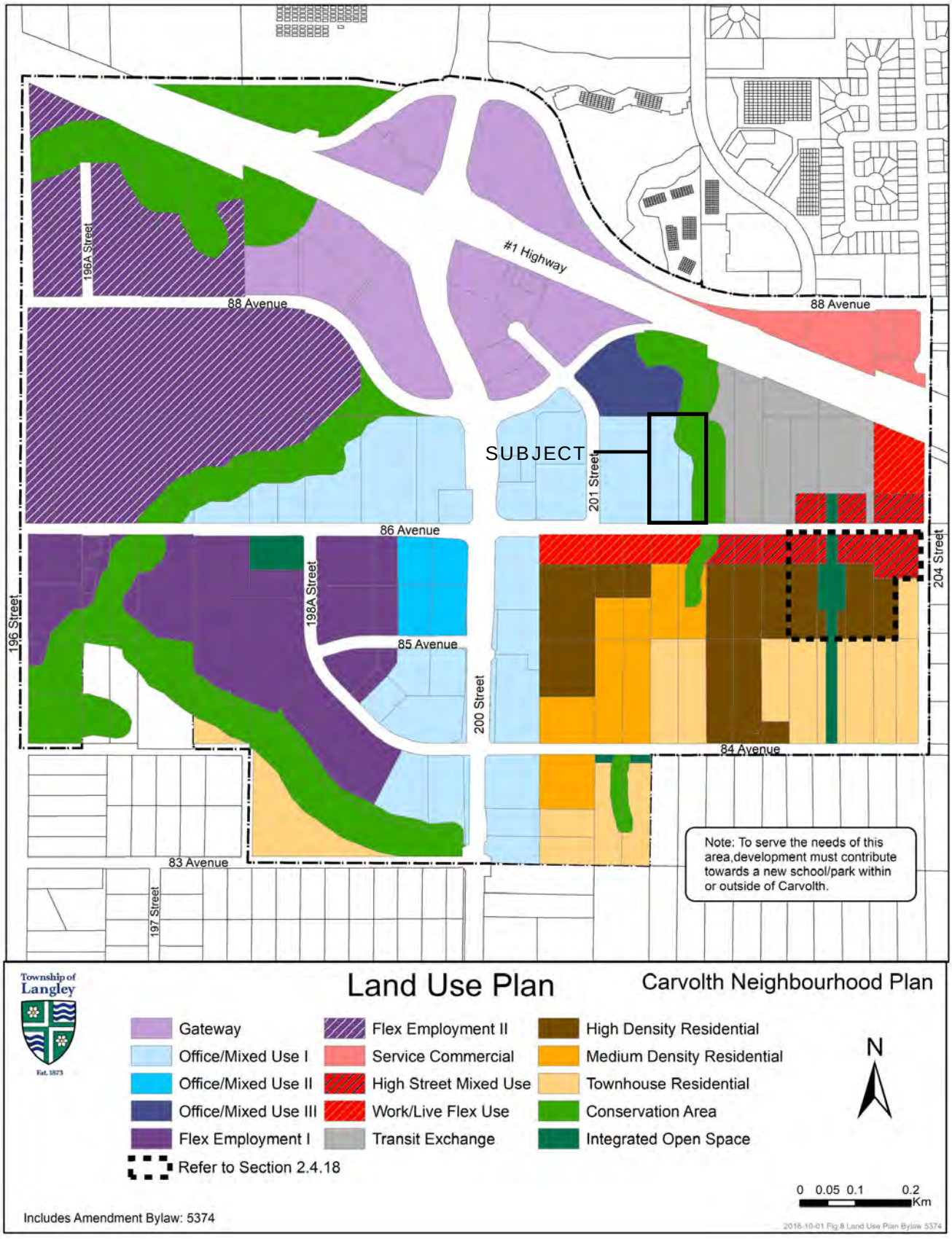
The proponent's application package also includes a Development Permit to provide Council the opportunity to review the proposed development's form and character and water conservation measures. Additional details are contained in the attached materials. A separate delegated Development Permit is being processed concurrently with these applications to address the Energy Conservation and Greenhouse Gas Emissions Reductions objectives of the Carvolth Neighbourhood Plan.

The proposal is consistent with the overall objectives of the Willoughby Community Plan and Carvolth Neighbourhood Plan. Staff recommend that Council consider the rezoning request, subject to the completion of 12 development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5485) of Development Permit No. 100904.

PURPOSE:

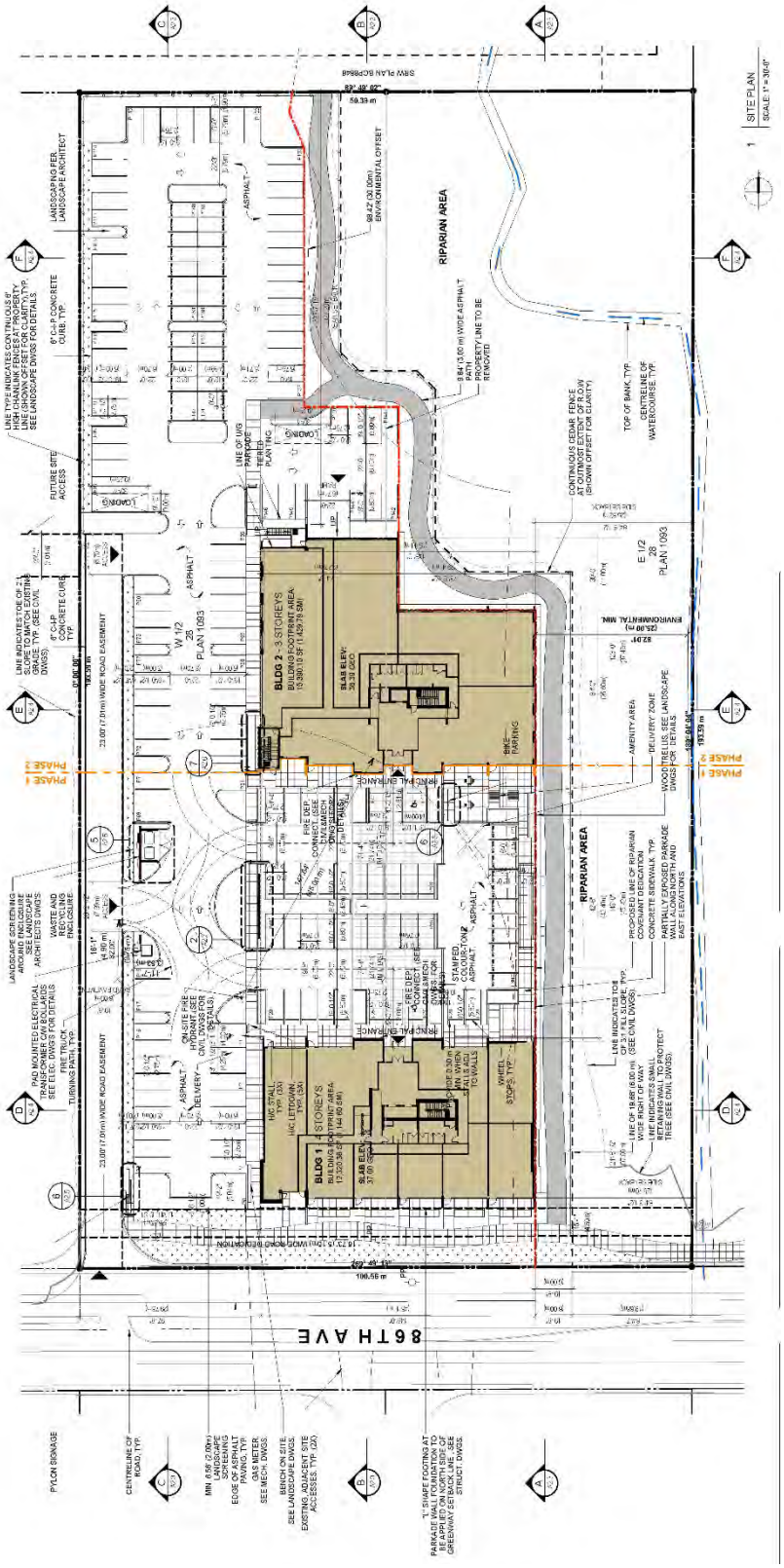
The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5485 and Development Permit No. 100904.


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
201 St
199 St
211 St
206 St
209 St
212 St
216 St
204 St
200 St
202A St
208 St
198B St
196 St
202B St
197 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Interchange (Proposed)
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406


#1 Highway
196A Street
88 Avenue
88 Avenue
SUBJECT
201 Street
86 Avenue
196 Street
198A Street
85 Avenue
200 Street
204 Street
84 Avenue
83 Avenue
197 Street
Note: To serve the needs of this area,development must contribute towards a new school/park within or outside of Carvolth.
Township of Langley
Est. 1873
Land Use Plan
Carvolth Neighbourhood Plan
Gateway
Office/Mixed Use I
Office/Mixed Use II
Office/Mixed Use III
Flex Employment I
Refer to Section 2.4.18
Flex Employment II
Service Commercial
High Street Mixed Use
Work/Live Flex Use
Transit Exchange
High Density Residential
Medium Density Residential
Townhouse Residential
Conservation Area
Integrated Open Space
N
0 0.05 0.1 0.2
Km
Includes Amendment Bylaw: 5374
2018-10-01 Fig.8 Land Use Plan Bylaw 5374

ZONING BYLAW NO. 2500

RENDERINGS– SUBMITTED BY APPLICANT



SITE PLAN – SUBMITTED BY APPLICANT

REFERENCE:

Owner:	Carvolth Developments Ltd. 205 – 6360 – 202 Street Langley, BC V2Y 1N2
Agent:	Infinity Properties Ltd. 205 – 6360 – 202 Street Langley, BC V2Y 1N2
Legal Description:	West Half Lot 28 & East Half Lot 28 of the North West Quarter Section 26 Township 8 New Westminster District Plan 1093
Location:	20161 & 20187 – 86 Avenue
Area:	2.0 ha (4.8 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD –138
Willoughby Community Plan:	Gateway Corridor / Greenbelt
Carvolth NP:	Office/ Mixed Use I (Maximum 2.5 FSR) Conservation Area

DISCUSSION/ANALYSIS:

Infinity Properties Ltd. has assembled two properties in the Carvolth Neighbourhood Plan (NP). The subject 2.0 ha (4.8 ac) lands (currently vacant) are zoned Suburban Residential SR-2, designated as Office/Mixed Use I and Conservation Area and are located in the Gateway Corridor area of the Carvolth NP. The Gateway Corridor is intended to be a high quality employment corridor and urban gateway envisioned to build on the existing office mixed use developments located in the area. The proponent has applied to rezone the subject properties to facilitate the development of two (2) buildings. Building 1 is proposed adjacent to 86 Avenue as a 4,616 m^2 (49,688 ft^2) 4-storey building comprised of 920 m^2 (9,910 ft^2) ground floor commercial space and 3,696 m^2 (39,783 ft^2) of office space on three floors above. Building 2 is proposed as a 4,207 m^2 (45, 285 ft^2) 3-storey office building north of Building 1. To accommodate the development, the proponent has applied to rezone the property to Comprehensive Development Zone CD-138 and for issuance of a Development Permit.

A red coded watercourse exists on a portion of the eastern property. This portion of the property is designated as Greenbelt in the Willoughby Community Plan and Conservation Area in the Carvolth Neighbourhood Plan. Protection of the watercourse is listed as a development prerequisite in this report as a condition of rezoning, along with a statutory right of way secured for a future north south trail along the outer edge of the streamside area.

The proponent's application package also includes the following:

- Rezoning application to create a site specific Comprehensive Development Zone CD- 138,
- Development Permit to provide Council the opportunity to review the form and character of the proposed development, and water conservation measures included in the development, and

- Delegated Energy Conservation and Greenhouse Gas Emission Reduction Development Permit

Surrounding Land Uses:

North: A vacant property zoned Comprehensive Development Zone CD-46, designated Office/Mixed Use III and Conservation Area in the Carvolth NP;

South: A property zoned Suburban Residential SR-2, designated Work/Live Flex Use and Medium Density Residential in the Carvolth NP, currently under application for an apartment and mixed use building (08-26-0206).

East: A property zoned Comprehensive Development Zone CD- 79 containing a community detention pond, designated Conservation Area and Transit Exchange in the Carvolth NP.

West: A vacant property zoned Suburban Residential SR-2, designated Office/Mixed Use I in the Carvolth NP.

Zoning Amendment:

The subject development site is currently zoned Suburban Residential Zone SR-2. Bylaw No. 5485 proposes to rezone the site to a new Comprehensive Development Zone (CD-138) to accommodate the proposed development based on the sites Office/Mixed Use I land use designation of the Carvolth NP. The development as shown in Development Permit No. 100904 complies with the provisions of the site's proposed CD-138 zoning in terms of siting, lot coverage, parking, height, use and density (FSR of 0.78 proposed).

Public Consultation:

Per Policy No. 07-164, the applicant held a public meeting on April 2, 2019. Results of the Developer Held Public Information Meeting were compiled and are provided in Attachment C.

Development Permit:

The subject site is located in Development Permit Area M as designated under section 488 of the Local Government Act to establish objectives for:

- the form and character of development,
- to promote energy conservation,
- to promote water conservation, and
- to promote the reduction of greenhouse gas emissions.

The Carvolth NP specifies development permit area guidelines (Attachment B)for the subject site. In accordance with Council policy, supporting materials have been submitted detailing the proposed development's form, character and siting. The supporting materials also address the measures implemented to promote water conservation. Proposed Development Permit No. 100904 is attached to this report (Attachment A).

Development Permit Area M guidelines establish objectives to promote energy conservation and reduction of greenhouse gas (GHG) emissions through the issuance of a development permit. Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw) delegated issuance of Energy Conservation and GHG Emissions Development Permits to the Delegated Official (defined in the bylaw as the General Manager Engineering and Community Development or Approving Officer, or designates). Staff note that the required Energy Conservation and GHG Emissions Development Permit is being processed concurrently with the overall application and that issuance of this Development Permit is required prior to issuance of a building permit as indicated in Development Permit No. 100904.

The site is located in the Gateway Corridor of the Carvolth NP, fronting the 86 Avenue alignment. This corridor is intended to be a high quality employment corridor and urban gateway and is part of a major transit oriented, high density mixed use corridor building upon the existing office mixed use developments already located in the area.

The proposal includes two buildings accessed from 86 Avenue. Proposed Building 1 is a four-storey street fronting office building with ground floor commercial space with three floors of office space above. Proposed Building 2 is a three-storey building located on the northern portion of the site proposed as office only. An underground parkade located beneath both buildings is proposed along with surface parking to accommodate required parking for the development. The applicant's architect indicates the buildings are of contemporary style and feature cast-in-place concrete panels, glass and veneer brick. A riparian area exists on the eastern portion of the properties with a proposed trail in the outer edges of the SPEA.

The design rationale (Attachment D) submitted by the applicant's architect states:

> *Form and Character Guidelines suggest architectural language and devices to mitigate massing impact on the street and public areas, create an approachable and 'friendly' interface, continue the context of the neighbourhood, establish architectural and material variety and render all exterior spaces safe and visible. The choice of a sleek modern idiom for this development follows all of the above precepts albeit with often re-imagined approaches. The primary wall surfaces are 'broken-up' with strong vertical fins that make each bay into a separate element in the composition. The vertical emphasis of most elements (for visual impact) is counteracted by strong horizontal elements such as the retail signage bands, landscape planters and concrete reveals. The vertical fins are typically not only an architectural 'conceit' but an innovative structural system whereby site cast concrete surfaces are inserted transversely into the building to become the column/beam substitute. The massing is modulated in both buildings by a differential treatment of core elements, lateral walls and roof decks on level 3 that bring down the edges of the buildings and provide a tenant amenity with views over the neighbourhood. These decks are partially covered with a 'knife-edge' wood-rendered canopies that provide an elegant and delicate definition of the skyline over the building. The building entrances are similarly rendered in wood and glazing to ensure clear way-finding.*

The proposal in staff's opinion is in compliance with the Development Permit Guidelines of the Carvolth NP. The proposed development also complies with the Comprehensive Development Zone CD-138 provisions concerning use, site coverage, building height, density, parking, and building setbacks. Conditions have been included in the Development Permit requiring refuse bins to be located in an enclosure and screening of rooftop mechanical equipment.

Landscaping:
The landscape plans (provided in Attachment A – Schedules "L" to "P") propose extensive plantings, trees, shrubs and groundcovers on the edge and throughout the site to enhance the development. The applicant's architect has indicated the parking area between Building 1 and 2

> *"create[s] a community 'quadrangle' that is defined by planter vegetation, variety of paving surfaces and the geometry of the building architecture. This space may be used for special events by temporarily removing the parking from the centre of the space. It is intended to define this central space with landscaping and amenity lighting."*

Furthermore, the development contains seating benches in strategic locations and architectural low level lighting to enhance wayfinding.

Access and Parking

Access will be provided to the site from 86 Avenue by a driveway (restricted to right in/out movements) and via a pedestrian connection to the greenway along 86 Avenue. A cross access easement is proposed through the property located to west of the subject property to allow for future full turn movements at 201 Street.

A total of 312 parking spaces are proposed, which exceeds the minimum requirements of the Zoning Bylaw. The proposed parking is summarized in the following table:

	Parking Spaces
Office Space (1 space per 28 m^2)	221
Retail Space (1 space per 20 m^2)	64
Total Parking Spaces Required	**285**
Total Surface Parking Provided	173
Total Underground Parking Spaces Provided	139
Total Parking Spaces Provided	**312**

Signage:

Fascia signage is proposed at various locations on the exterior of the building. The signage will include the corporate logo of retail units and businesses within the building and will be composed of face-lit LED channel letters with acrylic facing mounted directly to the finish of the building wall. Proposed signage is illustrated in Schedule "I" of Development Permit No. 100904, and is required to comply with the Township's Sign Bylaw. Freestanding signage is proposed along 86 Avenue, also as illustrated in Schedule "I" of the Development Permit.

Tree Protection/Replacement:

The tree management plans submitted by the applicant indicate that 145 significant trees exist on the subject site, with none proposed for retention. The applicant's arborist report indicates that the majority of these trees are in poor or very poor condition, with structural defects, which preclude retention in a context with underground parking. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 86 trees are required (86 proposed). In addition, six (6) street trees and seven (7) greenway trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development approximately 99 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Greenways/Trails

As part of the project, the applicant will be required to dedicate and construct a street greenway (including a path and landscaping) along 86 Avenue as defined in the Carvolth NP. Additionally, a 3.0m (9.8 ft) asphalt trail is proposed in the outer 6.0m (19.7 ft) of the streamside area, which will be secured by a statutory right of way and accessed from the aforementioned 86 Avenue greenway.

Servicing:

Prior to final reading, the applicant is required to enter into a Servicing Agreement to secure works and servicing including construction of road works, greenways/trails, tree replacement, stormwater management plan and utility upgrades and/or extensions to the acceptance of the Township. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township and also to register any legal documents identified through the detailed engineering design stage.

Road dedication and widening and necessary traffic improvements (both on and off site) for 86 Avenue are required in accordance with the Subdivision and Development Servicing Bylaw and the Carvolth NP Mobility Network.

Access to the site will be limited to right in and right out at 86 Avenue. A common access easement is proposed along the western property line to facilitate future full turn movement at 201 Street through the adjacent property.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the Official Community Plan (OCP), Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

Township of Langley Official Community Plan Bylaw No. 1842 Schedule 3 Development Permit Areas: Streamside Protection and Enhancement (OCP Schedule 3) was adopted to establish and maintain undisturbed naturally vegetated zones along watercourses. The required widths of these no-disturbance zones, referred to as "Streamside Protection and Enhancement Development Areas" (SPEA), follows the Township watercourse classification system (i.e. Class A, Class B, Class C) which is based on channel type, water flow and fish presence.

A Class A (red-coded) tributary to Latimer Creek is located on, and adjacent to, the project site. OCP Schedule 3 designates a 30 metre (m) (98 ft) wide SPEA (measured from watercourse top-of-bank) adjacent to a Class A watercourse. The SPEA on the project site encompasses approximately 7707m^2 (82,957 ft^2).

Section 4.15 of OCP Schedule 3 allows for modification, or "flex", of the SPEA provided the overall area of SPEA is maintained and SPEA enhancements are completed to offset habitat impacts of the modification. To accommodate the land use, a SPEA "flex" is proposed and includes a portion of the SPEA being decreased by 479 m^2 (5155 ft^2), a portion of SPEA being increased by 500 m^2 (5381 ft^2), and 958 m^2 (10,311 ft^2) of native riparian plantings in the SPEA. Staff note the proposal provides an additional 21 m^2 (226 ft^2) of SPEA than that required by OCP Schedule 3. A public trail will be constructed in the outer portion of the SPEA. Based on the results of the applicant's assessment and proposed streamside enhancements, the proposal is in staff's opinion consistent with the objectives of Schedule 3 of the OCP. The protection of the aforementioned watercourse is included as a condition of rezoning.

Exterior Lighting:

As the subject site is located within 150 m (492 ft) of land zoned for residential purposes, compliance with the Township's Exterior Lighting Impact Policy is required. Provision of an exterior lighting impact plan prepared by an electrical engineer to the acceptance of the Township is required prior to the issuance of a building permit.

Ministry of Transportation and Infrastructure:

As the site is located within 800 metres of Highway 1 (a controlled access highway), the Ministry of Transportation and Infrastructure (MOTI) is required to approve the proposed rezoning bylaw prior to final reading. MOTI has reviewed the proposal and has granted preliminary approval.

Transit:

Transit service is currently provided at the Carvolth Transit Exchange located in the 20200 block of 86 Avenue, 150 m east of the site. The Carvolth Exchange currently provides access to busses that connect to Skytrain (in Surrey and Burnaby), Maple Ridge, downtown Langley, Abbotsford and Chilliwack. The overall road layout of the area has been designed to accommodate the provision of future transit routes in accordance with Translink's operating policy/procedure. Each year, Translink provides Council with the opportunity to input/comment on transit routes in the Township.

POLICY CONSIDERATIONS:

The proposed development is located in an area designated Office/Mixed Use I and Conservation Area. The proposed development complies with the Comprehensive Development CD-138 Zone. The overall form and character of the development and water conservation measures are consistent with the objectives of the Carvolth NP.

Staff supports the development proposal as it is consistent with the overall objectives of the Willoughby Community Plan and the Carvolth NP. Accordingly, staff recommend that Council give first and second reading to Bylaw No. 5485 (subject to 12 development prerequisites), authorize issuance of the accompanying Development Permit No. 100904 (to be issued at the time of final reading of the rezoning bylaw), and authorize staff to schedule the required Public Hearing.

Respectfully submitted,

Ruby Sandher
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.100904
ATTACHMENT B	Development Permit Area M guidelines
ATTACHMENT C	Summary of Public Information Meeting provided by applicant
ATTACHMENT D	Design Rationale

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 100904

This Permit is issued this _____day of _____, 2019 to:

1. Name: Carvolth Developments Ltd.

   Address: 205 – 6360 – 202 Street
   Langley, BC V2Y 1N2

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: West Half Lot 28 & East Half Lot 28 of the North West Quarter Section 26 Township 8 New Westminster District Plan 1093

   CIVIC ADDRESS: 20161 & 20187 – 86 Avenue

3. This Permit is issued subject to compliance with all of the Bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Building plans being in compliance with Schedules “A” through “I”;
   b. Landscape plans being in substantial compliance with Schedules “K” and “P” and in compliance with the Township’s Street Tree and Boulevard Planting Policy to the acceptance of the Township;
   c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), to the acceptance of the Township;
   d. All signage being in compliance with the Township’s Sign Bylaw and Schedule “I”
   e. Rooftop mechanical equipment to be screened from view by compatible architectural treatments in compliance with Schedules “A” through “J”;
   f. All refuse areas to be located in an enclosure and screened to the acceptance of the Township.

   Although not part of the Development Permit requirements, the applicant is advised that prior to issuance of a building permit the following items will need to be finalized:

   a. Issuance of Energy Conservation and Greenhouse Gas Reduction Development Permit No. 101051;
   b. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
   c. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
   d. Tree retention, replacement and protection in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
   e. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
   f. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and

sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township;

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a Schedule to this Permit which shall form a part hereof.

   This Permit is not a Building Permit.

   All developments forming part of this Development Permit shall be substantially commenced within two years after the date the Development Permit is issued.

   This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

   It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this Permit.

   This Permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2019.

Attachments:

SCHEDULE A	Rendering
SCHEDULE B	Rendering
SCHEDULE C	Site Plan
SCHEDULE D	Underground Parkade
SCHEDULE E	Building 1 Elevations (South & West)
SCHEDULE F	Building 1 Elevations (North & East)
SCHEDULE G	Building 2 Elevations (North & West)
SCHEDULE H	Building 2 Elevations (South & East)
SCHEDULE I	Signage Plan
SCHEDULE J	Colour and Materials Board
SCHEDULE K	Site Details
SCHEDULE L	Landscape Plan
SCHEDULE M	Landscape Plan
SCHEDULE N	Landscape Plan
SCHEDULE O	Landscape Plan
SCHEDULE P	Landscape Plan

Township of Langley

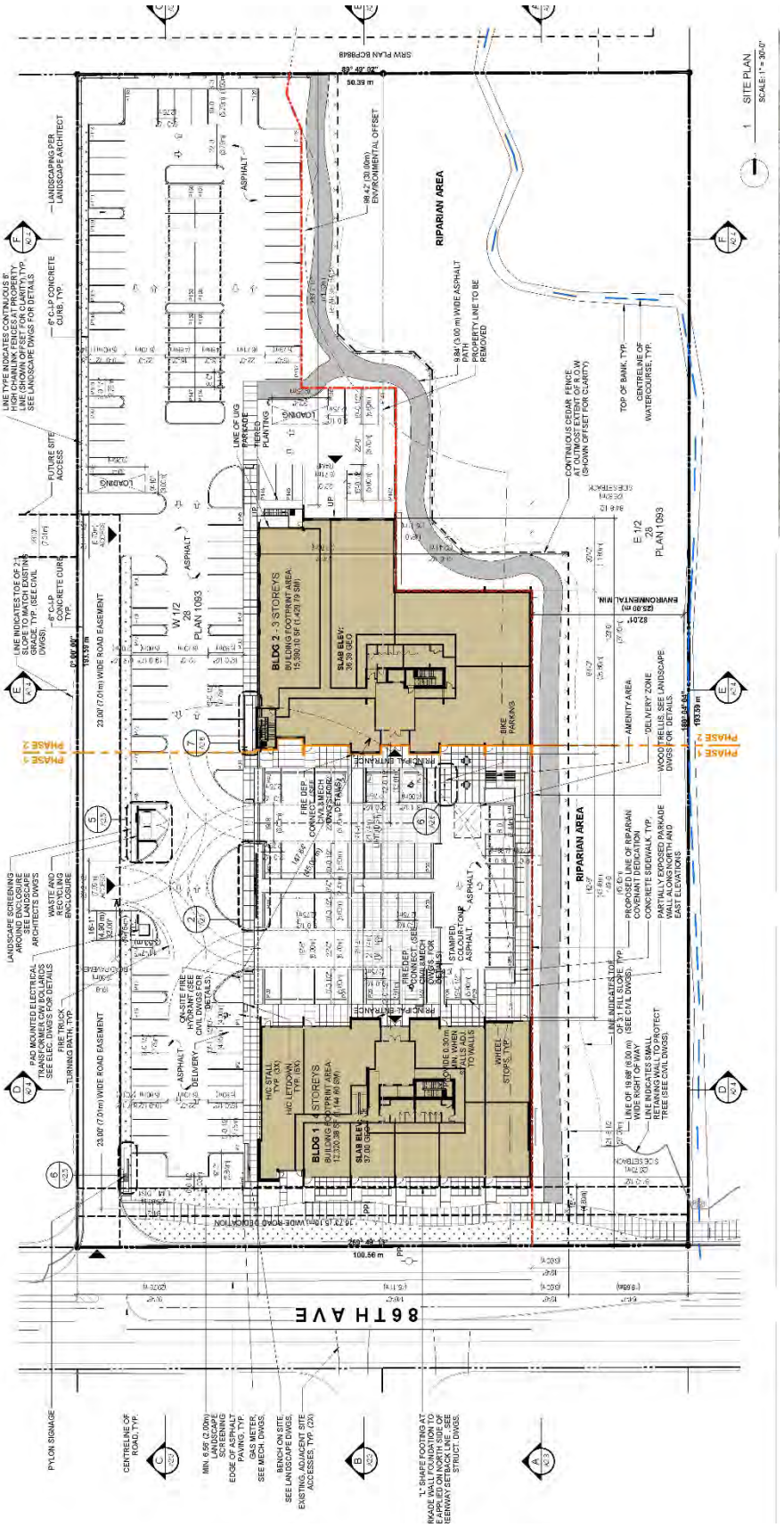
Est. 1873

SCHEDULE A
RENDERING

Township of Langley

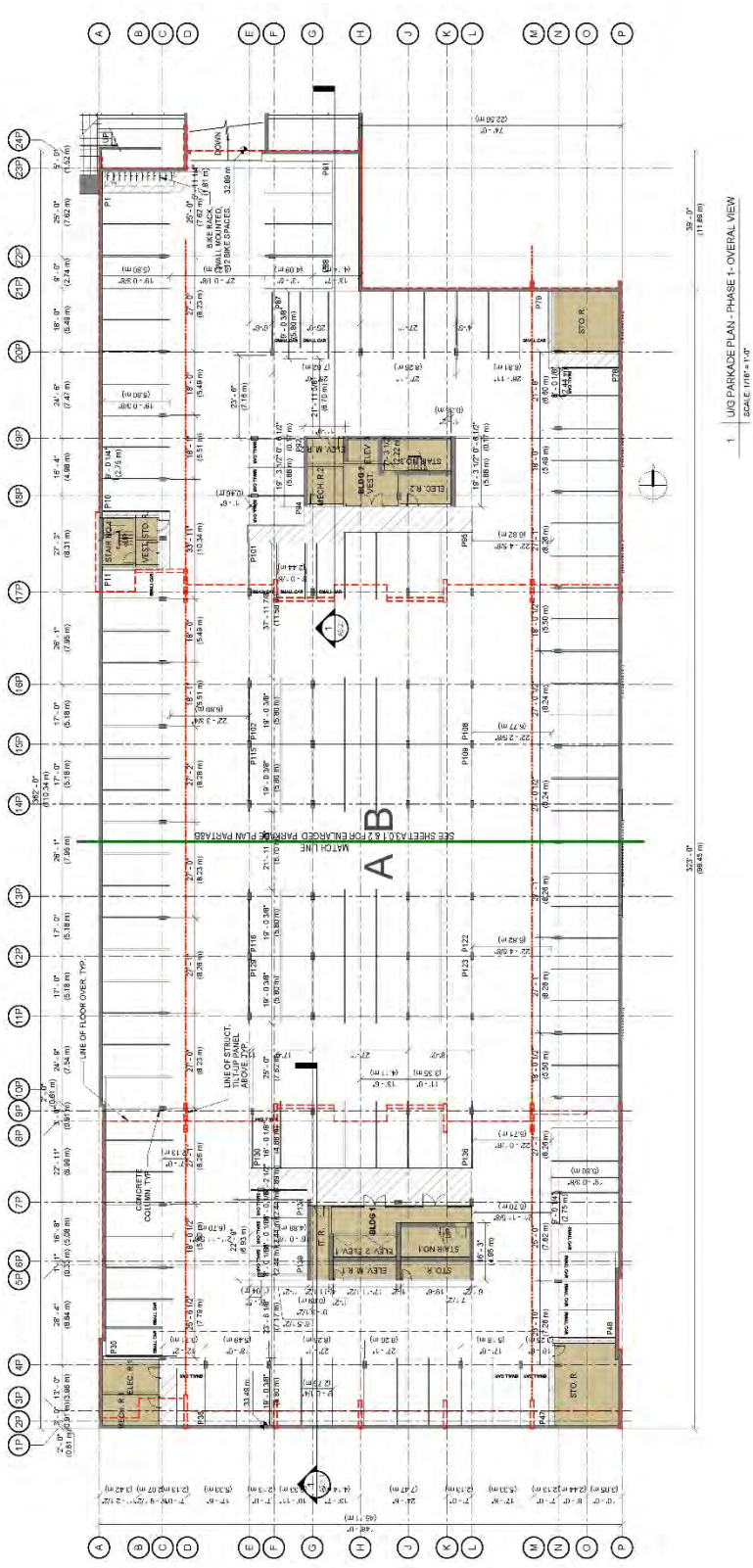
Est. 1873

SCHEDULE B
RENDERING



SCHEDULE C
SITE PLAN

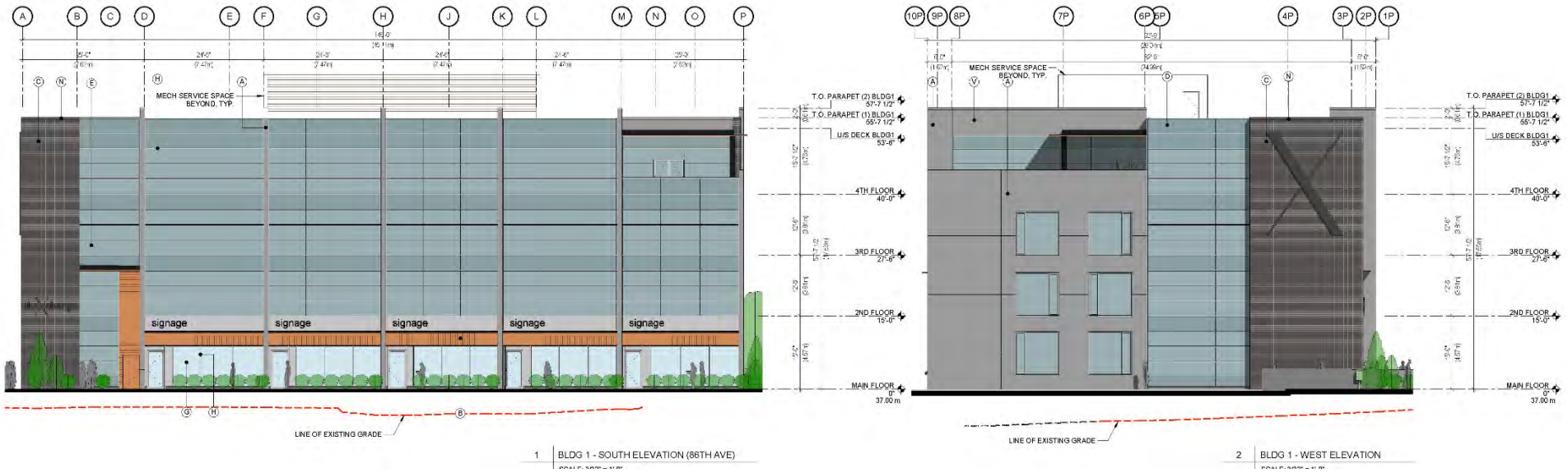
Township of Langley
Est. 1873



1 U/G PARKADE PLAN - PHASE 1- OVERAL VIEW
SCALE 1/16" = 1'-0"

SCHEDULE D
UNDERGROUND PARKING PLAN

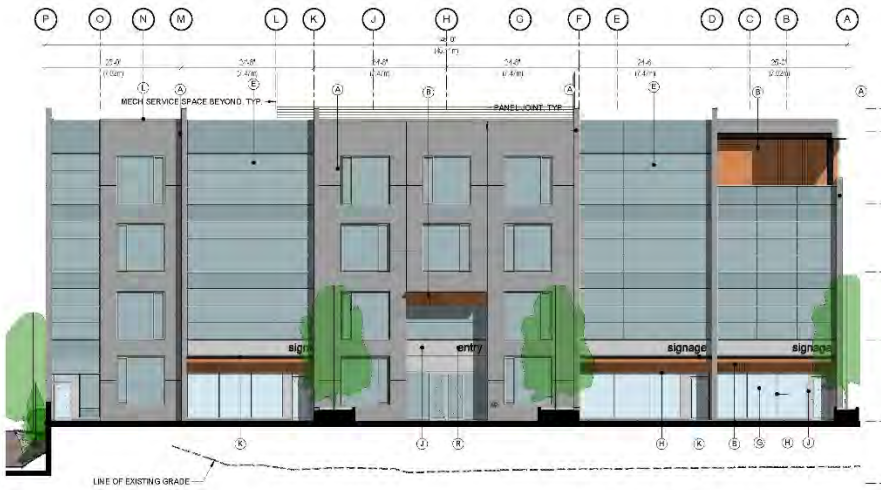
Township of Langley Est. 1873



Township of Langley

Est. 1873

SCHEDULE E
BUILDING 1 ELEVATIONS (SOUTH AND WEST)



3 BLDG 1 - NORTH ELEVATION
SCALE: 3/32" = 1'-0"

4 BLDG 1 - EAST ELEVATION
SCALE: 3/32" = 1'-0"

EXTERIOR FINISH LEGEND

A	CONCRETE TILT PANEL	SEALED: C1
B	LONGBOARD METAL CLADDING - VERTICALLY ORIENTATED	PRE-FINISHED: C2
C	MUTUAL MATERIALS BRICK CLADDING	PRE-FINISHED: C3
D	GLASS - SPANDREL	SPANDREL: TYPE 1
E	GLASS - VISION	VISION: TYPE 1
G	GLASS - VISION	VISION: TYPE 2
H	THERMALLY BROKEN EXTRUDED ALUMINUM MULLION	ANODIZED: CLEAR NOTE: VERTICAL MULLIONS TO BE SSG W/ NO CAP, UNLESS SHOWN OTHERWISE

EXTERIOR FINISH LEGEND

J	INSULATED ALUMINUM CURTAIN WALL PANEL	ANODIZED: CLEAR
K	ARCHITECTURAL STEEL 'C' CHANNEL	PAINTED: C5
R	SURFACE MOUNTED INTERNALLY ILLUMINATED SIGNAGE	SIGNAGE TO CONFORM TO MUNICIPAL BYLAWS
S	STEEL SECURITY GRILLE	PAINTED: C5
T	CAST-IN-PLACE CONCRETE	PAINTED: C4
U	CAST-IN-PLACE CONCRETE	SEALED: C1
V	FINEX FIBER CEMENT BOARD CLADDING	PAINTED: C1 MATCHED W/ TILT PANEL- SMOTH SURF.- COLOR MATCHED CUALKING FOR JOINTS
W	METAL PANEL CLADDING	PRE-FINISHED: GREY
X	METAL MAN DOOR	ANODIZED: CLEAR
Y	METAL MAN DOOR	PAINTED: TO MATCH C2

COLOUR LEGEND

C1 - SEALED CONCRETE: SHERWIN WILLIAMS SW 6001 "GRAYISH" - 240-C1. TO BE USED ON ASSORBING PRIMER, MATT MASONRY LATEX.

C2 - LONGBOARD METAL CLADDING: 'CORDOBA CHERRY'

C3 - MUTUAL MATERIALS BRICK CLADDING: 'COAL CREEK'

C4 - SHERWIN-WILLIAMS PAINT: '7074 SOFTWARE'

C5 - SHERWIN-WILLIAMS PAINT: '6991 BLACK MAGIC'

VISION GLASS: TYPE '1' - GUARDIAN 6MM CRYSTAL BLUE, 1/2" BLACK WARM EDGE SPACER - ARGON, GUARDIAN SUPER NEUTRAL 68 (#3) 6MM CLEAR*

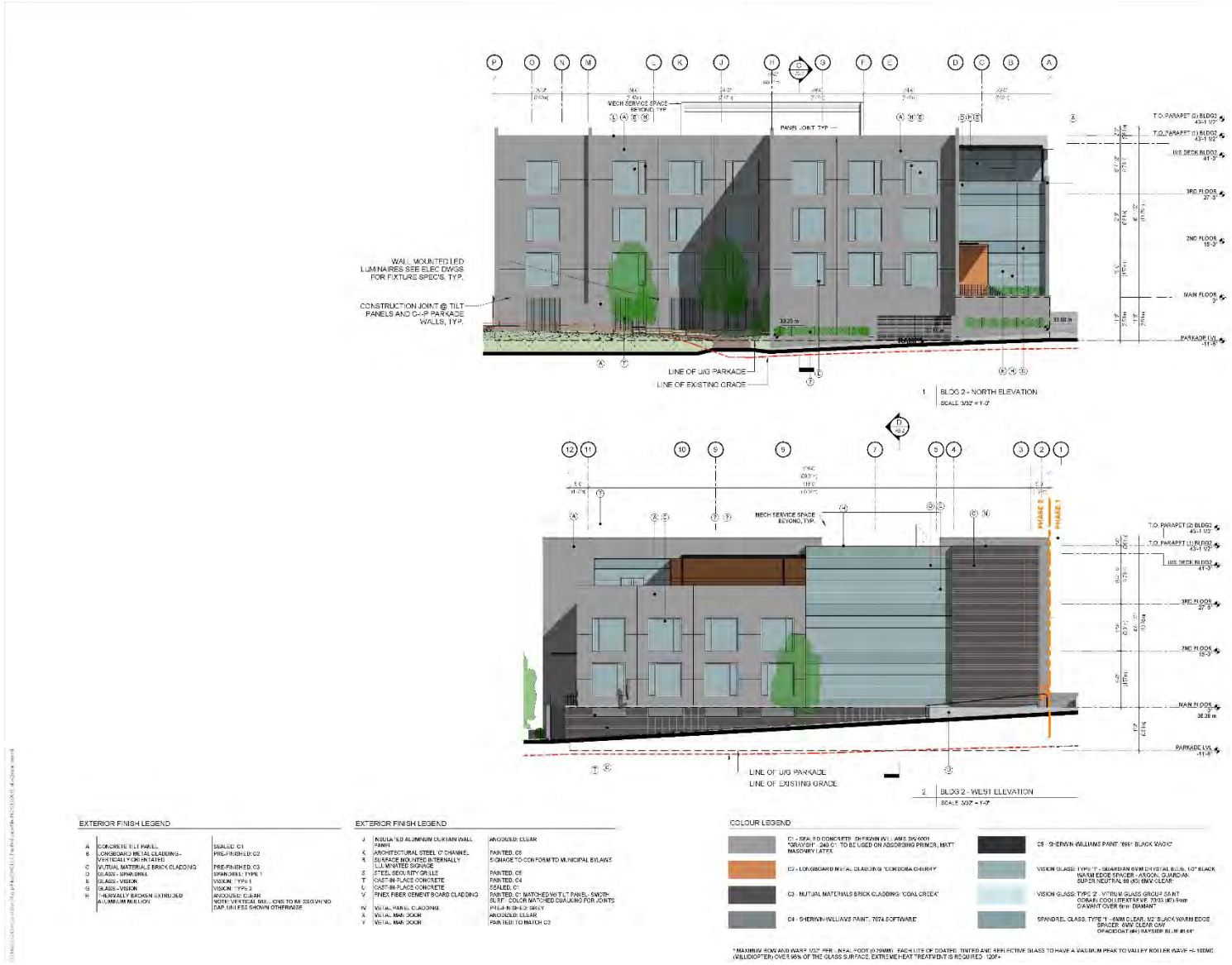
VISION GLASS: TYPE '2' - VITRUM GLASS GROUP SAINT GOBAIN COOLITEXTREME 70/33 (#2) 6mm DIAMANT OVER 6mm DIAMANT

SPANDREL GLASS: TYPE '1' - 6MM CLEAR, 1/2" BLACK WARM EDGE SPACER, 6MM CLEAR C/W OPACICOAT (#4) BAYSIDE BLUE #144*

* MAXIMUM BOW AND WARP 1/32" PER LINEAL FOOT (0.79MM). EACH LITE OF COATED, TINTED AND REFLECTIVE GLASS TO HAVE A MAXIMUM PEAK TO VALLEY ROLLER WAVE +/- 100MD (MILLIDIOPTER) OVER 95% OF THE GLASS SURFACE. EXTREME HEAT TREATMENT IS REQUIRED -120F+

Township of Langley
Est. 1873

SCHEDULE F
BUILDING 1 ELEVATIONS (NORTH AND EAST)

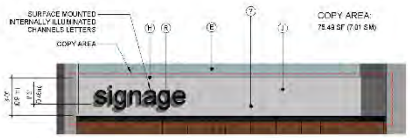


Township of Langley

Est. 1873

SCHEDULE G
BUILDING 2 ELEVATIONS (NORTH AND WEST)

1 BLDG 2 - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3 BLDG 2 - SOUTH ELEVATION - TYP. BUILDING SIGNAGE
SCALE: 1/8" = 1'-0"

2 BLDG 2 - EAST ELEVATION
SCALE: 3/32" = 1'-0"

EXTERIOR FINISH LEGEND

A	CONCRETE TILT PANEL	SEALED: C1
B	LONGBOARD METAL CLADDING - VERTICALLY ORIENTATED	PRE-FINISHED: C2
C	MUTUAL MATERIALS BRICK CLADDING	PRE-FINISHED: C3
D	GLASS - SPANDREL	SPANDREL: TYPE 1
F	GLASS - VISION	VISION: TYPE 1
G	GLASS - VISION	VISION: TYPE 2
H	THERMALLY BROKEN EXTRUDED ALUMINUM MULLION	ANODIZED: CLEAR NOTE: VERTICAL MULLIONS TO BE SSG W/ NO CAP, UNLESS SHOWN OTHERWISE

EXTERIOR FINISH LEGEND

J	INSULATED ALUMINUM CURTAIN WALL PANEL	ANODIZED: CLEAR
K	ARCHITECTURAL STEEL 'C' CHANNEL	PAINTED: C5
R	SURFACE MOUNTED INTERNALLY ILLUMINATED SIGNAGE	SIGNAGE TO CONFORM TO MUNICIPAL BYLAWS
S	STEEL SECURITY GRILLE	PAINTED: C5
T	CAST-IN-PLACE CONCRETE	PAINTED: C4
U	CAST-IN-PLACE CONCRETE	SEALED: C1
V	FINEX FIBER CEMENT BOARD CLADDING	PAINTED: C1 MATCHED W/ TILT PANEL- SMOTH SURF - COLOR MATCHED CUALKING FOR JOINTS
W	METAL PANEL CLADDING	PRE-FINISHED: GREY
X	METAL MAN DOOR	ANODIZED: CLEAR
Y	METAL MAN DOOR	PAINTED: TO MATCH C2

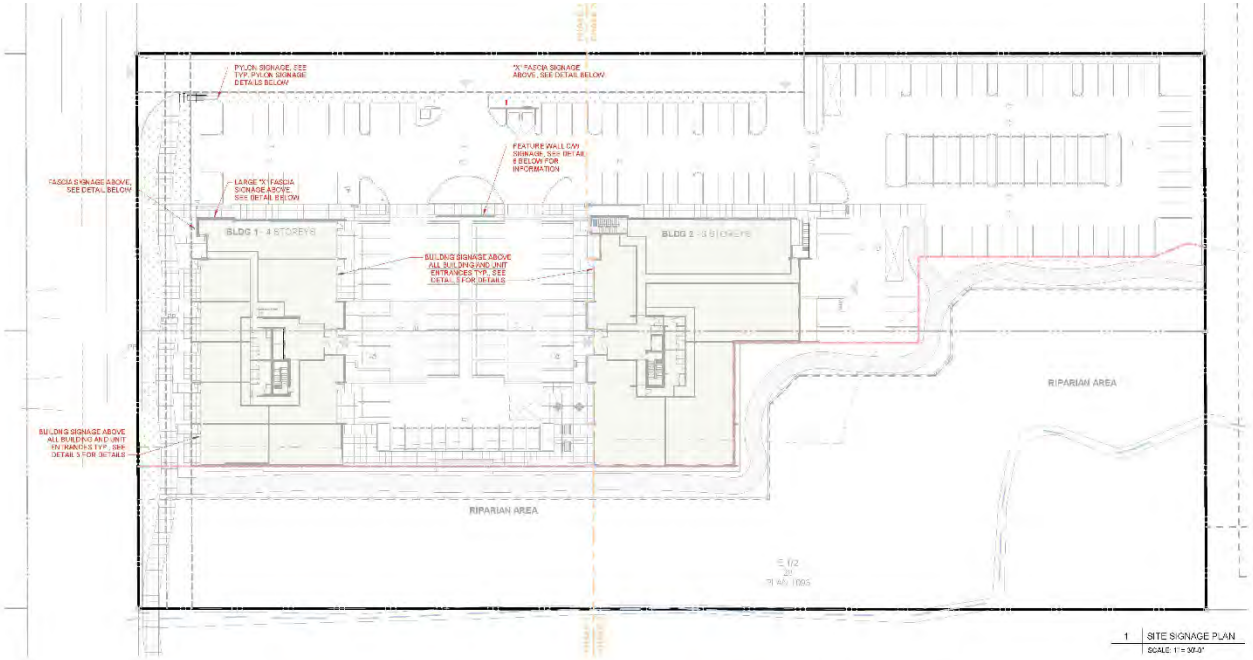
COLOUR LEGEND

- C1 - SEALED CONCRETE: SHERWIN WILLIAMS SW 6001 "GRAYISH" - 240-C1. TO BE USED ON ABSORBING PRIMER, MATT MASONRY LATEX.
- C2 - LONGBOARD METAL CLADDING: 'CORDOBA CHERRY'
- C3 - MUTUAL MATERIALS BRICK CLADDING: 'COAL CREEK'
- C4 - SHERWIN-WILLIAMS PAINT: '7074 SOFTWARE'
- C5 - SHERWIN-WILLIAMS PAINT: '6991 BLACK MAGIC'
- VISION GLASS: TYPE '1' - GUARDIAN 6MM CRYSTAL BLUE, 1/2" BLACK WARM EDGE SPACER - ARGON, GUARDIAN SUPER NEUTRAL 68 (#3) 6MM CLEAR*
- VISION GLASS: TYPE '2' - VITRUM GLASS GROUP SAINT GOBAIN COOLLITEXTREME 70/33 (#2) 6mm DIAMANT OVER 6mm DIAMANT
- SPANDREL GLASS: TYPE '1' - 6MM CLEAR, 1/2" BLACK WARM EDGE SPACER, 6MM CLEAR C/W OPACICOAT (#4) BAYSIDE BLUE #144*

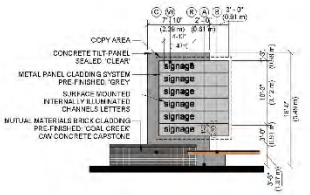
* MAXIMUM BOW AND WARP 1/32" PER LINEAL FOOT (0.79MM); EACH LITE OF COATED, TINTED AND REFLECTIVE GLASS TO HAVE A MAXIMUM PEAK TO VALLEY ROLLER WAVE +/- 100MD (MILLIDIOPTER) OVER 95% OF THE GLASS SURFACE. EXTREME HEAT TREATMENT IS REQUIRED -120F+

Township of Langley
Est. 1873

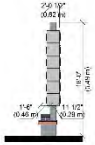
SCHEDULE H
BUILDING 2 ELEVATIONS (SOUTH & EAST)



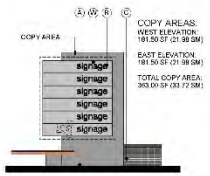
1 SITE SIGNAGE PLAN
SCALE: 1" = 30'-0"



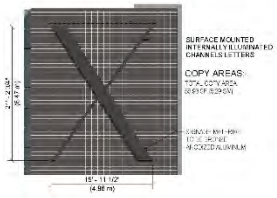
2 PYLON SIGN - WEST ELEVATION
SCALE: 1/8" = 1'-0"



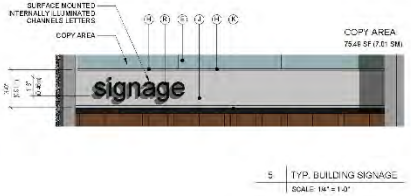
3 PYLON SIGN - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



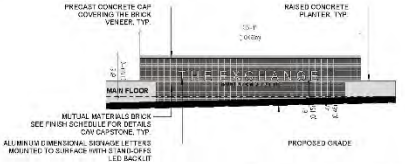
4 PYLON SIGN - EAST ELEVATION
SCALE: 1/8" = 1'-0"



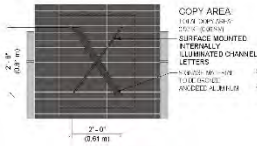
7 LARGE "X" FASCIA SIGNAGE
SCALE: 1/8" = 1'-0"



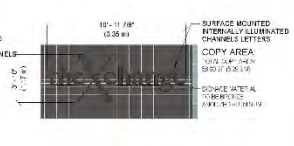
5 TYP. BUILDING SIGNAGE
SCALE: 1/4" = 1'-0"



8 FEATURE WALL SIGNAGE
SCALE: 1/8" = 1'-0"

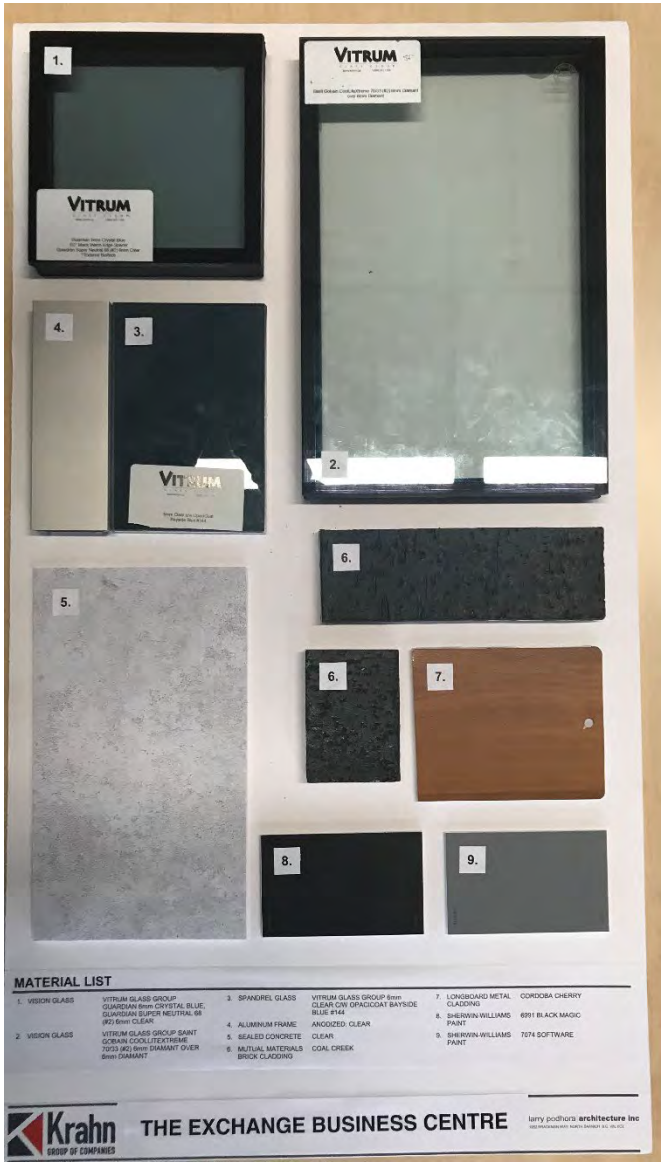


9 "X" FASCIA SIGNAGE
SCALE: 1/2" = 1'-0"



8 FASCIA SIGNAGE
SCALE: 1/4" = 1'-0"

SCHEDULE I
SIGNAGE PLAN



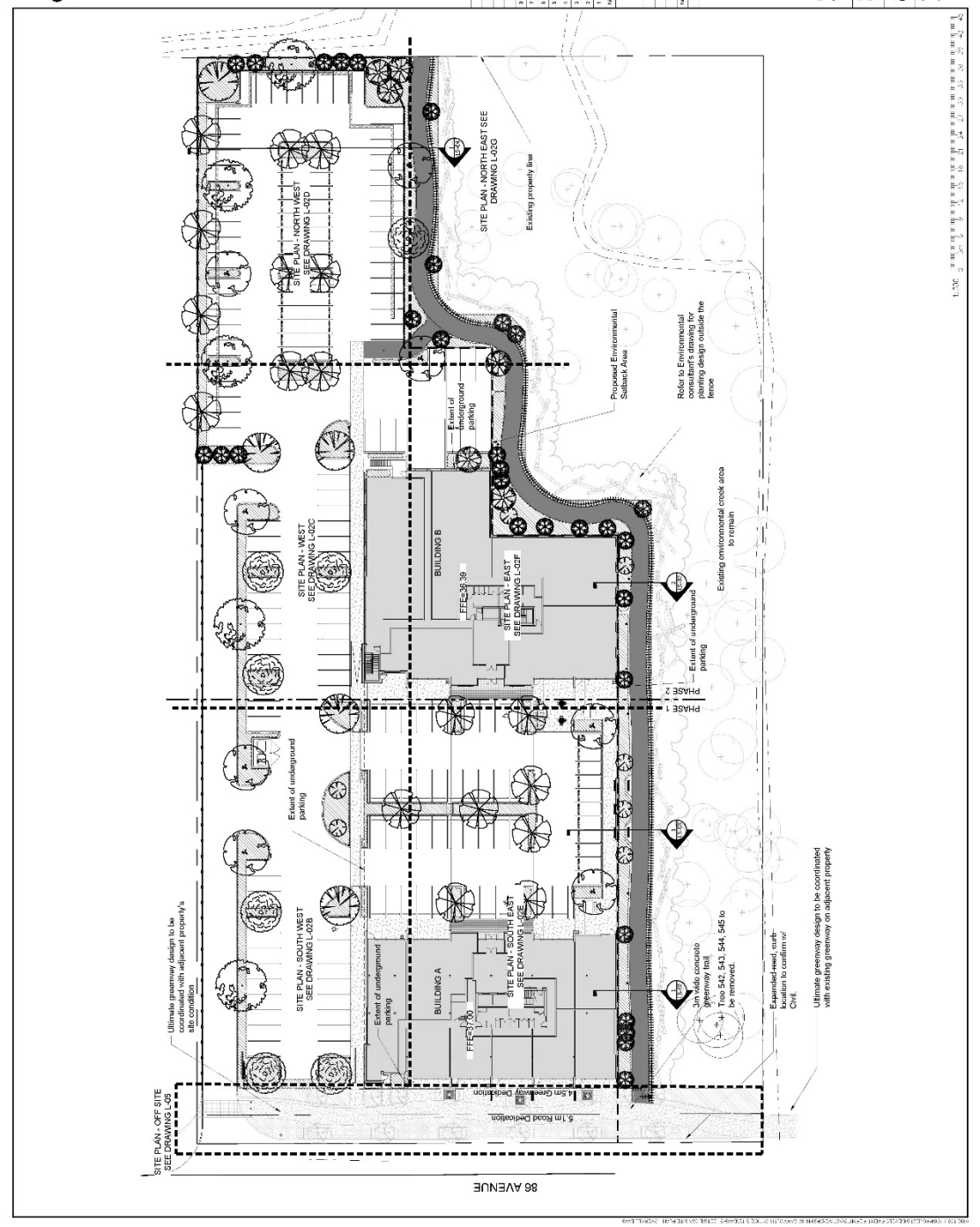
SCHEDULE J
COLOUR AND MATERIALS BOARD

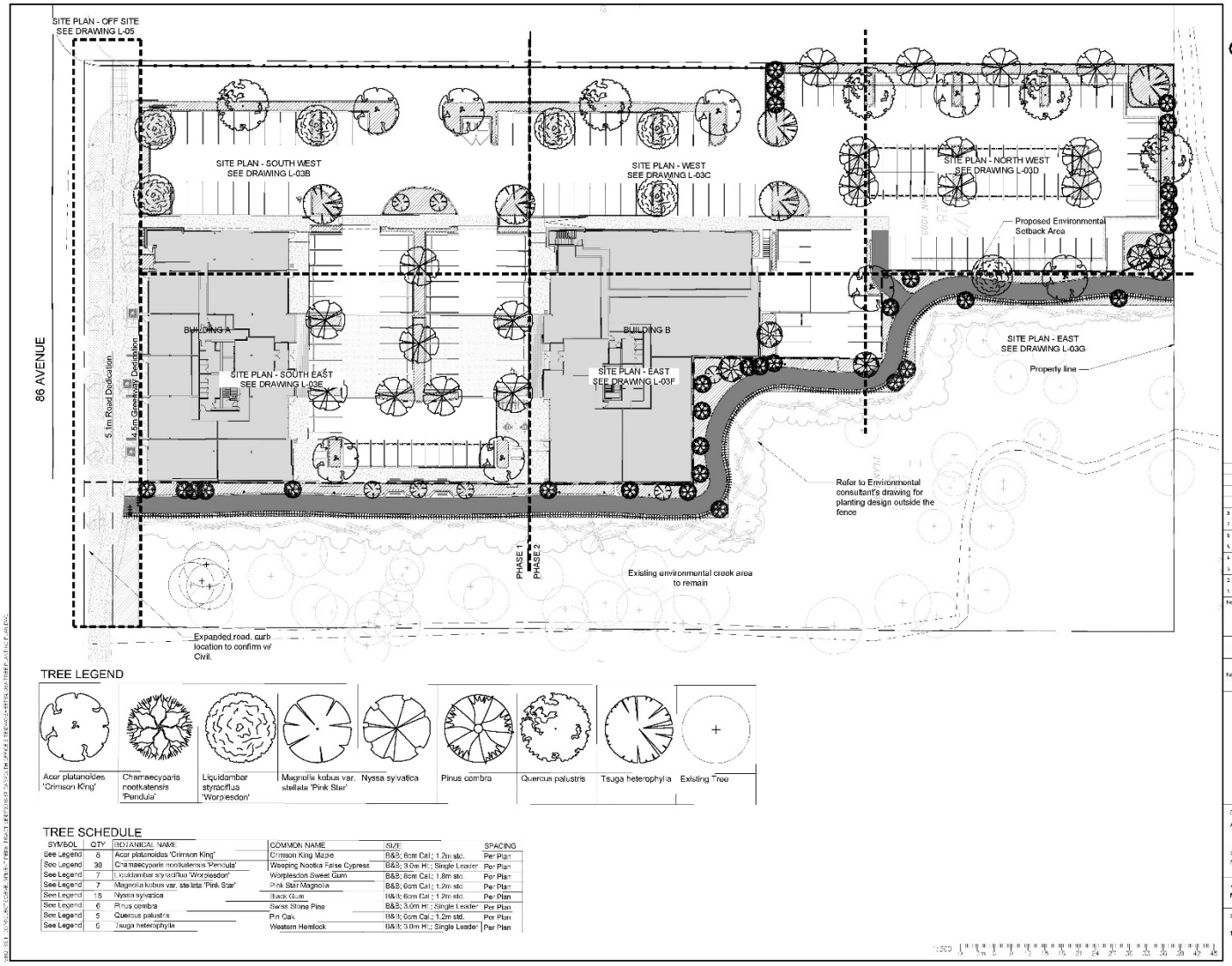
Township of Langley

Est. 1873

SCHEDULE K
SITE DETAILS

SCHEDULE L
LANDSCAPE PLAN





TREE LEGEND

Acer platanoides 'Crimson King'	Chamaecyparis nootkatensis 'Pendula'	Liquidambar styraciflua 'Worplesdon'	Magnolia kobus var. stellata 'Pink Star'	Nyssa sylvatica	Pinus cembra	Quercus palustris	Tsuga heterophylla	Existing Tree

TREE SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
See Legend	8	Acer platanoides 'Crimson King'	Crimson King Maple	B&B; 6cm Cal.; 1.2m std.	Per Plan
See Legend	30	Chamaecyparis nootkatensis 'Pendula'	Weeping Nootka False Cypress	B&B; 3.0m Ht.; Single Leader	Per Plan
See Legend	7	Liquidambar styraciflua 'Worplesdon'	Worplesdon Sweet Gum	B&B; 8cm Cal.; 1.8m std.	Per Plan
See Legend	7	Magnolia kobus var. stellata 'Pink Star'	Pink Star Magnolia	B&B; 6cm Cal.; 1.2m std.	Per Plan
See Legend	15	Nyssa sylvatica	Black Gum	B&B; 6cm Cal.; 1.2m std.	Per Plan
See Legend	6	Pinus cembra	Swiss Stone Pine	B&B; 3.0m Ht.; Single Leader	Per Plan
See Legend	5	Quercus palustris	Pin Oak	B&B; 6cm Cal.; 1.2m std.	Per Plan
See Legend	6	Tsuga heterophylla	Western Hemlock	B&B; 3.0m Ht.; Single Leader	Per Plan

van der Zalm + associates inc.

No.	By:	Description	Date
9	AD	Issued for Development Permit	June 19, 2019
7	AD	Issued for Building Permit	May 30, 2019
6	AD	Issued for Development Permit	May 27, 2019
5	AD	Issued for DP	Apr 02, 2019
4	AD	Issued for DP	Jan 21, 2019
3	WM	Issued for ISSC	Dec 19, 2018
2	WM	Issued for DP	Sept 6, 2018
1	DV	Issued for DP	May 31, 2017

REVISIONS TABLE FOR DRAWINGS

No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
CARVOLTH OFFICE SITE

Location:
20161 & 20187 86 Avenue
Langley BC

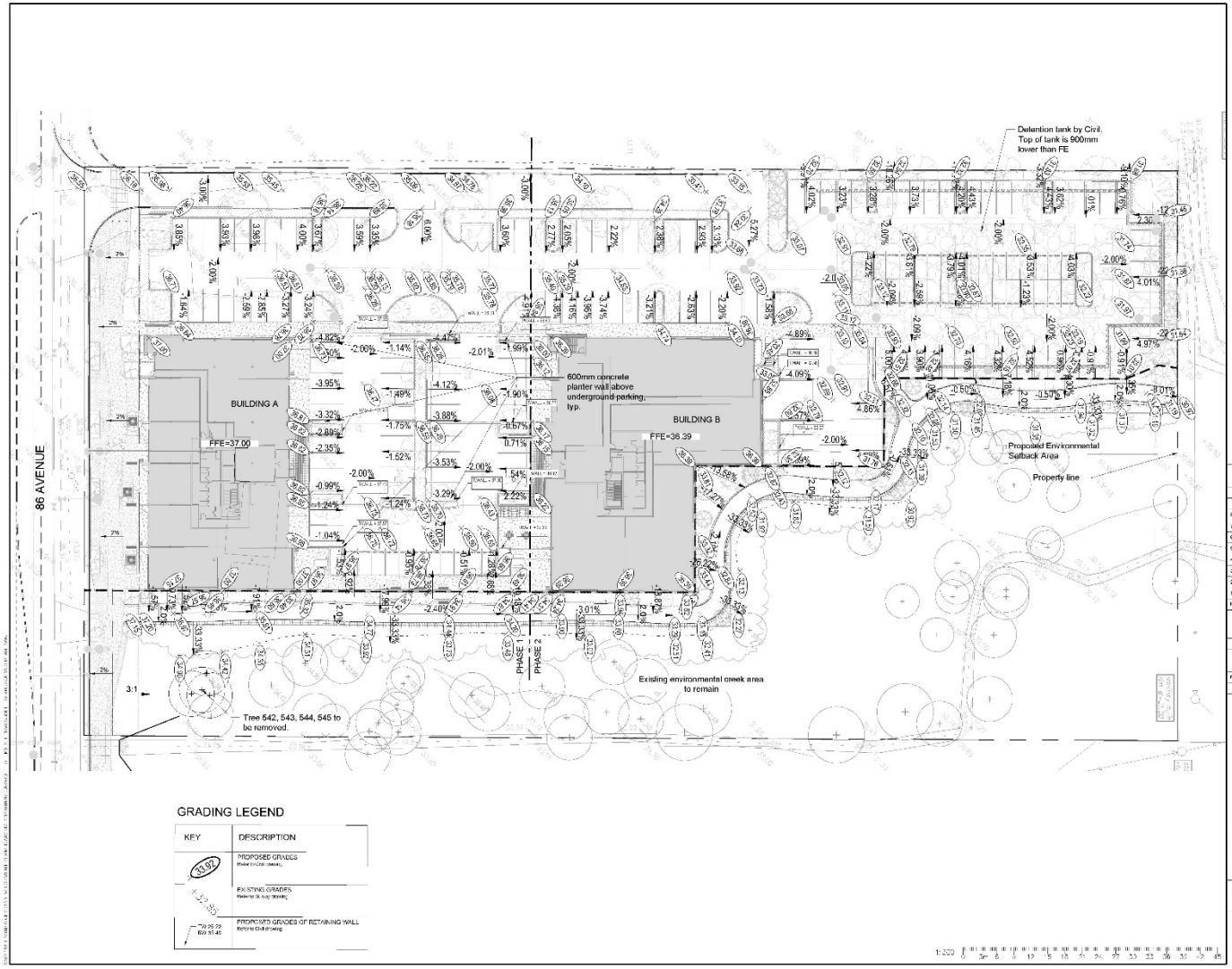
TOL#: 08-26-0156

Drawn: AD
Checked: MVDZ
Approved: MVDZ
Stamp:
Original Sheet Size: 24"x36"
Scale: 1:300

Drawing Title: TREE PLANTING PLAN
VDZ Project #: DP2016-67
Drawing #: L-03A

Township of Langley
Est. 1873

SCHEDULE M
LANDSCAPE PLAN



van der Zalm + associates inc.

No.	By:	Description	Date
8	AD	Issued for Development Permit	June 10, 2019
7	AD	Issued for Building Permit	May 29, 2019
6	AD	Issued for Development Permit	May 27, 2019
5	AD	Issued for DP	Apr 30, 2019
4	AD	Issued for DP	Jan 21, 2019
3	MW	Issued for ISSC	Dec 20, 2018
2	MW	Issued for DP	Sept 6, 2018
1	SV	Issued for DP	May 31, 2017

REVISIONS TABLE FOR DRAWINGS

No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
CARVOLTH OFFICE SITE

Location:
20161 & 20187 86 Avenue
Langley BC

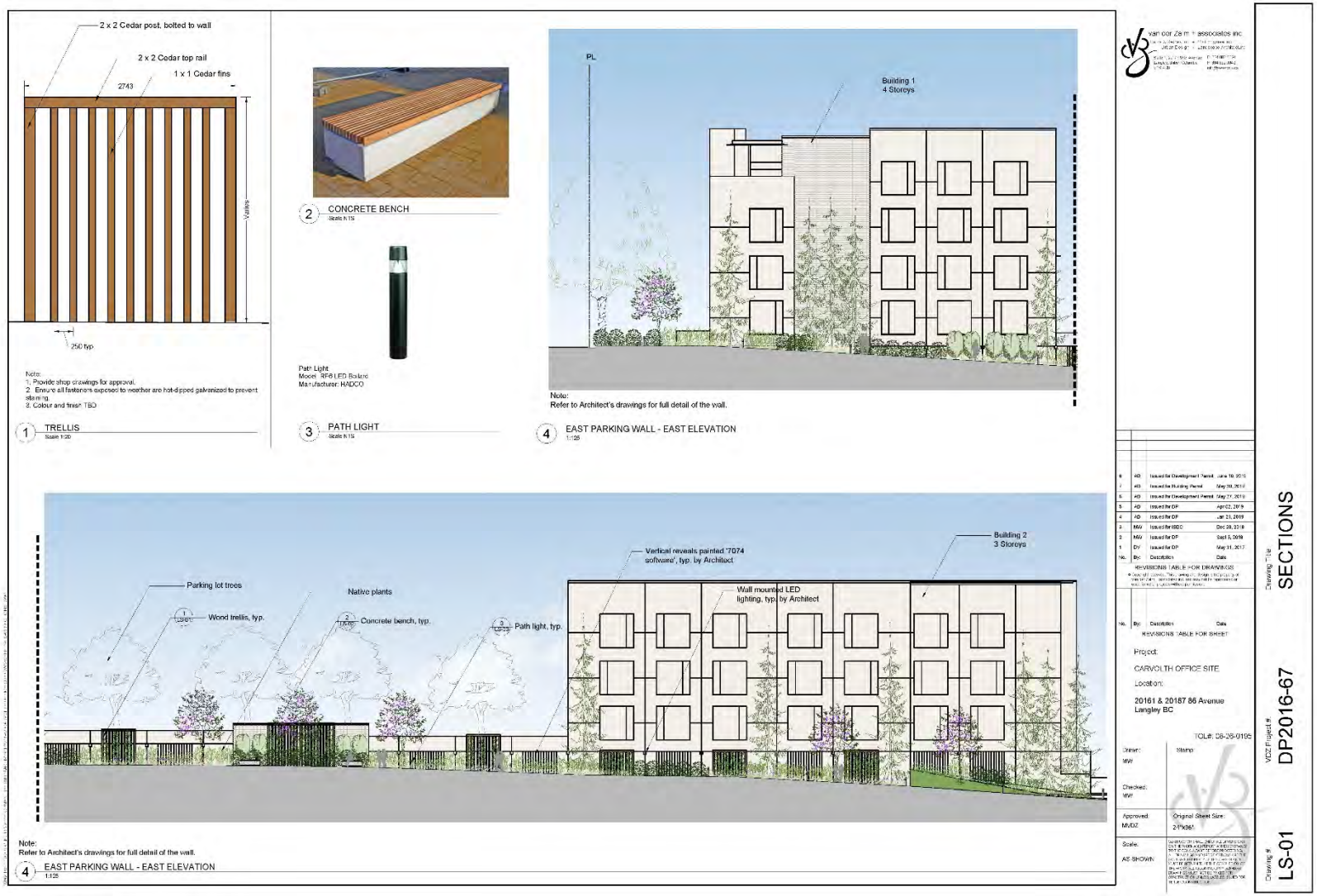
TOL#: 08-26-0198

Drawn: AD
Stamp:
Checked: MVDZ
Approved: MVDZ
Original Sheet Size: 24"x36"
Scale: 1:300

VDZ Project #: DP2016-67
Drawing Title: GRADING PLAN
Drawing #: L-04

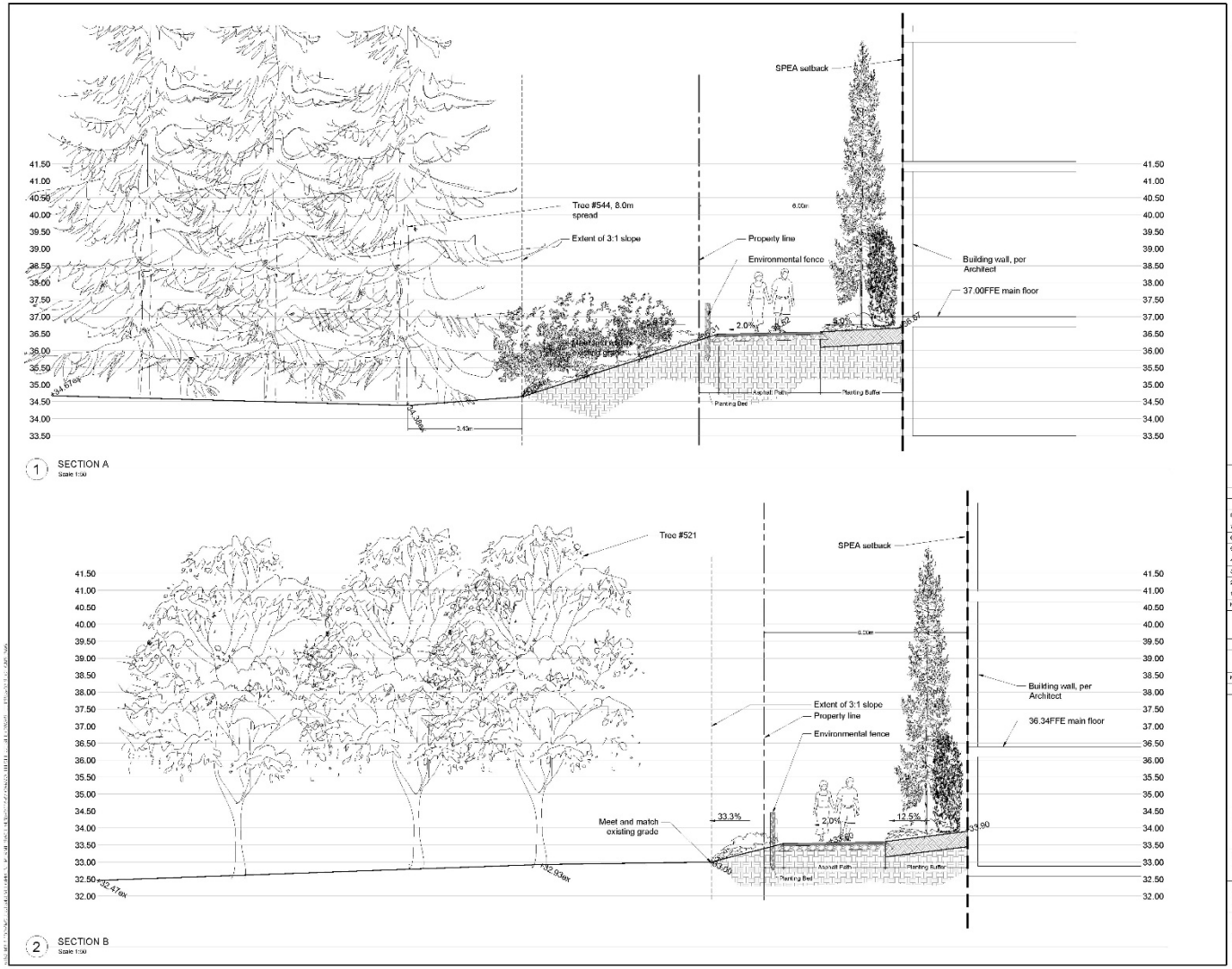
Township of Langley
Est. 1873

SCHEDULE N
LANDSCAPE PLAN



Township of Langley
Est. 1873

SCHEDULE O
LANDSCAPE PLAN



van der Zalm + associates inc.

No.	By	Description	Date
8	AD	Issued for Development Permit	June 10, 2019
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1	SV	Issued for DP	May 31, 2017

REVISIONS TABLE FOR DRAWINGS

No.	By	Description	Date

REVISIONS TABLE FOR SHEET

Project:
CARVOLTH OFFICE SITE

Location:
20161 & 20187 86 Avenue
Langley BC

TOL#: 08-26-0198

Drawn: MW
Checked: MW
Approved: MVDZ
Scale: AS SHOWN
Stamp:
Original Sheet Size: 24"x36"

Drawing Title: SECTIONS
VDZ Project #: DP2016-67
Drawing #: LS-02

3.2 JUSTIFICATION AND INTENT

The broad intent of these design guidelines is to help shape and support high quality, attractive, functional urban design and a unique sense of place in the various Carvolth character areas. Specifically, the intent of the Carvolth Design Guidelines is:

- To emphasize building and open space design that enhances pedestrian activity, amenities, and safety.
- To encourage energy efficiency and low carbon building and neighbourhood design.
- To foster transit oriented design.
- To guide development of the Carvolth Neighbourhood as a major urban gateway to the Township with a high quality of design and a unique identity and sense of place.

The Carvolth Design Guidelines translate Township objectives and policies and into a set of design strategies and approaches to help guide the development review process for both private and public realm development.

3.3 DESIGNATION

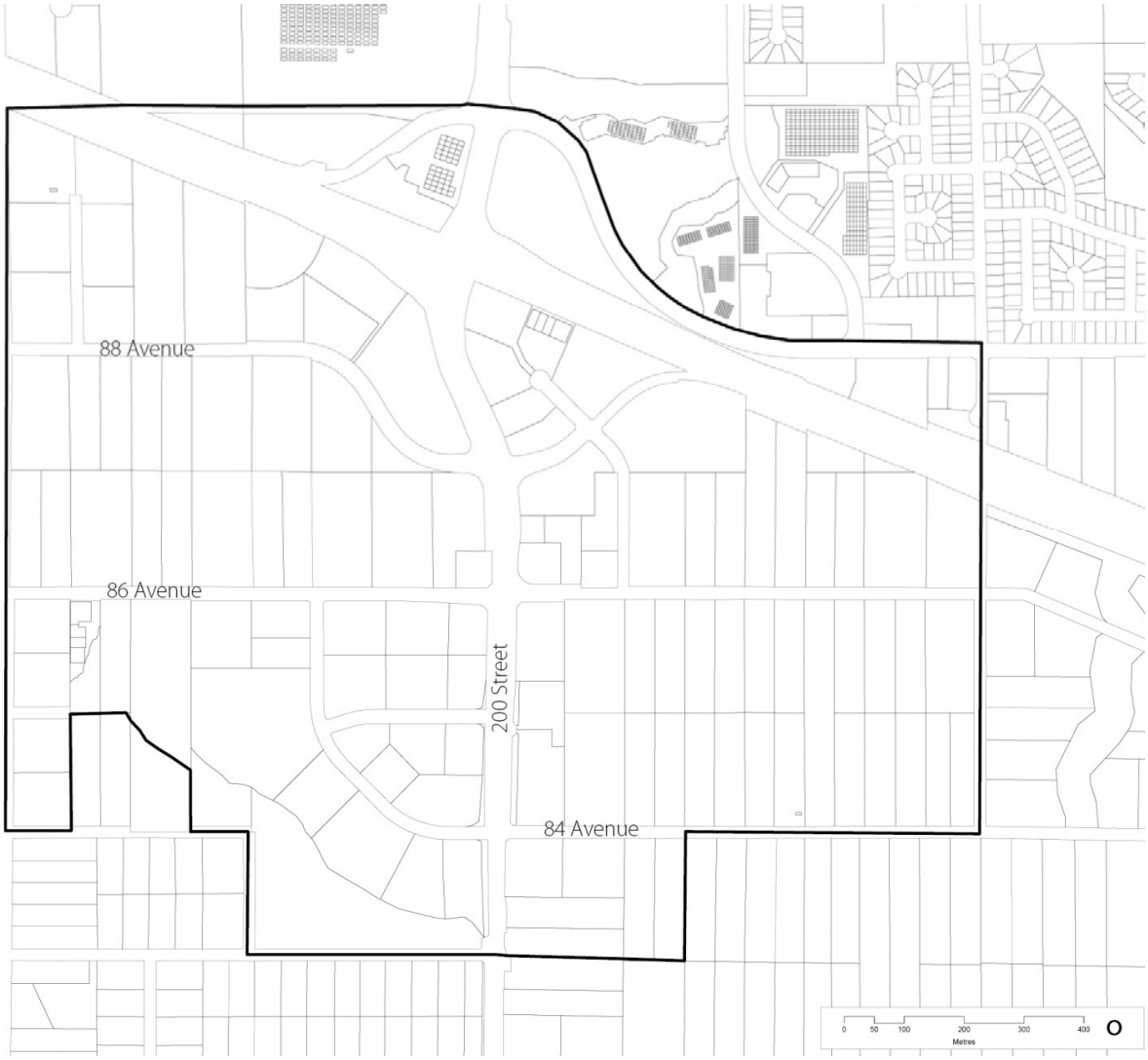
The Carvolth Development Permit Area is identified in the Willoughby Community Plan as Development Permit Area “M”. The lands identified on Figure 42: Carvolth Development Permit Area are designated under the following sections of the Local Government Act:

- 919(1) (e) establishment of objectives for the form and character of intensive residential development.
- 919(1) (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
- 919(1) (h) establishment of objectives to promote energy conservation.
- 919(1) (i) establishment of objectives to promote water conservation.
- 919(1) (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

These sections of the Local Government Act allow regulation respecting the character of development within the Development Permit Area, including landscaping, and the siting, form, exterior design and finish of buildings and other structures, as justified by the special conditions and objectives in Section 3.2 of this Plan.

In addition, Development Permit Area “F” - Agricultural Land Reserve, as identified in the Willoughby Community Plan, also applies to the Carvolth Neighbourhood Plan area. See Section 4.3.2 of the Willoughby Community Plan for details.

Figure 42. Carvolth Development Permit Area.



3.4 GENERAL GUIDELINES

The general guidelines described below will apply to all new development in the Carvolth area. They are premised on urban design principles that will create a vibrant and accessible urban environment that promotes pedestrian activity and street life.

Figure 43. Mid-block pedestrian pathways increase connectivity.

3.4.1 Connectivity

The intent of these guidelines is to ensure a highly connective street and open space network that creates more route options for pedestrian and bicycle traffic traveling to, from and within the downtown, and direct connections to key amenities and destinations within and adjacent to Carvolth.

- Look for opportunities to create additional mid-block pedestrian pathways to increase the number of pedestrian connections within and through the site.

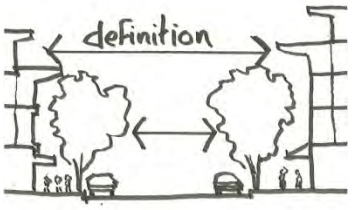


Figure 44. Buildings and street trees can be used to create "street definition".

3.4.2 Street Definition

The intent of these guidelines is to site and design buildings to positively frame and define streets and other public open spaces, and to ensure a positive response to specific site conditions and opportunities.

- Minimize the distance buildings are set back from the sidewalk to create good street definition and a sense of enclosure.
- Build ground floor commercial uses up to the front property line to maintain a continuous commercial street frontage and positive street definition. A setback may be considered where there is a courtyard or other feature that benefits the pedestrian experience or responds to the building setback of an adjacent property.
- New developments with tall buildings (over 4 storeys in height) should incorporate a base building or street-wall at a scale similar to adjacent buildings and appropriate to the street width.
- Buildings should be sited and designed to create the following general building height to street width proportions:
  - » 1:1 - 1:5 for mews or courtyards.
  - » 1:2 - 1:3.5 for residential and commercial streets.
  - » 1:3 - 1:5 for squares, plazas or wide boulevards.

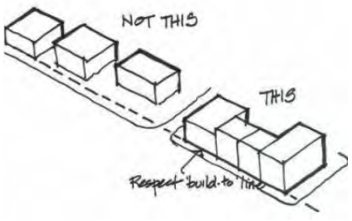


Figure 45. Use a common "build to line" to create a street definition and a sense of enclosure.

3.4.3 Height and Massing

The intent of these guidelines is to reduce the visual mass of large buildings, and ensure the sensitive transition from new development or redevelopment to existing adjacent buildings and open spaces.

- Site and design buildings to respond to specific site conditions and opportunities, including: prominent intersections, corner lots, steep topography, natural features, prominent open spaces and views.
- New development should reflect significant natural topographic features. Buildings should be designed to step down hillsides to accommodate significant changes in elevation and to connect with and transition well to the sidewalk and street.
- Break up the visual mass of large buildings to reduce their visual impact on the pedestrian realm and create variation along the street. Limit the visual mass of building facades to lengths of 40m or less.
- Buildings over 3 storeys in height shall have a maximum frontage length of 80m.
- Buildings 3 storeys in height or lower shall have a maximum frontage length of 40m.
- Buildings up to 4 storeys in height should step back the top storey back by a minimum of 1.5m.
- Building of 5 to 6 storeys in height should step back the top two storeys by a minimum of 1.5m.
- Minimize impacts from sloping sites on neighbouring development. Examples of treatments to minimize impacts include using terraced retaining walls of natural materials, or stepping a building to respond to the slope.

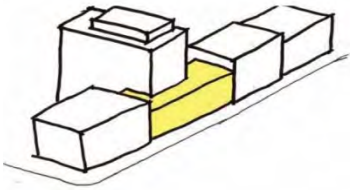


Figure 46. The base massing of this taller building should complement setbacks and heights of adjacent buildings.

Figure 47. Step buildings down to respond to the natural topography of the site.

3.4.4 Active Frontages

The intent of these guidelines is to ensure buildings are sited and designed to be welcoming, and encourage street vitality, visual interest, and safety.

- Site and orient buildings to overlook public streets, parks, walkways and communal spaces.
- Incorporate frequent entrances into commercial frontages facing the street with a maximum spacing of 15m. Ensure that these are active entrances. A maximum spacing of 10m for entrances is desired along retail high streets.

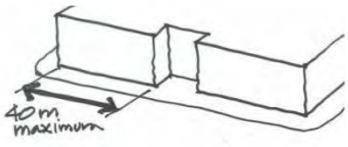


Figure 48. Limit the visual mass of building façades to lengths of 40 m or less.

- Recess building entrances by a minimum of 0.6m to provide for door swings, weather protection and to visually emphasize the building entrance.
- Large floor plate commercial developments shall respond to the prevailing street character along all commercial streets by incorporating small, transparent storefronts with frequent entrances.
- Large format commercial buildings with compatible uses should incorporate smaller shops wrapped around outside edges to better integrate these buildings and uses and make them more compatible with the desired character of the Carvolth area.
- Avoid expansive blank walls (over 5m in length) and retaining walls adjacent to public streets. When blank walls and retaining walls are unavoidable, use design treatments to break up the visual impact such as:
  - » A vertical trellis with climbing vines or other plant materials.
  - » Wall setbacks to provide room for planters.
  - » Wall murals, mosaics or other artistic features.
  - » Quality materials of different colours and textures.
  - » Special lighting, canopies, awnings, horizontal trellises or other human-scale features.
- Provide pedestrian access to buildings from the adjacent public street, and orient upper-storey windows and balconies to overlook adjoining public open spaces.
- On corner sites, develop street-facing frontages for both streets and design front elevations with pronounced entrances oriented to the corner and/or primary streets.
- Maintain site lines from inside the buildings to public open space to allow for casual surveillance of the street and sidewalk.
- Ensure a minimum glazing area of 75% for frontages at grade along all commercial streets.

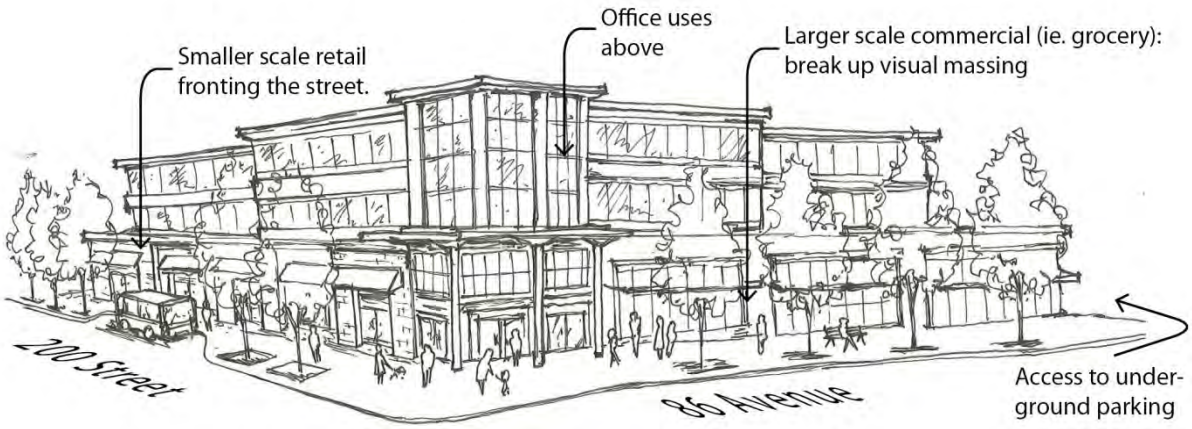
Figure 49. Vertical setbacks break up the visual mass of buildings.

Figure 50. When unavoidable, blank walls should be screened to make it more visually interesting.

Figure 51. Orient buildings to, and provide direct pedestrian access from, the adjacent public street/sidewalk.

3.4.5 Weather Protection

The intent of these guidelines is to provide comfort for pedestrians and enhance the pedestrian function of public streets through the provision of weather protection.



- Provide continuous weather protection along building frontages immediately adjacent to public streets, sidewalks or open space.
- Ensure that the depth, height and angle of weather protection are adequate to protect pedestrians from rain or snow that may be blown by the wind.
  - » The width to height ratio should be 1:1 to 1:1.4.
  - » The minimum height should be 2.5 m.
- Where sloping sidewalks occur, break up awnings and canopies into modules, and terrace them down to follow the profile of the street.
- Design canopies extending over building frontages greater than 30 m to reduce their apparent scale and length by, for example, breaking up the canopy to reflect the architecture and fenestration pattern of the building facade.

Figure 52. Weather protection to enhance pedestrian comfort.

Figure 53. Canopies provide weather protection over a large area in front of buildings.

3.4.6 Green Development

The intent of these guidelines is to encourage building design and site planning that maximizes livability, daylight access, and energy efficiency and reduces the overall “ecological footprint” (energy use, waste, and pollution) of development.

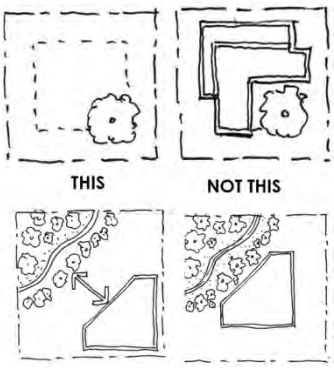


Figure 54. Retain existing trees and buffer ecologically sensitive areas.

Site Design

The intent of these guidelines is to preserve or enhance the natural habitat, energy performance and ecosystem processes of the site and the neighbourhood.

- Creating sustainable buildings starts with proper site selection. The location of a building affects a wide range of environmental factors such as ecosystem function, energy consumption and mobility. If possible, locate buildings in areas of existing development to concentrate development and take advantage of existing infrastructure. Consider conserving resources by renovating existing building for new uses. Maximize the restorative impact of site design. Additional guidelines related to landscaping and stormwater control can be found in Section 3.4.11 and 3.4.12 respectively.
- Minimize site disturbance during construction and retain or enhance existing vegetation where possible, particularly remnant riparian zones, watercourses, and urban forests.
- Enhance habitat, biodiversity and ecosystem processes through plant selection and landscape design. Include native or adaptive plant species.
- Minimize impervious surfaces such as roads, parking lots and sprawling buildings and infiltrate rainwater on-site using retention and infiltration best management practices as appropriate (bioswales, infiltration trenches, rain gardens, etc.).
- Incorporate green roofs, where appropriate, to help absorb stormwater, improve thermal efficiency, and provide outdoor amenity space for residents and workers.
- Improve service, minimize light pollution and maximize energy efficiency through the use of full cut-off lighting (avoiding light reflectance) and by directing lighting downwards. Exceptions may be made for signage and architectural lighting.

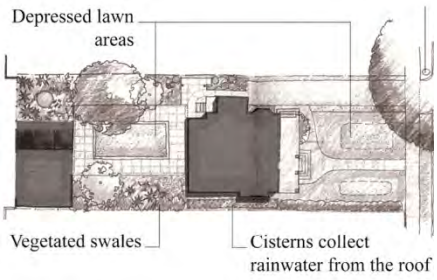


Figure 55. Landscape design can contribute to local ecosystem health.

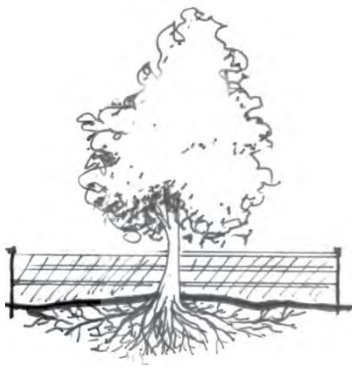


Figure 56. Protective barriers around existing trees.

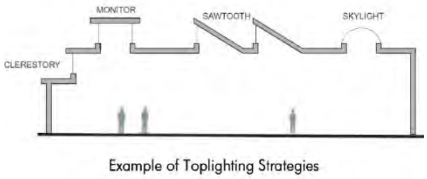


Figure 57. Roof openings can provide lighting where typical side lighting is restricted.

- Where possible, locate new buildings within a five minute walk (400 metres) of frequent public transit and provide alternative transportation incentives such as bike storage, change rooms and priority parking for bicycles, carpool vehicles or alternative fuel vehicles.
- Retrofit existing building where possible and look for opportunities to intensify use adjacent to existing infrastructure.

Energy Performance

The intent of these guidelines is to optimize building energy performance and where possible use energy from renewable sources.

- In this section it is important to balance complementary and competing priorities for passive design (efficiency, heating, cooling, daylighting and ventilation) to optimize energy performance and cost. Consider site and building constraints and the specific commercial, residential and institutional application in building design.
- Orient buildings to optimize passive solar energy potential. Most solar energy gain can be achieved when facing within around 20 degrees of solar south. For single loaded buildings, orient the building on an east-west axis and/or ensure a south facing roof aspect. For buildings that are double loaded, consider orienting the building on a north-south axis to ensure that units on both sides of the building receive some amount of solar exposure.
- To cost-effectively limit heat loss, limit fenestration to 40% of the total facade area (window to wall ratio). If higher fenestration ratios are desired, compensate with highly efficient windows. Fenestration should be emphasized on southern and western exposures and be minimized on northern and eastern exposures.
- Maximize daylight penetration by locating windows high on walls or by using clerestories and light shelves.
- Ensure solar shading with an emphasis on those buildings with high window to wall ratios. The benefits of reducing solar gains in summer should be balanced with the benefit of solar gains in the winter by taking advantage of the different seasonal sun angles. External shading such as recessed balconies, overhangs, and louvers are preferable over internal shading such as internal blinds.

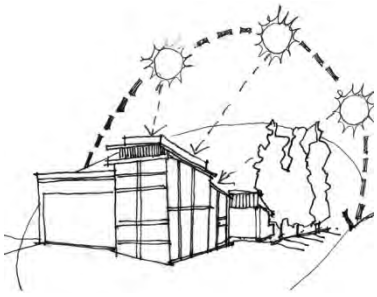


Figure 58. Buildings oriented to maximize use of solar energy.

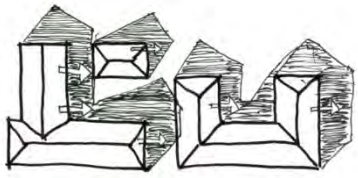


Figure 59. Corner and through units facilitate natural ventilation and daylight access.

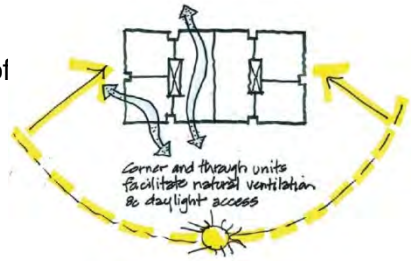


Figure 60. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open

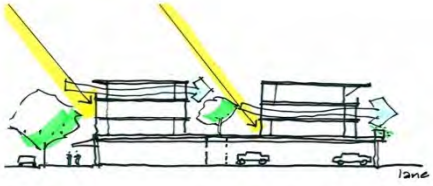


Figure 61. Through units allow for natural ventilation and increased daylight access.

- Balance narrow floor plans that increase the potential for cross ventilation and penetration of daylight into the building with minimizing the envelope to floor area ratio to optimize thermal efficiency.
- Design with greater floor-to-ceiling heights to increase the amount of interior space that can be lit from windows.
- Buildings should be narrow to increase the amount of interio space with access to day-lighting and winds for passive ventilation. Buildings with through units (i.e., units with exterior walls on at least two sides) can be created by incorporating a mews or central courtyard into the form and design of low rise buildings or into the base massing of tall buildings.
- Design residential buildings to receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, dwellings should have a choice of aspect: front and back, or on two sides (for corner units).
- Ensure that the siting, form, and scale of buildings do not block significant views and solar access from existing or anticipated development, and that shadowing impacts on adjacent residential buildings and usable open spaces are minimized. Proposals for new projects should include sun/shade diagrams of the subject development and the surrounding properties at the following times:
  - » Equinox: 8 a.m., 12 noon, 4 p.m.
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.
- Incorporate courtyards and greenways in residential and mixed-use projects to maximize the amount of direct sunlight received.
- Landscaping and building design should ensure solar access in winter and in summer provide shading of afternoon sun and reduce the urban heat island effect. Provide deciduous landscaping and/or shading devices on southern and western exposures.
- For all outdoor lighting, use efficient lighting design such as LEDs and motion or photo-sensitive lighting.
- Use energy efficient fixtures and design lighting for specific needs to reduce ambient lighting requirements.

Figure 62. Ensure light penetration into interior living spaces in winter, and protection from direct sunlight in the afternoon hours of summer.

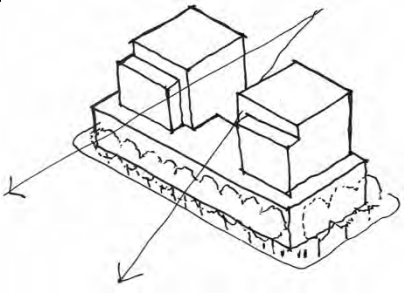


Figure 63. Slender building forms enhance daylight penetration and cooling through cross ventilation.

Figure 64. Sun shading devices reduce lighting and cooling demands and protect the building envelope from pre-mature aging.

- Acquire at least 5% of the building's total energy through the use of on-site renewable energy systems with an emphasis on heating and cooling systems such as geo-exchange, air-source heat pumps, heat recovery from wastewater, biomass, or solar thermal. If a District Energy system is established in Carvolth, connection to the system could be considered to meet this guideline.

Figure 65. Shared composting facilities.

Water

The intent of these guidelines is to protect and conserve fresh water resources.

- Limit or eliminate the use of potable water for landscape irrigation by using high-efficiency irrigation technology, captured rain or recycled site water and/or drought tolerant plant species.
- Design landscaping and select plants that are appropriate for the local climate, minimizing irrigation needs.
- Design lawns for residential and commercial use, rather than aesthetics, minimizing unnecessary irrigation.
- Reduce the generation of wastewater and potable water demand by using captured rainwater for sewage conveyance or by treating wastewater on site to tertiary standards.
- Employ water efficiency strategies such as water-conserving plumbing fixtures, appliances and control technologies.

3.4.7 Public Realm

The intent of these guidelines is to ensure that the design of streets and open spaces creates visual interest, comfort and safety for pedestrians and contributes to a unique local identity and sense of place.

- Provide a continuous planting of street trees along both sides of streets in residential, commercial and office neighbourhoods.
- Provide a zebra- or ladder-painted crosswalks, or crosswalk made of special paving materials, at all key pedestrian crossings to increase driver awareness.
- Curb to curb widths of local streets should be as narrow as practical to accommodate expected traffic and services.
- Incorporate corner bulges into streetscape design to enhance pedestrian crossings and provide space for landscaping, stormwater management, seating and public art.
- Ensure a continuous public sidewalk on both sides of the street throughout the Carvolth area.

Figure 66. Buildings should be designed and oriented to encourage casual surveillance and "eyes on the street."

- Provide street furnishings, including transit shelters, benches, lighting, and waste receptacles to enhance the public realm.
- Cafes are permitted and encouraged on public sidewalks in commercial areas provided that safe passage for pedestrian and emergency services is maintained.
- Pedestrian-oriented lighting should be provided throughout residential, commercial and office areas.
- Distinctive bus shelters or deep canopies should be provided along major transit routes to provide comfort for transit users.
- Hydro kiosk/utility boxes to be incorporated wherever possible into landscape areas to reduce visual impact.

3.4.8 Safety, Security and Accessibility

The intent of these guidelines is to enhance personal safety and security through building siting, orientation, and design, and to ensure buildings and open spaces accommodate and provide access for all users and abilities.

Figure 67. Buildings oriented to the street with clear definition of the transition from public to private realm help to promote neighbourhood safety and security.

- Ensure the design of new development increases “eyes on the street” with the placement of windows, balconies and street-level uses, and allows for casual surveillance of parks, open spaces, and children’s play areas.
- Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.
- Incorporate the creative use of ornamental grilles over ground-floor windows or as fencing, as necessary/appropriate.
- Provide adequate lighting along streets and at entrances to enhance the sense of personal safety and security.
- Design parking areas to allow natural surveillance by retaining clear lines of sight to and between public sidewalks and building entrances for those who park there and for users of nearby buildings.
- Ensure CPTED principles are adhered to with respect to landscape design and construction.
- Ensure all pedestrian routes including those leading to building entrances are safe and easy to use by a wide range of pedestrian abilities. Generally, such routes should be direct, level, obstacle-free, easily identifiable and clearly separated from vehicular routes.

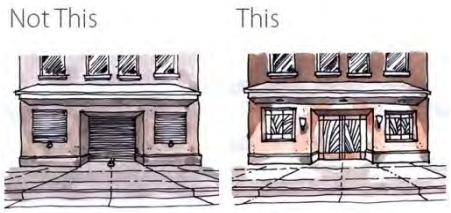


Figure 68. Security grilles can be incorporated in an attractive way.

3.4.9 Tall Buildings

The intent of these guidelines is to encourage siting, massing and design that minimizes negative impacts on views, privacy, and solar access for individual units, reduce the perceived bulk of tall buildings, and minimize impacts of tall buildings on adjacent public streets and open spaces.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. In addition to the preceding general guidelines (Sections 3.1 - 3.12), the following tall building guidelines are applicable to development proposals that include buildings over 6 storeys in height.

- An open spacing of tall buildings should be maintained to ensure adequate light, air, access and views for residents.
- The minimum facing distance between tall buildings should be 40 m.
- The placement of tall buildings should achieve a diagonal spacing to avoid tall buildings looking directly into each other.
- Tall buildings should have a maximum floor plate size of 700 sq. m.
- Tall buildings should have a maximum floor plate width of 24 m.
- The bulk of towers should be minimized using vertical and horizontal articulation, for example, by incorporating changes of plane, stepped terraces or modulated plan and facade forms.
- Tall buildings should have a maximum height of 50 m, excluding appurtenances and mechanical equipment.
- Tall buildings should generally be aligned parallel to the street in a north-south direction.
- New developments with tall buildings should incorporate a base building sited and scaled to complement adjacent buildings and to create a strong street edge definition. (See section Street Definition Guidelines, section 3.3).
- Tall buildings should incorporate ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.
- Tall buildings should be set back a minimum of 5 m from the fronting public street or open space, while still achieving good address on the fronting public street or open space.

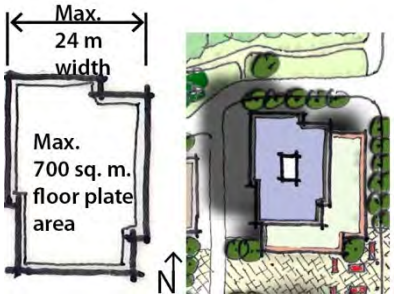


Figure 69. Tall buildings.

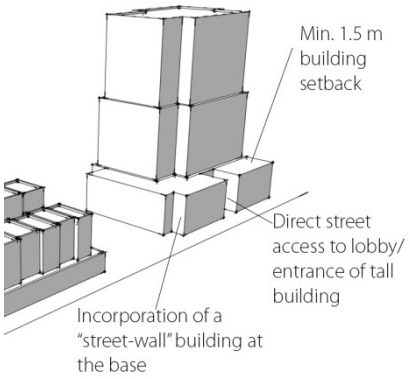


Figure 70. Ensure vertical and horizontal articulation.

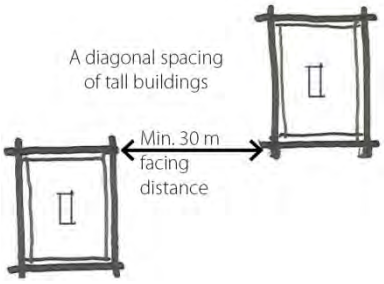


Figure 71. Spacing of tall buildings.

Figure 72. Variation in tower form and design should be achieved.

- Tall building address should be achieved by stepping back the base building (podium) at the primary entrance of tall buildings to allow the tall building to meet the street and by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, plaza or other open space.
- An interesting and varied roof form should be achieved, for example, by incorporating a top pent house or amenity space to conceal appurtenances and mechanical equipment.

3.4.10 Master Planning Tall Buildings and Large Sites

The intent of these guidelines is to ensure the integration of larger sites and sites with tall buildings with adjacent areas.

Proposals for Large Sites and sites with Tall Buildings should include a master plan. Master planning will enable tall buildings to be sited and organized in a way that provides desirable transitions to adjacent areas and ensures appropriate tall building separation. More broadly, a master planning process will help knit the public realm into a single, cohesive whole as demonstrated by the illustrative concept plan and encouraged by the design guidelines.

A Master Plan is to be provided at both the neighbourhood scale and the site or block scale and should reflect the intent of the Integrated Area Concept Plan (Figure 7) and Design Guidelines.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. Large Sites are defined as those over 5000 sq. m in size. However, the Township may, at its discretion, identify other sites with special characteristics or conditions where master plans will be required. A Master Plan for Large Sites and sites with Tall Buildings should describe in drawings and words for the site and its context the following issues:

Figure 73. Master planning should reflect the pattern of streets, open spaces and built form described in this plan.

- The location and dimensions of public streets, parks and accessible open spaces.
- General location and dimensions of pedestrian circulation and relationship to pedestrian sidewalks and paths, transit stops and shelters.
- General location of building footprints - base buildings and taller buildings.
- General layout and dimensions of setbacks from streets, parks and open spaces, as well as dimensions between base and tall buildings on the same site.
- General location of building entrances for each building.
- General location and dimensions of site access, service areas, ramps, drop-off and parking for each building.
- The location of watercourses including non-disturbance areas.
- Phasing plan and schedule.
- Perspective showing important views.

- Shadowing impacts on adjacent buildings and open spaces using sun/shade diagrams at the following times:
  - » Equinox: 8 a.m., 12 noon, 4 p.m.
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.

3.4.11 Parking, Servicing and Access

The intent of these guidelines is to ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the pedestrian realm.

- Structured underground or “tuck-under” parking is preferred over off-street surface parking.
- Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side street.
- Off-street parking located between the front face of a building and the public sidewalk is not permitted.
- If surface parking is located beside the building and adjacent to the public sidewalk, screen these areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote passive surveillance.
- Locate public on-street parking at the curb to provide convenient and easy access to commercial/residential entrances.
- In general, vehicular access should be from the lane. Where there is no lane, and where the reintroduction of a lane is not possible, access may be provided from the street, provided that:
  - » The street is not a primary retail high street.
  - » Access is from the long face of the block.
  - » There is no more than one interruption per block face and only one curb cut on the street.
- Any vehicular entrance and its associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize the visual impact.
  - » Avoid ramps located directly off the street or lane.
  - » Use treatments such as screening, high-quality finishes, sensitive lighting and landscaping to minimize the visual impact of parking ramps and entrances.
- Incorporate pedestrian pathways and landscaping into surface parking areas. Pedestrian sidewalks should be incorporated into islands to minimize conflict with vehicles.

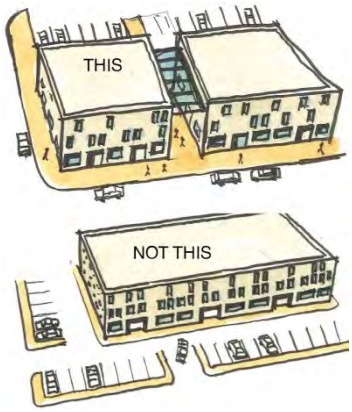


Figure 74. Off-street parking uses should not be located between the front of a building and the public sidewalk.

Figure 75. Access to underground parking should be architecturally integrated to minimize the visual impact.

Figure 76. Screen surface parking using a trellis, landscaping, or climbing vines that maintain site lines.

- Bicycle parking should be located in a visible, active and well lighted area convenient to primary building access and bike route access.

3.4.12 Lighting

The intent of these guidelines is to contribute to the overall quality, character and safety of the Carvolth area.

- Illuminate building facades and features by providing architectural lighting on the face of commercial and office buildings and at the main entrances to multi-family residential buildings to help create a sense of safety and intimate space around the building.
- Light paths and entry areas sufficiently to ensure pedestrian comfort and safety while avoiding visible, glaring light sources.

Figure 77. A combination of wall-mounted lights and up lighting animate the building façade and adjacent pedestrian areas.

3.4.13 Landscaping

The intent of these guidelines is to contribute to the overall quality, character and ecological function of the Carvolth area.

- Use landscaping to create a positive interface between buildings and streets by using perennials, shrubs, and trees to soften buildings where appropriate.
- Use hard landscape features such as terraced retaining walls and planters to transition between grades.
- Provide a continuous planting of street trees along both sides of all public streets with a maximum tree spacing of 10 meters.
- Use native or adaptive plant species to enhance ecological function and reduce the need for external inputs such as additional watering and fertilizers.
- Irrigate landscape material during plant establishment.
- Existing healthy trees should be preserved where possible.

3.4.14 Stormwater Source Control

The intent of these guidelines is to provide guidance and inspiration on innovative means of achieving stormwater management objectives.

Figure 78. Stormwater infiltration as an amenity for residents.

Absorbent Landscape:

- Maximize the area of absorbent landscape on site and conserve as much existing vegetation and undisturbed soil as possible.
- Disconnect impervious areas (such as roofs and parking lots) from the storm sewer system and have them drain into an absorbent landscape.
- Maximize the vegetation canopy cover over the site and provide multi-layered canopies where possible.
- Ensure adequate growing medium depth for horticulture and stormwater needs: a minimum of 150 mm for lawn areas, and 450 mm for shrub/tree areas.

Figure 79. Weirs and check-dams help to slow the flow of water and facilitate infiltration.

Infiltration Swale:

- Flow to the swale should be distributed sheet flow (i.e., travelling through a grassy filter area). Provide pre-treatment and erosion control to avoid sedimentation in the swale.
- Provide a 25 mm drop at the edge of paving to swale soil surface.
- Provide longitudinal slope of 1-2% and ensure side slopes are not more than 3 (horizontal): 1 (vertical).
- Provide weirs or check dams to slow water flow with a maximum ponding level of 150 mm.

Figure 80. Storm water source controls like these rain gardens reduce pollutant run-off.

Infiltration Rain Garden:

- At point source inlets, install non-erodible material, sediment cleanout basins, and weir flow spreaders; install a non-erodible outlet or spillway to discharge overflow.
- Soil depths of 450 mm to 1200 mm are desirable; use soils with a minimum infiltration rate of 13 mm/hour.
- Surface planting should be primarily trees, shrubs, and groundcovers, with planning designs respecting the various soil moisture conditions in the garden.
- Drain rock reservoir and perforated drain pipe may be avoided where infiltration tests by a design professional show subsoil infiltration rate that exceeds the inflow rate.

Pervious Paving:

- Ensure protection of pervious paving from sedimentation during and after construction.
- Surface slow should be at least 1% to avoid ponding and related sedimentation of fine particulate matter.
- Wrap paver bedding material with geotextile filter cloth on bottom and sides to maintain water quality performance.

Extensive Green Roof

- Ensure at least 2% slope for drainage.
- Avoid monocultures to increase success of establishing a self-maintaining plant community.
- Provide plan free zones along the perimeter, adjacent facades, expansion joints, and around each roof penetration.
- Ensure intensive maintenance during establishment (2 years).

Infiltration Trench

- Locate infiltration trenches at least 3.0 m from any building.
- Provide access for periodic inspection and clean-out.
- Install the infiltration trench in native ground, and avoid over-compaction of the trench sides and bottom.

3.5 CHARACTER AREA GUIDELINES

The character area guidelines described below will provide additional detail about the unique character and urban design of the various character areas in Carvolth. These guidelines are intended to supplement the general design guidelines described in the previous section.

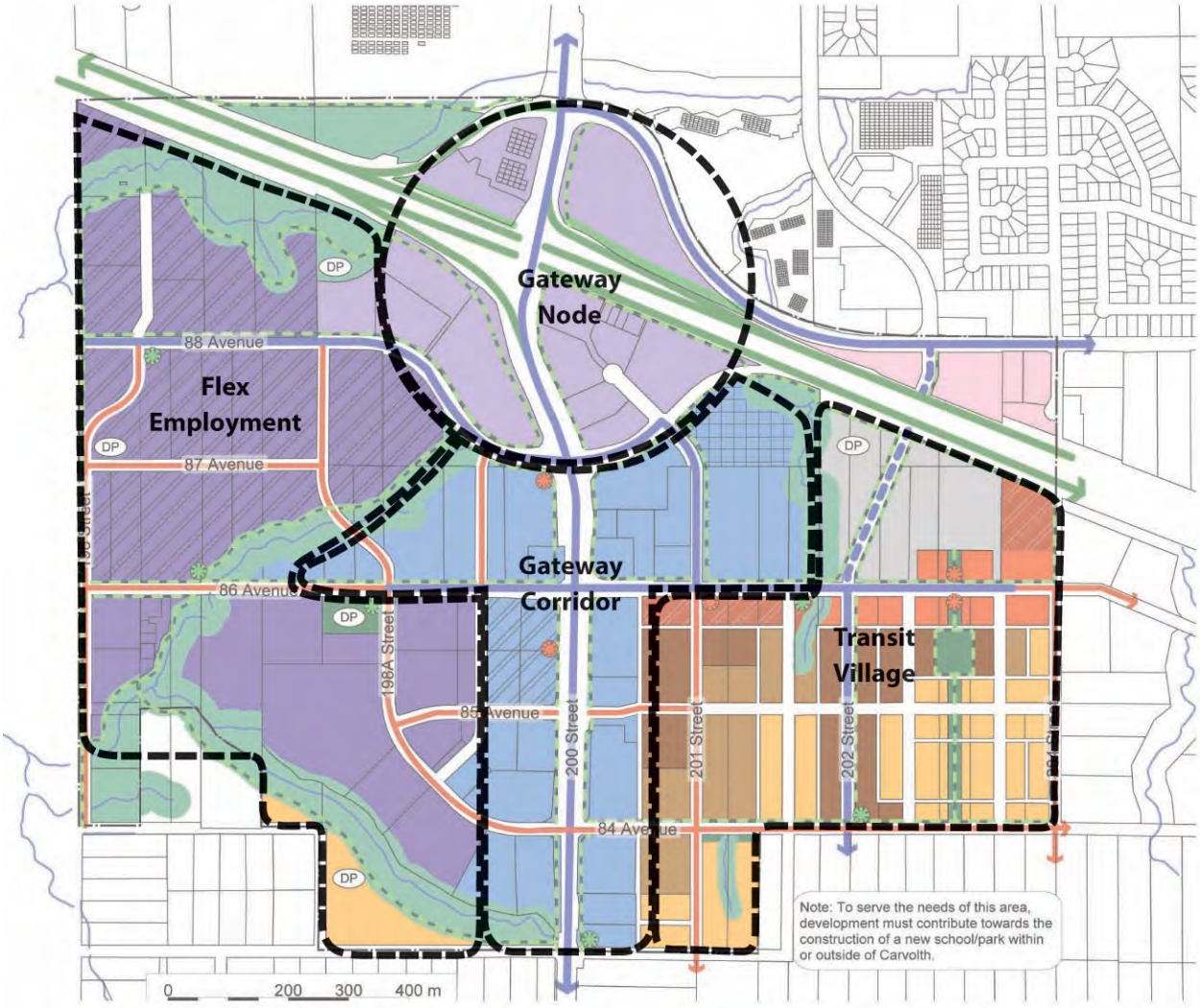


Figure 81. Map of Character Areas.

Figure 86. Illustrative Concept Plan: Transit Village.

Figure 85. View of Carvolth Gateway Corridor along 200 Street.

3.5.2 Gateway Corridor

The 200 Street corridor between 88 Avenue and 83 Avenue is intended to be a high quality employment node and urban gateway into the Township of Langley. It is intended as part of a major transit oriented, high density, mixed use corridor along 200 Street, building on the existing office mixed use developments already located here and the status of 200 Street as part of TransLink's Frequent Transit Network.

The gateway corridor will allow corporate headquarters and business and professional offices to locate in a contemporary business park with complimentary commercial facilities and other amenities that support the employment area. It will be a high quality, well designed business park at this major gateway that will stimulate and promote economic growth in the Township.

Office-Mixed Use Design Guidelines

- Provide a high standard of building and site design appropriate for a prestigious business park.
- Promote a development form which is sensitive to the natural environment and creates new natural features which can become part of the parks and open space network.
- Create visually attractive streetscapes and views along 200 Street.

INFINITY
PROPERTIES

Date:	**April 4th 2019**
To:	**Ruby Sandher, Planner, Township of Langley**
Subject:	**08-26-0195 Public Information Meeting Summary**

On Tuesday, April 2, 2019, Infinity Properties Ltd. held a Public Information Meeting for residents of the Carvolth Neighborhood to display the proposed riparian setback area, community and the office, commercial, retail buildings to be located at 20161 and 20187 86 Avenue. The event was held from 5:00 – 7:00pm at the Shepherd of the Valley Church at 20097 72 Avenue, Langley.

Notification of the PIM was carried out as per Council Policy. The mail drop was delivered to **54** residential and commercial addresses based on the mailing labels provided by the Township of Langley. One piece of mail was returned as 'unclaimed'. The Public Information Meeting was also advertised in the Langley Advance Times on both March 20th and 27th 2019. It was also advertised on our corporate website and still remains.

Attendants were asked to sign in upon entering the venue. They were given a questionnaire to fill out with room for comments. The event was held in an "open house" format with display boards available for browsing. A total of (6) attendants attended and all signed in; although only 1 questionnaire response has been received. The following representatives were in attendance to answer questions from the public:

- Infinity Properties – Tim Bontkes, President
- Infinity Properties – Alison Davies, Sr. Development Manager
- Infinity Properties – Carole Bourque, Administrator
- Envirowest Consultants Ltd. – Erin Vekic, Environmental Technician
- van der Zalm + Associates inc. – Mark van der Zalm, Principal Landscape Architect
- Krahn Group – Ali Peymani, Project Design Manager
- Krahn Group – Larry Podhora, Director of Building Design
- Township of Langley – Ruby Sandher, Planner

The Public Information Meeting was very positive with no negative comments or concerns and Infinity received no phone calls or emails prior to, or after the meeting was held.

The following are attached for reference:

- Public Information Meeting invitation flyer
- Attendant sign-in sheets
- Questionnaire received
- Corporate website
- Copy of the ads in the newspaper

Should you require anything further, please do not hesitate to contact me.
Yours truly,

Alison Davies
Senior Development Manager
adavies@infinitygrp.ca
604-532-6060, Ext 38

INFINITY
PROPERTIES

Public Information Meeting - April 2, 2019
Township of Langley Project No. 08-26-0195
Application to rezone properties at: 20161 & 20187 86 Avenue, Langley

Please print name clearly

Name	Address	Phone#, Cell or Email
FOIPPA s.22(1)		

INFINITY
PROPERTIES

Public Information Meeting
Tues - April 2, 2019
Re: Township of Langley – Project No. 08-26-0195

Questionnaire

We would appreciate your feedback by completing the following questions regarding our proposed development application for two Office / Commercial / Retail buildings in the Carvolth Neighbourhood area located at 20161 and 20187 86 Avenue, Langley:

1. Do you support this project?
- [x] Yes
- [ ] No
- [ ] Unsure

2. What aspects of the project do you like?

Beautiful building, good parking, much needed

3. Where do you see room for improvement?

None

4. If you would like further information, please complete the following:

Name: FOIPPA s.22(1)
Address:
Email address:
Signature:
Date: April 2 /19

Completed Questionnaire must be received by April 18, 2019
MAIL, Fax, or EMAIL to: Infinity Properties Ltd. - #205 - 6360 202 St. · Langley · BC · V2Y 1N2
Ph: 604 523 6060 · Fax: 604 532 1120 · Email: info@infinitygrp.ca · Website: www.infinityproperties.ca

larry podhora / **architecture inc.**
larry podhora, architect AIBC, architect AAA, MRAIC
principal

April.27, 2018
180211

VIA EMAIL

To whom it may concern,

RE: INFINITY OFFICE PARK – DESIGN RATIONALE

The Infinity Office Park is a premium, high-amenity commercial development in the neighbourhood of Carvolth – Township of Langley. It consists of two structures that share an under-ground parkade and are intended to be built sequentially. Building 1 is a mix-use facility with retail at base and offices above on three levels. Building 2 is exclusively a three storey office facility. The southern boundary of the property fronts 86 Avenue in close proximity to the 201st intersection. The east portion of the site includes a significant ecological riparian dedication with mature vegetation. The primary vehicular access to the site is via a driveway access and right-of-way along the western boundary of the site. The project is pursuing a change in zoning from residential to commercial (comprehensive development) in order to integrate with the developing architectural and functional character of the neighbourhood.

Organizing Principles

A, Public Context: The primary public exposure of the project is the south elevation of building 1. This is the 'face' of the development and is intended to project a character of approachability, elegant sophistication, simplicity as well as visual variety. It should combine elements that link the architecture to its context as well as an over-all quality that sets it apart as a unique design icon in the neighbourhood.

B, Strong Concept: The architecture should be determined by, and be a direct outcome of, a clear and consistent tectonic vocabulary. The organizing concept should be pervasive not only in the most visible building but be the geometric and structural grid that unites the structures, parking and landscape in a cohesive and easily communicable whole. The concept must be flexible enough to address the urban planning principles embedded in the neighbourhood plan and DP1 design guidelines but also to go beyond prescriptive devices to establish a strong, independent and meaningful architectural solution.

C, Campus Community: The conceptualization of the project is not limited to the buildings and masses but also includes spaces between. The structural and functional logic of the underground parkade as well as the spatial separation requirements for each buildings dictate that a sizeable portion of the on-grade parking be inserted between the buildings. The concept is flexible enough to embrace this space and create a community 'quadrangle' that is defined by planter vegetation, variety of paving surfaces and the geometry of the building architecture. This space may be used for special events by temporarily

1952 brackman way, north saanich, b.c., v9l 0c2

larry podhora / **architecture inc.**
larry podhora, architect AIBC, architect AAA, MRAIC
principal

removing the parking from the centre of the space. It is intended to define this central space with landscaping and amenity lighting.

D, Maximize Amenity: The consistency of the concept also lends itself to establishing unique 'nodes' in the design to enhance the pedestrian, vehicular and cycling experience of the development. These consist of special 'window frames of nature' that provide viewing portals from the public pedestrian plaza to the riparian zone, seating areas defined by landscaping, water feature on axis in the north parking lot, covered bicycle parking, seating benches in strategic locations, architectural low level lighting to enhance wayfinding and the north-south direction concept as well as multiple building entry points to expedite site circulation.

E, Maximize Utility: In order to be commercially viable, the project must maximize the floor efficiency and parking capacity of the site within the bylaw parameters (max. ht, FAR, circulation and access). Utilizing a highly efficient orthogonal geometry to establish the concept enhances the ability of the development to remain efficient and achieve the business objectives of the owner. The challenge resides in managing the site grades and parking capacities with the density needs of the development. The organization of the development has been carried out so that it is very efficient while conveying the impression that the design is not primarily about efficiency at all.

Form and Character

The DP1 Form and Character Guidelines suggest architectural language and devices to mitigate massing impact on the street and public areas, create an approachable and 'friendly' interface, continue the context of the neighbourhood, establish architectural and material variety and render all exterior spaces safe and visible. The choice of a sleek modern idiom for this development follows all of the above precepts albeit with often re-imagined approaches. The primary wall surfaces are 'broken-up' with strong vertical fins that make each bay into a separate element in the composition. The vertical emphasis of most elements (for visual impact) is counteracted by strong horizontal elements such as the retail signage bands, landscape planters and concrete reveals. The vertical fins are typically not only an architectural 'conceit' but an innovative structural system whereby site cast concrete surfaces are inserted transversely into the building to become the column/beam substitute. The massing is modulated in both buildings by a differential treatment of core elements, lateral walls and roof decks on level 3 that bring down the edges of the buildings and provide a tenant amenity with views over the neighbourhood. These decks are partially covered with a 'knife-edge' wood-rendered canopies that provide an elegant and delicate definition of the skyline over the building. The building entrances are similarly rendered in wood and glazing to ensure clear way-finding.

larry podhora / **architecture inc.**
larry podhora, architect AIBC, architect AAA, MRAIC
principal

Materials and Sustainability

The primary building technology is cast-in-place concrete, site-cast concrete panels and veneer brick. These mass, opaque elements are juxtaposed and contrasted with glazing in the form of curtainwall and super-large format, mullion-less windows (9'x9'). The concrete surfaces are natural sealed or painted. They are durable and able to integrate planters, spandrels and openings. The curtainwall glazing is thermally broken, double pane glass in natural anodized aluminum frames. The east elevation is primarily screened by the adjoining forest so shading protection is provided by the environment and the west elevation is significantly opaque and thus resistant to unwarranted insolation. The south elevation is quite open and relies on high performance glass to filter UV and heat gain. There will be a significant use of wood or wood grain material in the public areas, decks and soffits to 'soften' and warm up the material palette. All roof top mechanical units will be screened and set back from the roof edges.

Landscape Variety and Concept

The landscape design is established to be in harmony with the architectural concept. The plantings are arranged in linear geometry in the north – south direction. The more significant and formally spaced tree specimens are arranged along the main, on-grade parking axis. The landscaping is scaled down on top of the underground parkade but again used in a very architecturally responsive way. The forest to the east provides a backdrop to the edge of the public circulation amenity plaza and parking forecourt (campus quadrangle).

Special Features and Systems

To further enhance the experience of the environment at the Infinity office park, the design includes for a variety of materials in paving, custom seating, water feature (to screen the waste and recycling enclosure), special LED architectural lighting at pedestrian circulation, principal facades, landscape features and the quadrangle. The occupant signage will be designed in concert with the primary architectural materials in the development and be remote to the buildings themselves (except for the retail CRU's) which will be required to limit their signage to the provided aluminum signage band which will be back-lit. All bicycle storage will be weather protected and a large portion will be secured. Electrical charging stations will be available in the u/g parkade with a secure access.

If you have any questions please contact the undersigned.

Sincerely,

Larry Podhora, Architect AIBC, MRAIC
Principal

1952 brackman way, north saanich, b.c., v9l 0c2

larry podhora / **architecture inc.**
larry podhora, architect AIBC, architect AAA, MRAIC
principal

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (CARVOLTH DEVELOPMENTS LTD.) BYLAW 2019 NO. 5485

EXPLANATORY NOTE

Bylaw 2019 No. 5485 rezones a 2.0 ha (4.8 ac) assembly located at 20161 and 20187 – 86 Avenue to Comprehensive Development Zone CD-138 to facilitate development of a four-storey office building with ground floor commercial space and a three-storey office building.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (CARVOLTH DEVELOPMENTS LTD.) BYLAW 2019 NO. 5485

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Carvolth Developments Ltd.) Bylaw 2019 No. 5485".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   a. Adding to the Table of Contents and to Section 104.1 – Zones the words "Comprehensive Development Zone CD-138" after the words "Comprehensive Development Zone CD-137"
   b. Adding to Section 110 after the words "CD-137" the words "CD-138 – 1,858 m^2"
   c. By adding after Section 1037 "Comprehensive Zone CD-137" the following as Section 1038 "Comprehensive Development Zone CD-138"

1038 **COMPREHENSIVE DEVELOPMENT ZONE CD-138**

Uses Permitted

1038.1 In the CD-138 Zone only the following *uses* are permitted and all other *uses* are prohibited:
1) *accessory buildings* and *uses*
2) *commercial uses* subject to Section 1038.3
3) *group children's day care*
4) *hotels* and *motels* and conference/convention facilities
5) *liquor primary use* subject to provisions of the "Liquor Control and Licensing Act" and regulations pursuant thereto

Density

1038.2 The maximum *floor space ratio* of all *buildings* located on the lands zoned CD-138 shall not exceed 2.5.

Commercial Uses

1038.3
1) Buildings containing at grade *commercial uses* must contain office uses on upper floors.
2) With the exception of office uses, each individual permitted *commercial use* shall not exceed 1,000 m^2 in size.

Lot Coverage

1038.4 *Lot coverage* shall be in accordance with the provisions of the Development Permit.

Siting of Buildings and Structures

1038.5 *Buildings* and *structures* shall be sited in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

1038.6 The *height* of *buildings* shall not be less than three *storeys*.

Parking and Loading

1038.7 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

1038.8 All *lots* created by *subdivision* shall comply with Section 110 of this bylaw and the Subdivision and Development Servicing Bylaw 2011 No. 4861 as amended.

Landscaping, Screening and Fencing

1038.9 Landscape areas, landscape screens and fencing shall comply with Section 111 as it applies to "C" Commercial zones.

Development Permit Requirements

1038.10 An application for a Development Permit shall be submitted to Council for its consideration prior to issuance of a *Building* permit.

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

West Half Lot 28 & East Half Lot 28 of the North West Quarter Section 26 Township 8 New Westminster District Plan 1093

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-138.

READ A FIRST TIME the	day of	, 2019
READ A SECOND TIME the	day of	, 2019
PUBLIC HEARING HELD the	day of	, 2019
READ A THIRD TIME the	day of	, 2019
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION the	day of	, 2019
ADOPTED the	day of	, 2019

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5485