



REPORT TO MAYOR AND COUNCIL

PRESENTED: MAY 7, 2018 – REGULAR EVENING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: DEVELOPMENT PERMIT APPLICATION NO. 100925
 (FOUNDATION PROPERTIES (NORTHPOINT) LTD. /
 19933 – 88 AVENUE)

REPORT: 18-57
FILE: 08-34-0080

PROPOSAL:

Development Permit application for a six storey 12,115 m² (130,405 ft²) multi-tenant business building at 19933 – 88 Avenue.

RECOMMENDATION SUMMARY:

That Council authorize issuance of Development Permit No. 100925 subject to seven (7) conditions, plus nine (9) conditions to be completed prior to issuance of a building permit.

RATIONALE:

The proposal complies with the Willoughby Community Plan, Carvolth Neighbourhood Plan, the site's CD-49 zoning and the Township's land use policies.



RECOMMENDATION:

That Council authorize issuance of Development Permit No. 100925 to Foundation Properties (Northpoint) Ltd., for property located at 19933 – 88 Avenue, subject to the following conditions:

- a. Building plans being in substantial compliance with Schedules “A” through “K”;
- b. Landscape plans being in substantial compliance with Schedule “L” through “O”;
- c. Provision of final tree retention, replacement, protection details and security in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) to the acceptance of the Township;
- d. Section 949.7 (Height of Buildings and Structures) of Township of Langley Zoning Bylaw No. 2500 being varied from 15 m (49.2 ft) to 26.6 m (87.3 ft);
- e. All signage being in compliance with Schedules “I” and “J” and in compliance with the Township’s Sign Bylaw;
- f. Rooftop mechanical equipment to be located so that it is not visible from adjacent roads or alternatively screened from view by compatible architectural treatments; and
- g. 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:

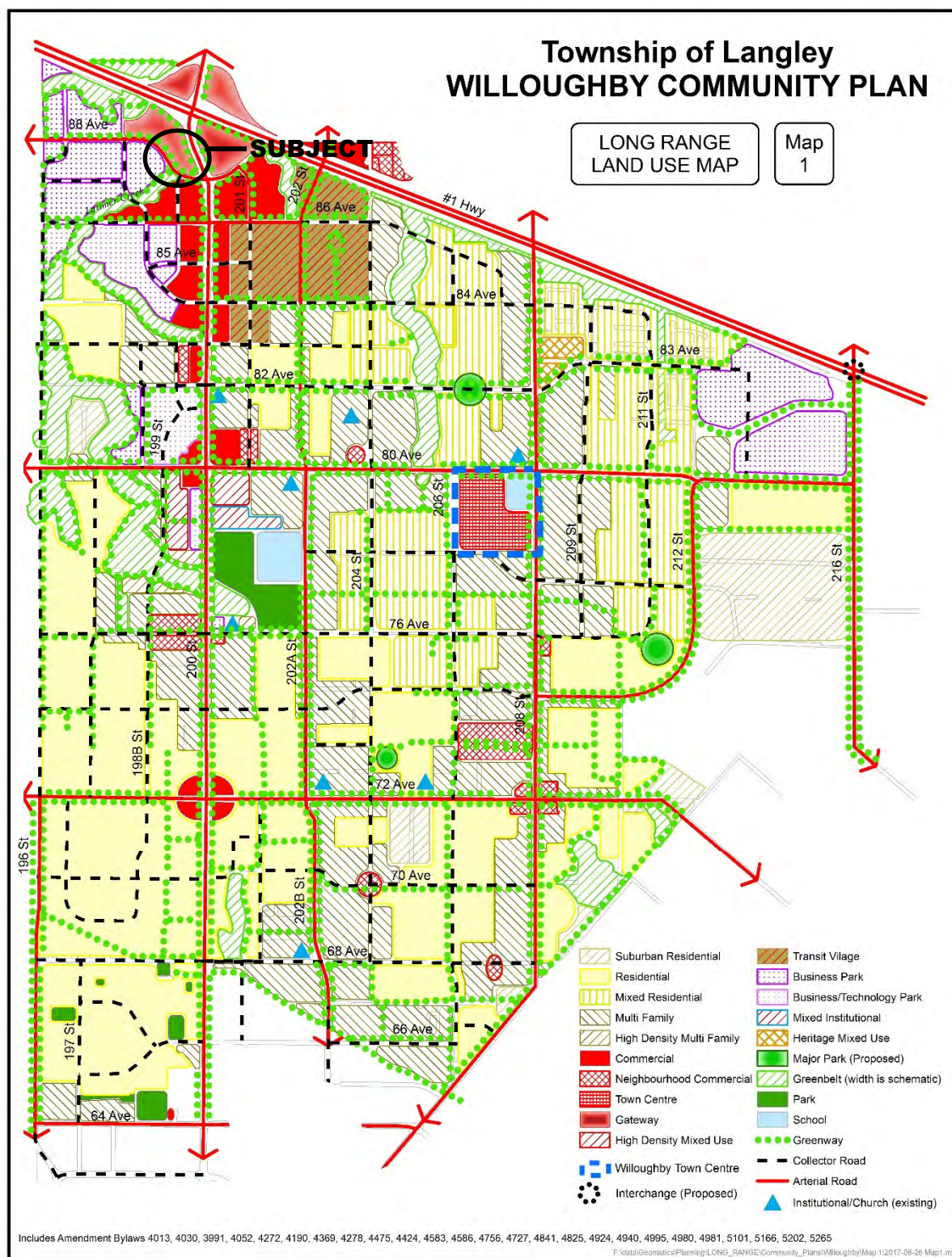
- a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
- b. Submission of a site specific onsite servicing and storm water management plan (including onsite detention) in accordance with the Subdivision and Development Servicing Bylaw, to the acceptance of the Township;
- c. Onsite landscaping being secured by a letter of credit at the building permit stage;
- d. Submission of an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township;
- e. Execution of a Servicing Agreement to secure required road and utility connection and extensions, and landscaping in accordance with the Township’s Subdivision and Development Servicing Bylaw, to the acceptance of the Township;
- f. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township’s Exterior Lighting Impact Policy to the acceptance of the Township;
- g. Preparation of a CPTED (Crime Prevention Through Environmental Design) report to the acceptance of the General Manager of Engineering and Community Development and incorporation of its recommendations into the final development design;
- h. Payment of supplemental Development Permit application fees; and
- i. Payment of applicable Development Cost Charges and Building Permit administration fees.

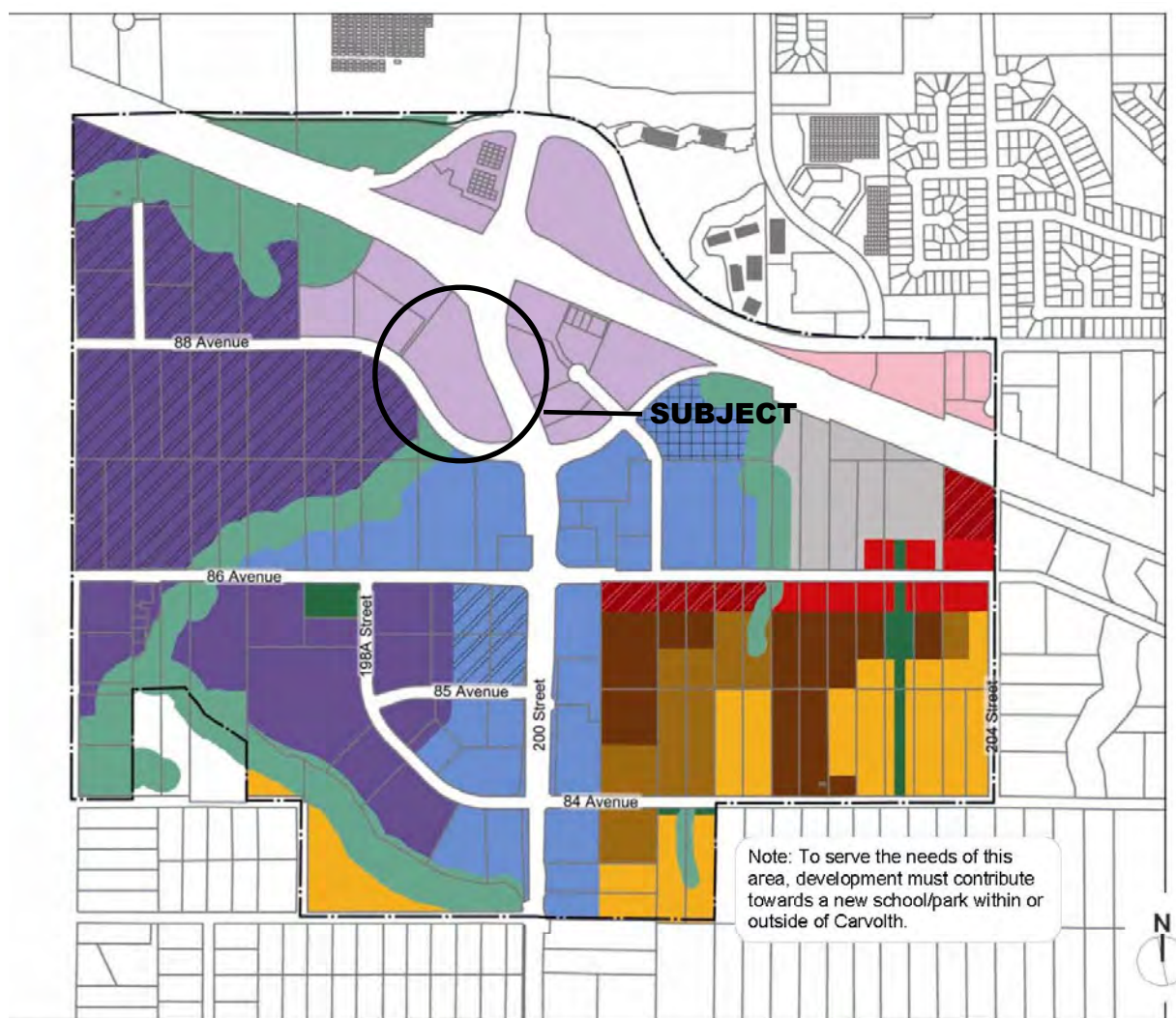
EXECUTIVE SUMMARY:

PCI Development Corporation on behalf of Foundation Properties (Northpoint) Ltd., has applied for a Development Permit to construct a 12,115 m² (130,405 ft²) multi-tenant building on a 3.0 ha (7.4 ac) site located in the Carvolth Neighbourhood area. The development complies with the Development Permit Guidelines of the Carvolth Neighbourhood Plan (Attachment B).

PURPOSE:

This report is to provide information and recommendations concerning proposed Development Permit No. 100925 for property located at 19933 – 88 Avenue.





LEGEND

Gateway	Flex Employment II	High Density Residential
Office/Mixed Use I	Service Commercial	Med. Density Residential
Office/Mixed Use II	High Street Mixed Use	Townhouse Residential
Office/Mixed Use III	Work/Live Flex Use	Conservation Area
Flex Employment I	Transit Exchange	Integrated Open Space

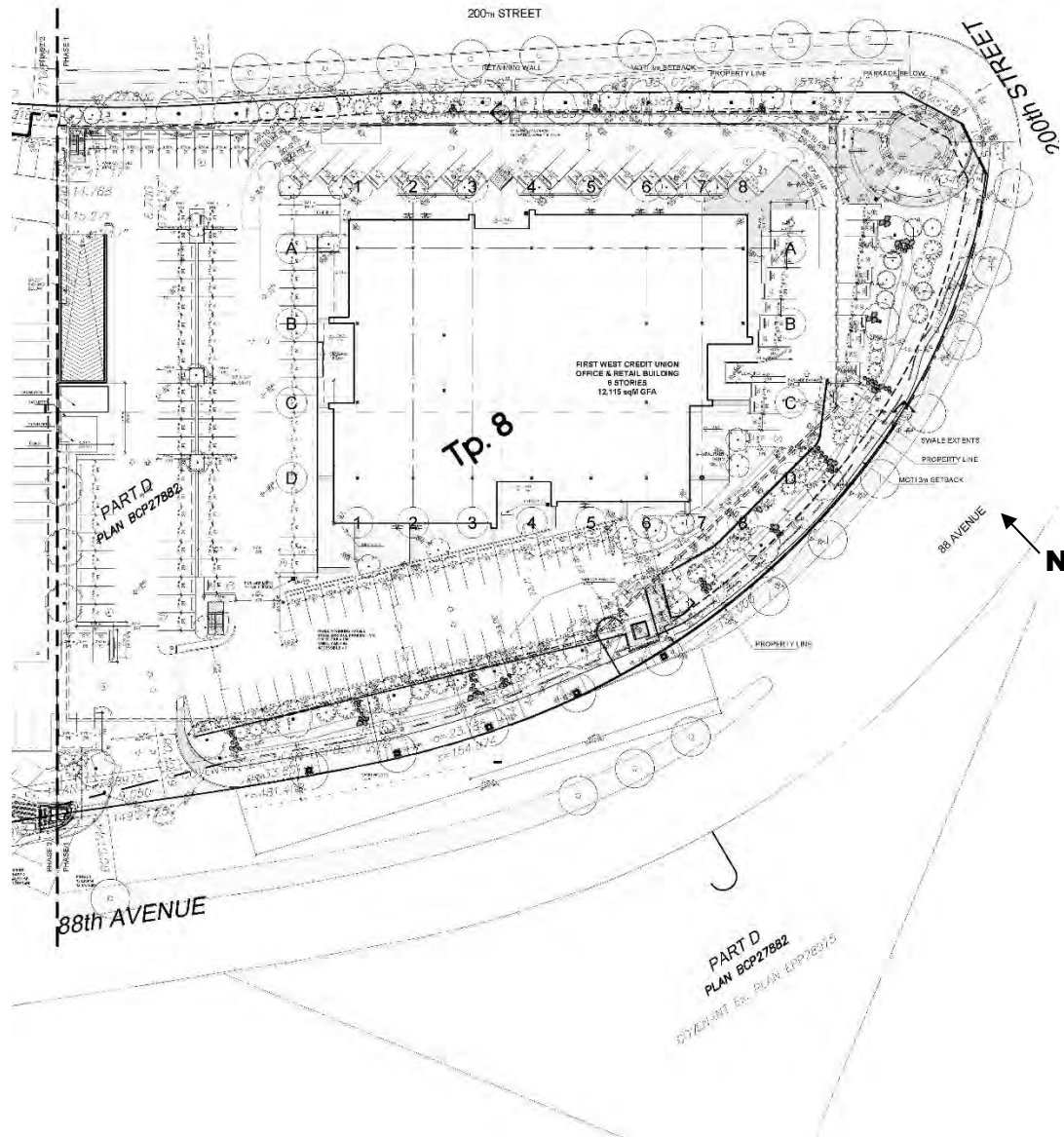
CARVOLTH NEIGHBOURHOOD PLAN

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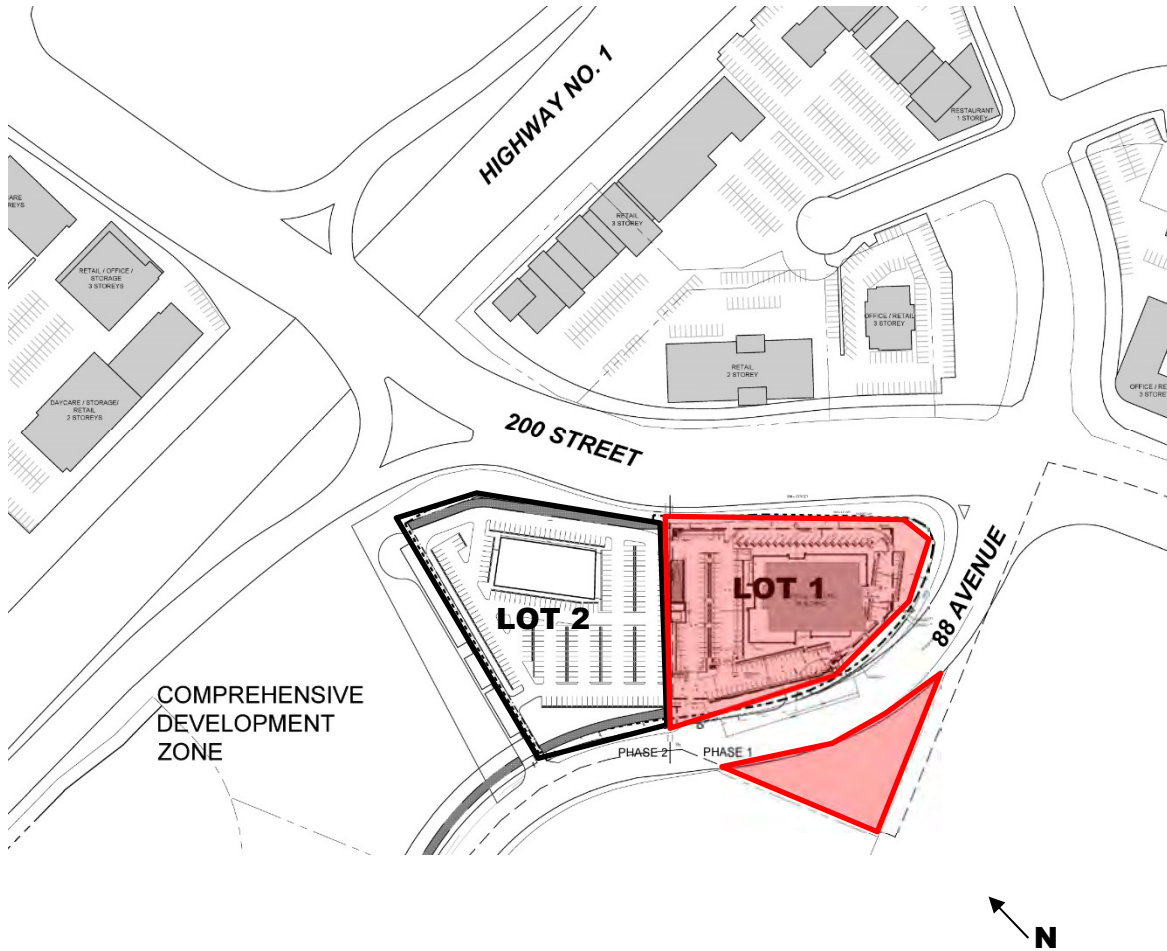


ZONING BYLAW NO. 2500

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SITE PLAN – SUBMITTED BY APPLICANT



PRELIMINARY SITE CONTEXT MAP



RENDERINGS – SUBMITTED BY APPLICANT

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REFERENCE:

Owner:	Foundation Properties (Northpoint) Ltd. 205 – 15240 – 56 Avenue Surrey BC V3S 5K7
Applicant / Agent:	PCI Developments Corp. 1700 – 1030 West Georgia Street Vancouver BC V6E 2Y3
Legal Description:	Lot D Section 27 and 34 Township 8 New Westminster District Plan BCP27882
Location:	19933 – 88 Avenue
Area:	3.0 ha (7.4 ac)
Existing Zoning:	Comprehensive Development Zone CD-49
Willoughby Community Plan:	Gateway/Commercial/Greenbelt
Carvolth Neighbourhood Plan:	Gateway/Conservation/Office/Mixed Use I

BACKGROUND/HISTORY:

The subject site is a 'hooked' lot intersected by 88 Avenue, located at the southwest quadrant of the original interchange lands located at Hwy 1 and 200 Street. The northern portion of the site (located north of 88 Avenue) is designated as Gateway in the Willoughby Community Plan, with the southern portion (south of 88 Avenue) designated as Commercial and Greenbelt. The northern portion of the site is designated Gateway in the Carvolth Neighbourhood Plan, with the southern portion designated Conservation/Office/Mixed Use I. The entire property was rezoned to Comprehensive Development Zone CD-49 in 2001, along with adjacent lands along the 200 Street and Highway 1 Corridor as part of the Highway 1/ 200 Street project.

DISCUSSION/ANALYSIS:

A Development Permit for a 12,115 m² (130,405 ft²) six (6) storey office building is proposed. This office building will function as the headquarters for First West Credit Union. The applicant has indicated that the ground floor will be occupied by the First West Credit Union head office and branch, along with other retail uses. Office uses are proposed to occupy the remainder of the building.

The applicant has also submitted a subdivision application proposing to subdivide the subject parcel into two lots (see Preliminary Site Context Map). Lot 1 will accommodate the proposed office building and conservation lands to the south. The applicant has not indicated any plans for development of the southern portion of proposed Lot 1 at this time. Staff note that the Carvolth Neighbourhood Plan calls for the construction of a major collector through this portion as part of the Mobility Network. Lot 2 is currently proposed to accommodate a future commercial building. Prior to the development of the remainder of the site, the applicant will be required to obtain approval for another Development Permit. The proponent has proposed a traffic signal at the second driveway to allow full turning movements on 88 Avenue (a cross access easement will be registered between the two proposed lots) as part of the current Development Permit to accommodate the proposed access arrangement.

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In accordance with Council's policy, a rendering, site plan and building elevations have been submitted detailing the proposed development's form character and siting. Proposed Development Permit No. 100925 is attached as Attachment A to this report.

Adjacent Uses

- North:** Highway 1 beyond which is a property zoned Comprehensive Development Zone CD-50 containing commercial uses designated Gateway in the Carvolth Neighbourhood Plan;
- East:** 200 Street, beyond which are four (4) properties zoned Comprehensive Development Zone CD-48 containing commercial buildings designated Gateway in the Carvolth Neighbourhood Plan;
- South:** 88 Avenue, beyond which are two vacant properties zoned Suburban Residential zone SR-2, designated as Office/Mixed Use I in the Carvolth Neighbourhood Plan;
- West:** Two vacant properties zoned Comprehensive Development Zone CD-49 designated Gateway in the Carvolth Neighbourhood Plan and 88 Avenue beyond which is a property zoned Suburban Residential SR-2 designated Flex Employment II in the Carvolth Neighbourhood Plan.

Development Permit:

As the property is designated a mandatory development permit area, Council review of the form and character of the proposed development and issuance of a development permit is required prior to building permits being issued. The site is located in Development Area "M" – Carvolth, the guidelines for which are contained in the Carvolth Neighbourhood Plan (Attachment B).

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

"In accordance with the prevailing community plan, the First West Credit Union building would be a prominent, architecturally distinct building marking Langley's Gateway Node."

The applicant further states:

"The building massing and façade expression is inspired by a simple, but abstract mass of 'stacked lumber' that when bundled together create a composition much stronger than the sum of its parts as a metaphor for the Credit Union. The rectangular building footprint is nominally 170' x 120' with the long elevations parallel to 200th Street. The site orientation is reinforced by linear horizontal expression on the long elevations and varied lengths protruding on the building ends. This creates a varied façade texture addressing the gateway into Carvolth and intersection of 200th & 88th. The wood metaphor is reinforced by warm 'Wood' grain finishes on the soffits, canopies, and vertical sun shades on the office floors. At grade, retail uses are gathered by linear projected slabs to define uses and reinforce the pedestrian scale of the building. The massing and articulation of the building creates a strong sense of arrival and also references Langley's evolving growth from Industry/agriculture to a diverse economy. It is intended to be a visual signature that celebrates the moment of arrival into the community from Hwy 1 and Northwest Langley."

The proposed building is a contemporary style featuring a glazed curtain wall on all façades. Overhangs provide weather protection over entrance doors and walkways and massing to evoke a strong sense of arrival.

Given the development's use of structured parking located below the building and its location adjacent to the community greenway network, staff have included a condition requiring a CPTED (Crime Prevention Through Environmental Design) report prior to issuance of a building permit.

The proposal in staff's opinion is in compliance with the Development Permit Guidelines (Attachment B) of the Carvolth Neighbourhood Plan. The proposed development also complies with the Comprehensive Development Zone CD-49 provisions concerning use, site coverage, 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.

Proposed Variances:

As part of the development permit application, the applicant has requested approval of a variance to Section 949.7 of the Zoning Bylaw to increase the maximum permitted height to allow a six-storey building for the First West Credit Union headquarters from 15.0 m (49.2 ft) to 26.6 m (87.3 ft). The applicant has provided the following rationale (Attachment C) in support of the requested variance:

"A height relaxation is sought to permit the six storey office building. The additional height is sought to permit potential future expansion by First West Credit Union within the building. We note that the proposed six storey building height contributes to defining the Gateway Node as per the objectives for the Carvolth Neighbourhood Plan. The applicant team hosted a voluntary PIM for the proposal and height variance on November 15, 2017. Responses from the community were unanimously supportive of the proposal."

Staff are supportive of the proposed variance, although the CD-49 zone restricts building height to 15.0 m (49.2 ft), the Carvolth Neighbourhood Plan designates this area as the Gateway Node. This designation identifies the location of the subject property as a significant opportunity to evoke a strong sense of arrival to this emerging community, and encourages development of landmark buildings in high profile locations. The Gateway designation notes "higher distinctive buildings are encouraged to mark the gateway to Langley". The proposed height variance has been incorporated into Development Permit No. 100925.

GHG Development Permit:

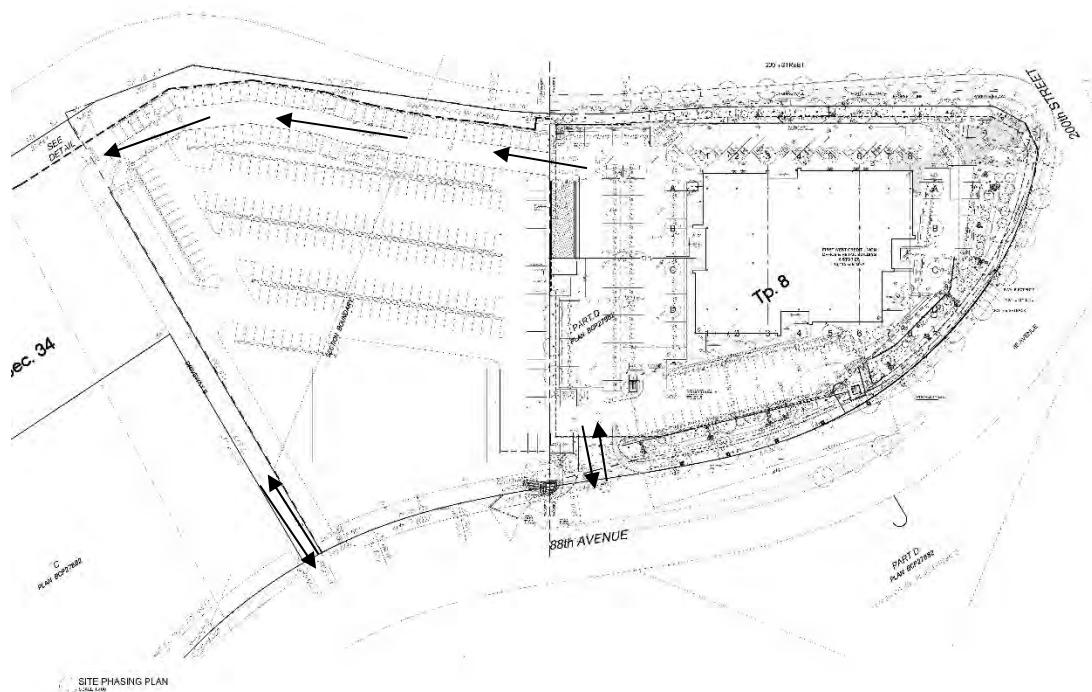
The subject property is located in Development Permit Area "O" of the Willoughby Community Plan, which establishes objectives to promote energy conservation and reduction of greenhouse gas emissions through the issuance of a Development Permit. Council through Bylaw No. 5246 (Development Permit Delegation 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 Energy Conservation and GHG Emissions Permit is being processed concurrently and its issuance is required prior to building permit as indicated in Development Permit No. 100925.

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 Schedules "I" and "J" of Development Permit No. 100925, and is required to comply with the Township's Sign Bylaw. Freestanding signage is proposed outside the plaza portion along 200 Street.

Access and Parking:

Access will be provided to the site from 88 Avenue by a driveway (restricted to right in/out movements) and via a pedestrian connection to the greenway on 200 Street and along 88 Avenue to the proposed development permit area. The applicant has also proposed a cross access easement between future Lot 1 and future Lot 2 to allow for a signalized full turn movement at 88 Avenue (as shown on the ingress/egress site context map below).¹



Site Context: Ingress/Egress

A total of 461 parking spaces are provided on the site in compliance with the Zoning Bylaw requirement of 455 parking spaces, with 174 surface parking spaces and 287 underground parking spaces.

The proposed parking is summarized in the following table:

	Parking Spaces Required
Office Space (1 space per 28 m ²)	342
Retail Space (1 space per 20 m ²)	99
Recreational Space	7
Total Parking Spaces Required	455
Total Surface Parking Provided	174
Total Underground Parking Spaces Provided	287
Total Parking Spaces Provided	461

Landscaping:

Landscaping includes concrete planters and trees strategically planted to create green open spaces to provide definition and separation between different types of traffic. Proposed plantings to the site include 93 new replacement trees and landscape screen along all lot lines. Pavers to separate pedestrian crossings have been utilized to enhance the pedestrian experience. A

greenway located at the perimeter of the northern portion of Lot 1 is proposed, which leads to a plaza at the corner of 88 Avenue and 200 Street. Additional sidewalk width has been provided (total of 3 m (9.8 ft) along 88 Avenue greenway, which also provides new street trees and seating opportunities for the public. The plaza includes seat walls, scored concrete paving and bollard lighting. The applicant notes that this open space will be utilized as a space for sitting, lunch, resting or playing.

Tree Protection/Replacement:

No significant trees were identified on the subject site. In compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), the applicant is required to plant 93 replacement trees and those are provided on the landscape plans. Final tree protection and replacement plans are required to the acceptance of the Township as a condition of the Development Permit.

Public Information Meeting:

Given the application's consistency with the Carvolth Neighbourhood Plan and its compatibility with the Gateway designation, the requirement for the applicant to hold a public information meeting pursuant to Section 3.1 of the Developer Held Public Information Meeting Policy has been waived.

Staff note that the applicant held a voluntary information meeting on November 15, 2017. The applicant's summary of the voluntary meeting is provided as Attachment D to this report.

Staff note that an opportunity for public input is provided through the notification mail-outs to adjacent property owners / occupants consistent with Township bylaws.

Intergovernmental Implications:

As the subject site is located within 800 m of a controlled access highway (Highway 1) and is over 4,500 m² (48, 438 ft²) in size, approval of the Development Permit by the Ministry of Transportation and Infrastructure (MOTI) is required prior to Council's consideration of the Development Permit. MOTI has provided approval for the proposed development.

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.

Servicing:

A Servicing Agreement will be required prior to final approval of the Development Permit to secure road and utility upgrades and extensions, and landscaping in accordance with the Township's Subdivision and Development Servicing Bylaw, to the acceptance of the Township. A deceleration lane is proposed along 88 Avenue to provide adequate sight distance for the eastern driveway ingress and egress. Furthermore, a signalization of the future midblock driveway is proposed to allow full movement to 88 Avenue. Submission of a site-specific onsite servicing and storm water management plan (onsite detention) in accordance with the Subdivision and Development Servicing Bylaw, to the acceptance of the Township and an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

The subject parcel has a covenant registered on title, which requires the proposed development to confirm that the traffic volumes generated will not exceed the maximum traffic volumes indicated in the covenant. The applicant has provided a traffic study as per this requirement, which indicates its compliance with this covenant.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitat 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 Township of Langley Official Community Plan, 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.

A restrictive covenant in favour of Fisheries and Oceans Canada indicates an approximate 5 m (16.4 ft) wide corridor along the east and south boundary of the site. The corridor is to accommodate construction of a channel and plantings ("bio-swale") as part of fish habitat compensation requirements associated with Highway 1/200 Street Interchange works. The bio-swale will be constructed as part of this project and details are provided in landscape drawings. The project environmental consultant has reviewed landscape drawings and confirmed the bio-swale will comply with the intent of the existing covenant.

POLICY CONSIDERATIONS:

The proposed development complies with the site's Gateway designation in the Carvolth Neighbourhood Plan and Willoughby Community Plan in addition to its Comprehensive Development CD-49 zoning (with the exception of variance noted). The proposal, in staff's opinion is in compliance with the Development Permit Guidelines of the Carvolth Neighbourhood Plan.

Staff have notified adjacent property owners that this Development Permit is being considered at this meeting, and they may attend and speak to the matter should they deem necessary.

Council's consideration of the Development Permit must be based on the form, character and siting of the proposal. Staff recommend that the Development Permit be issued as attached.

Respectfully submitted,

Ruby Sandher
 DEVELOPMENT PLANNER
 for
 COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No. 100925 and Schedules A through O
ATTACHMENT B	Excerpt from the Carvolth Neighbourhood Plan – Development Permit Area 'M' – Carvolth
ATTACHMENT C	Applicant rationale dated November 24, 2017
ATTACHMENT D	Voluntary Information Meeting Reporting

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 100925

This Permit is issued this _____ day of _____, 2018 to:

1. Name: Foundation Properties (Northpoint) Ltd.

Address: 205, 15240 - 56 Avenue
Surrey, BC V3S 5K7

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: Lot D Section 27 and 34 Township 8 New Westminster
District Plan BCP27882

CIVIC ADDRESS: 19933 – 88 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 substantial compliance with Schedules “A” through “K”;
 - b. Landscape plans being in substantial compliance with Schedule “L” through “O”
 - c. Provision of final tree retention, replacement, protection details and security in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) to the acceptance of the Township;
 - d. Section 949.7 (Height of Buildings and Structures) of Township of Langley Zoning Bylaw No. 2500 being varied from 15 m (49.2 ft) to 26.6 m (87.3 ft).
 - e. All signage being in compliance with Schedules “I” and “J” and in compliance with the Township’s Sign Bylaw;
 - f. Rooftop mechanical equipment to be located so that it is not visible from adjacent roads or alternatively screened from view by compatible architectural treatments; and
 - g. 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 an Energy Conservation and GHG Emissions Reduction Development Permit;
- b. Submission of a site specific onsite servicing and storm water management plan (including onsite detention) in accordance with the Subdivision and Development Servicing Bylaw, to the acceptance of the Township
- c. Onsite landscaping being secured by a letter of credit at the building permit stage;
- d. Submission of an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township;
- e. Execution of a Servicing Agreement to secure required road and utility connection and extensions, and landscaping in accordance with the Township’s Subdivision and Development Servicing Bylaw, to the acceptance of the Township;

- f. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township's Exterior Lighting Impact Policy to the acceptance of the Township;
 - g. Preparation of a CPTED (Crime Prevention Through Environmental Design) report to the acceptance of the General Manager of Engineering and Community Development and incorporation of its recommendations into the final development design;
 - h. Payment of supplemental Development Permit application fees; and
 - i. Payment of applicable Development Cost Charges and Building Permit administration fees.
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 _____, 2018.

Attachments:

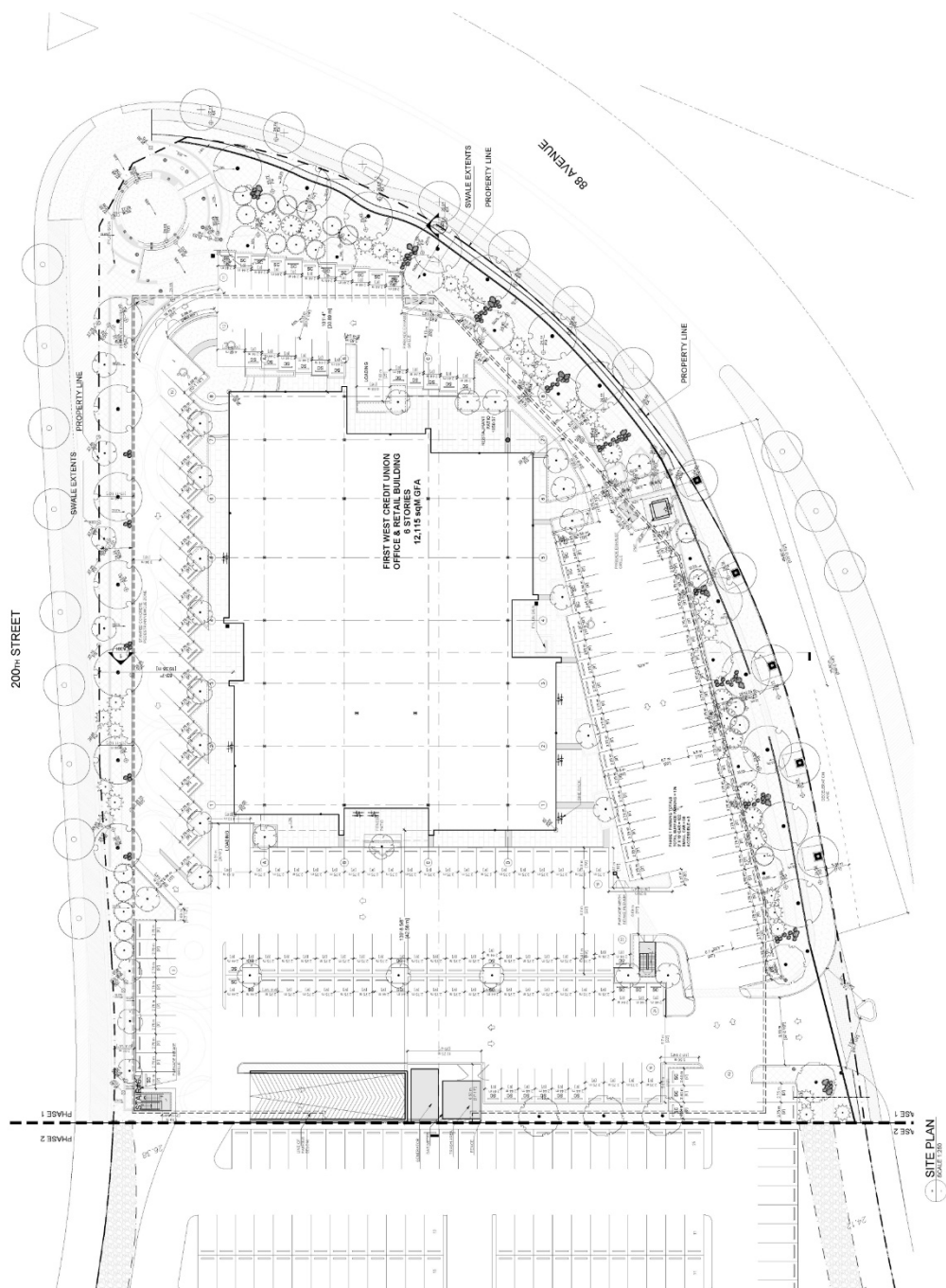
SCHEDULE A	Rendering
SCHEDULE B	Rendering
SCHEDULE C	Site Plan
SCHEDULE D	South Building Elevation
SCHEDULE E	East Building Elevation (Adjacent to 200 Street)
SCHEDULE F	North Building Elevation
SCHEDULE G	West Building Elevation
SCHEDULE H	Underground Parking Plan
SCHEDULE I	Signage Plan
SCHEDULE J	Signage Plan
SCHEDULE K	Colours and Materials
SCHEDULE L	Landscape Plan
SCHEDULE M	Landscape Details
SCHEDULE N	Landscape Details
SCHEDULE O	Landscape Details



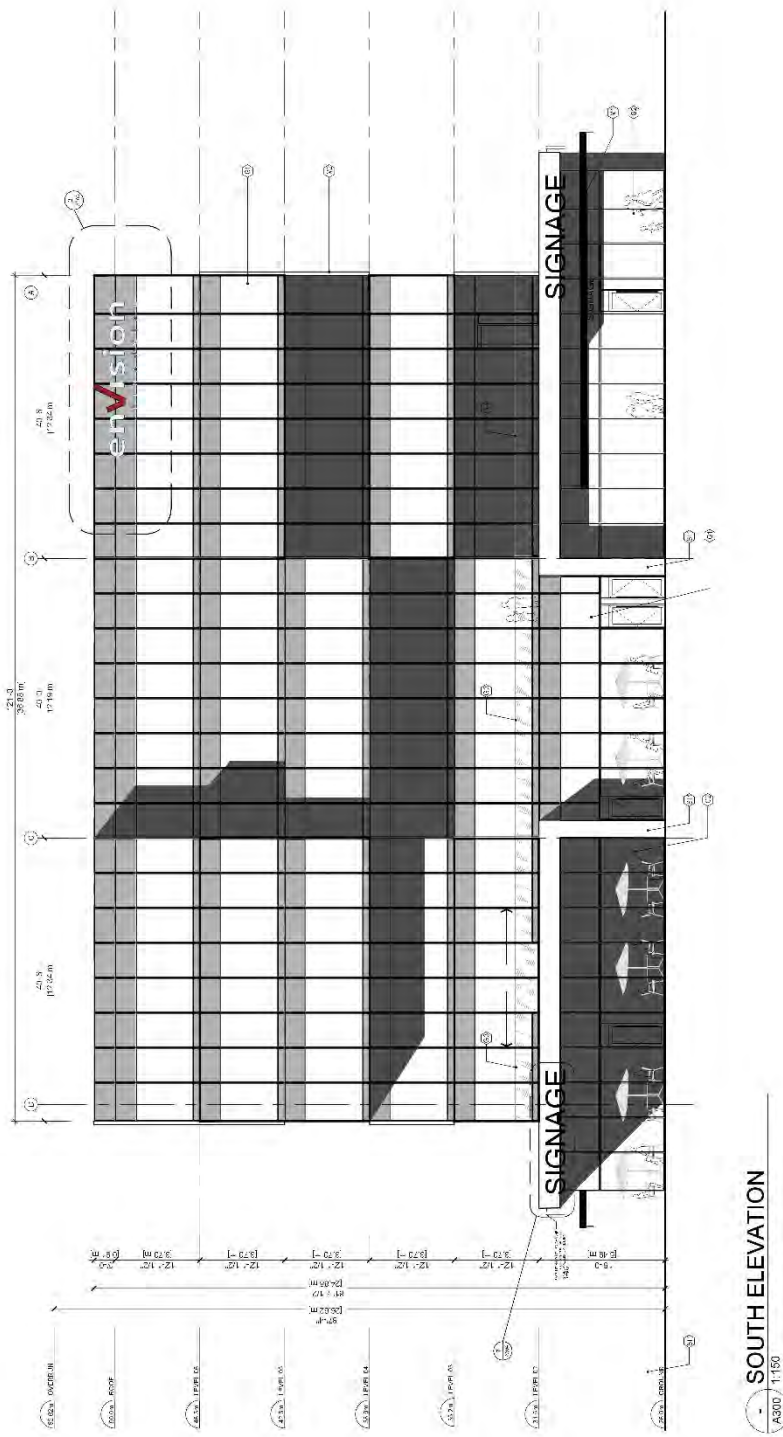
SCHEDULE A RENDERING



SCHEDULE B RENDERING

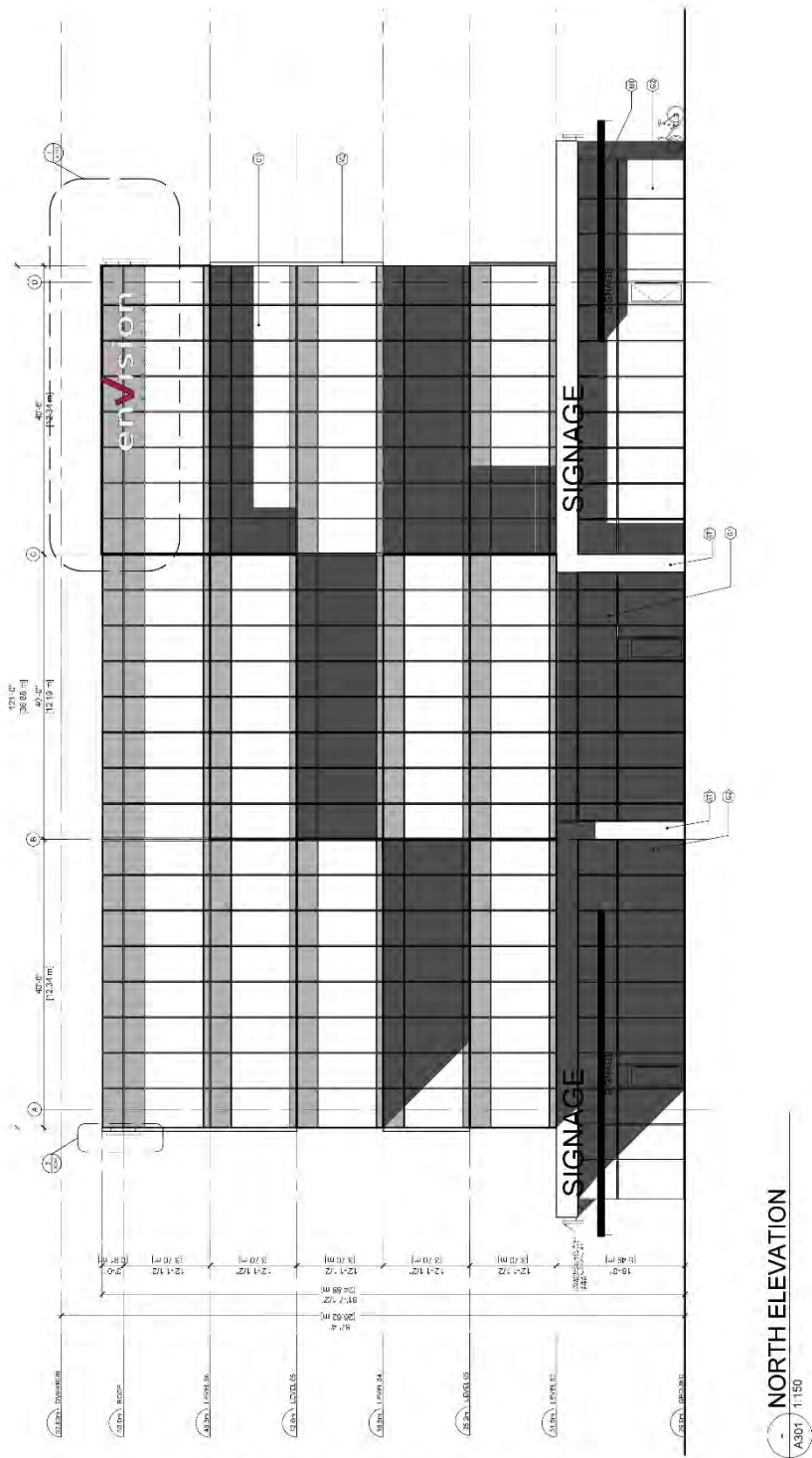


SCHEDULE C SITE PLAN

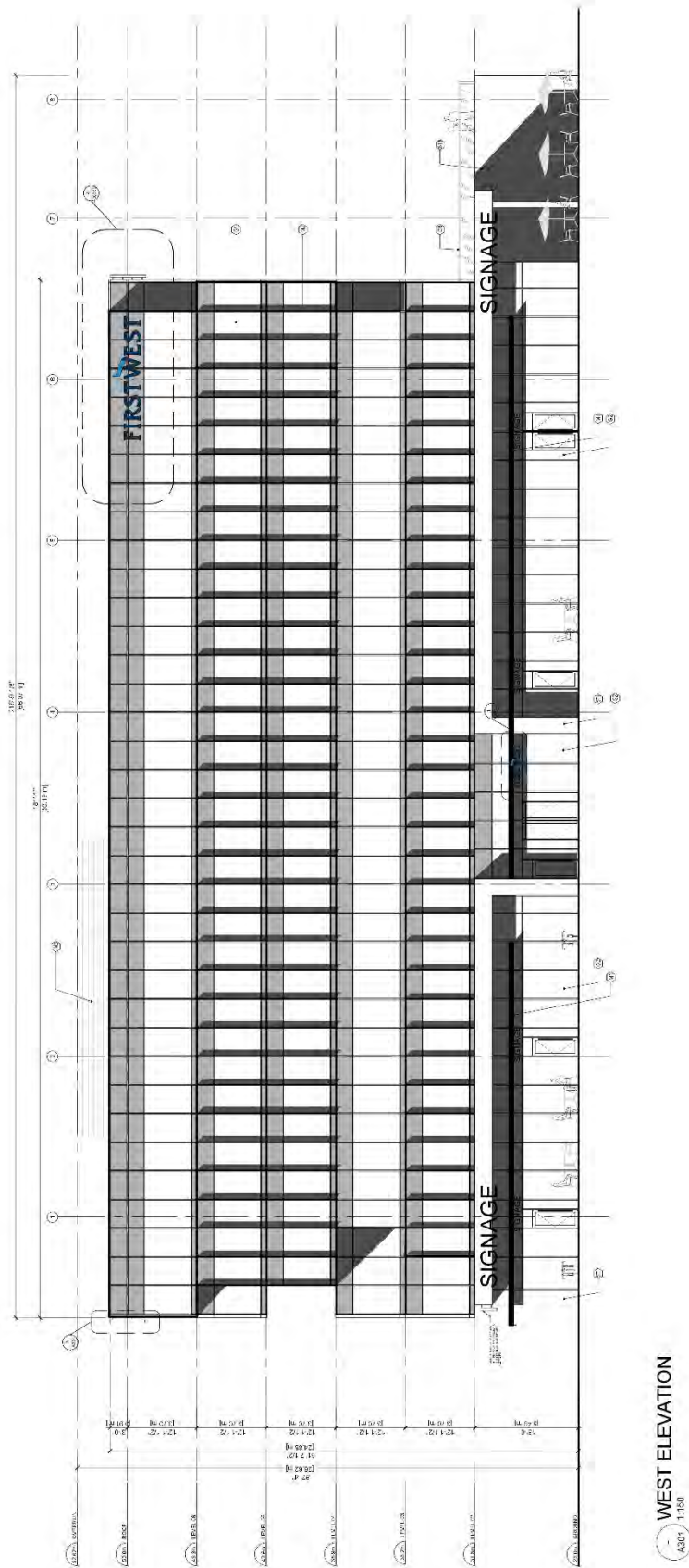


SCHEDULE D SOUTH BUILDING ELEVATION

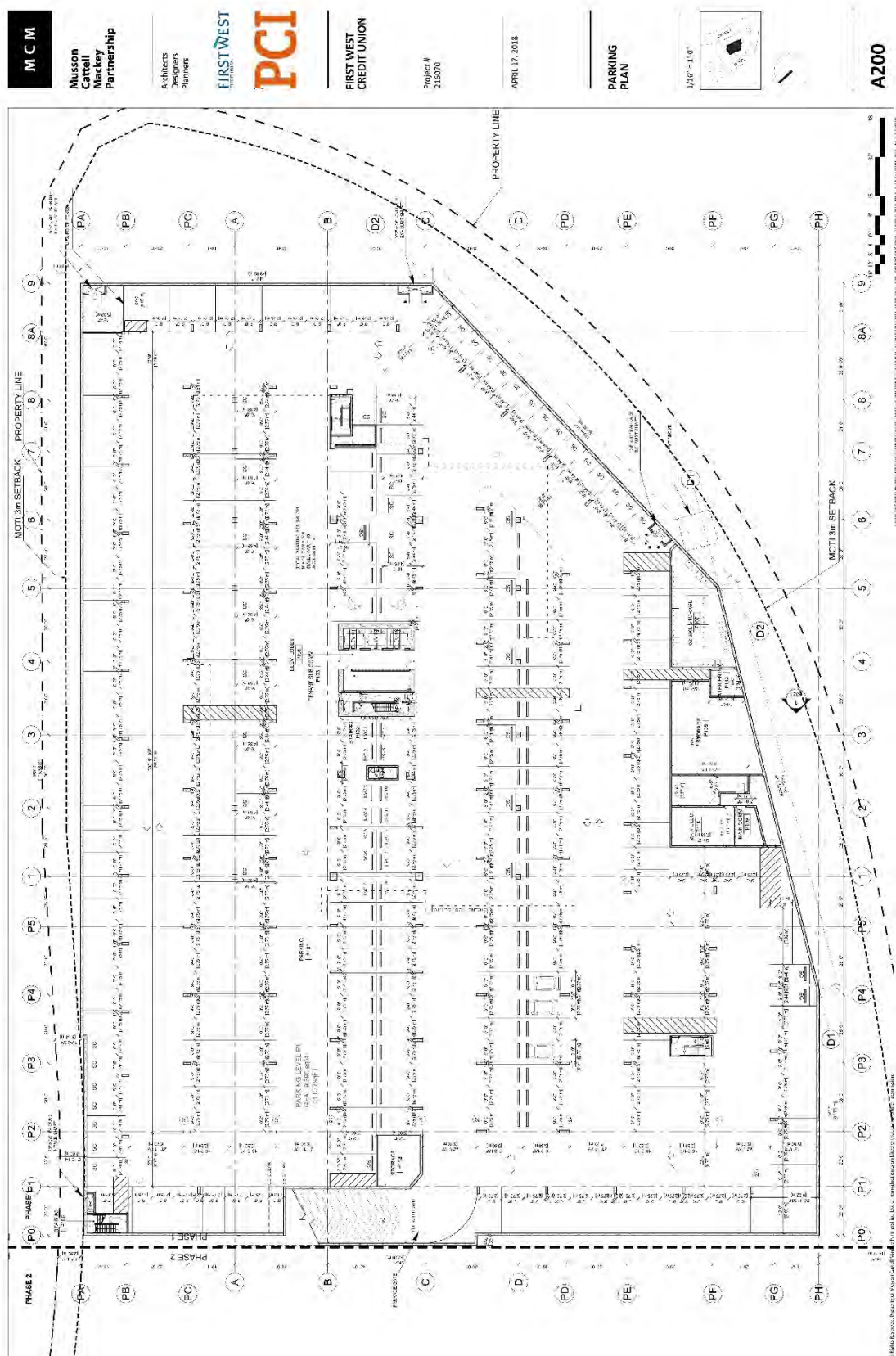


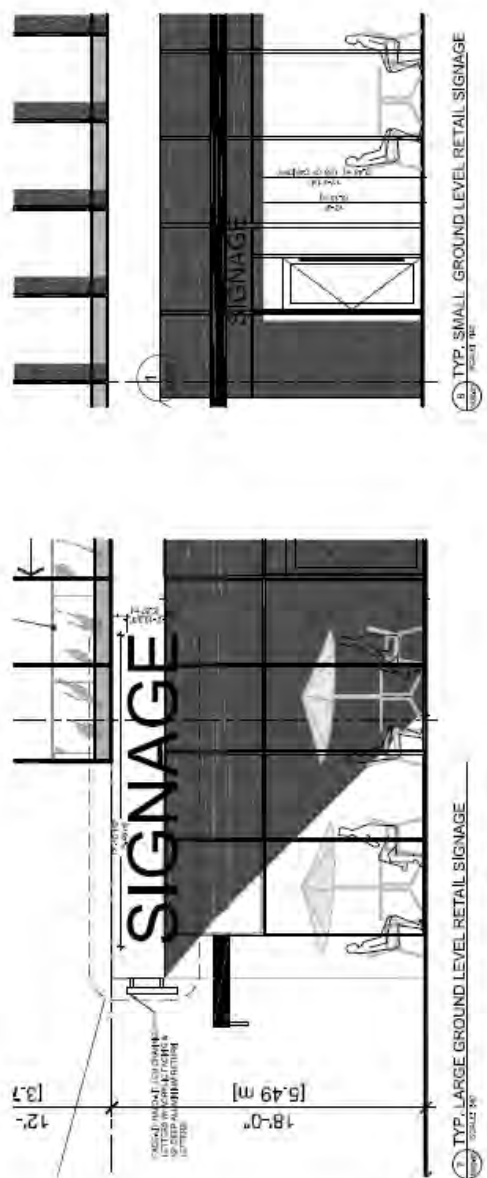
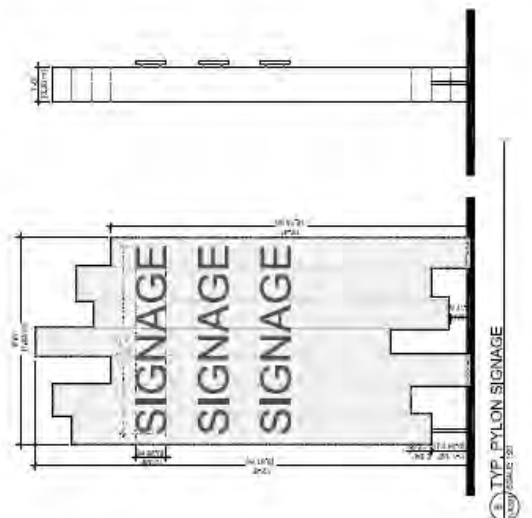
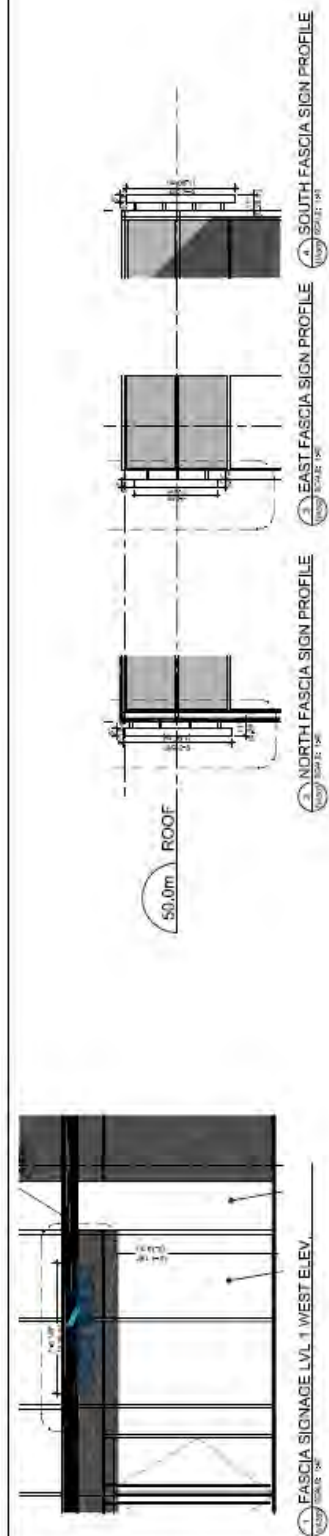


SCHEDULE F
NORTH BUILDING ELEVATION

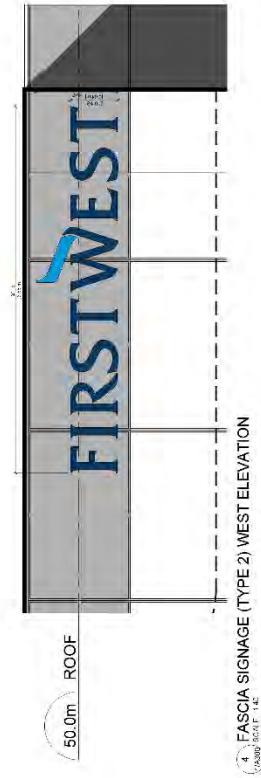
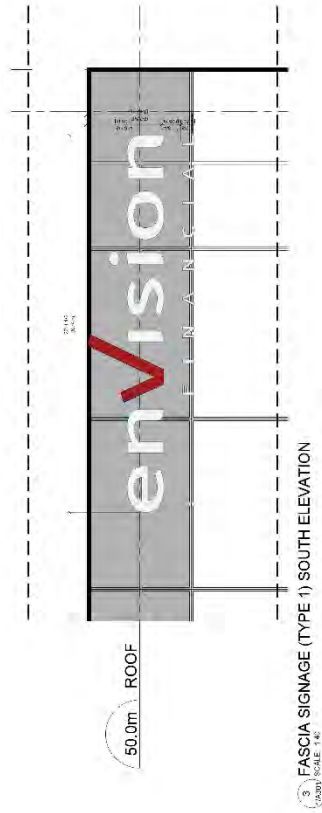
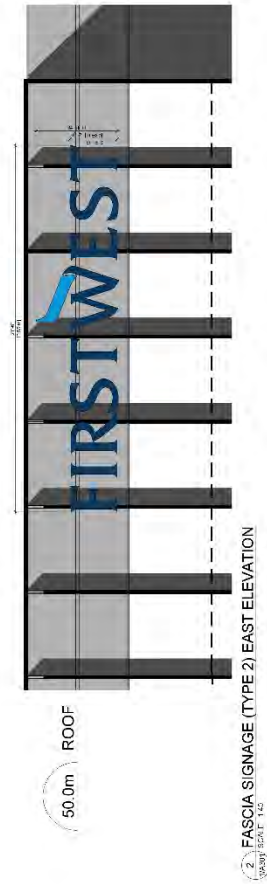
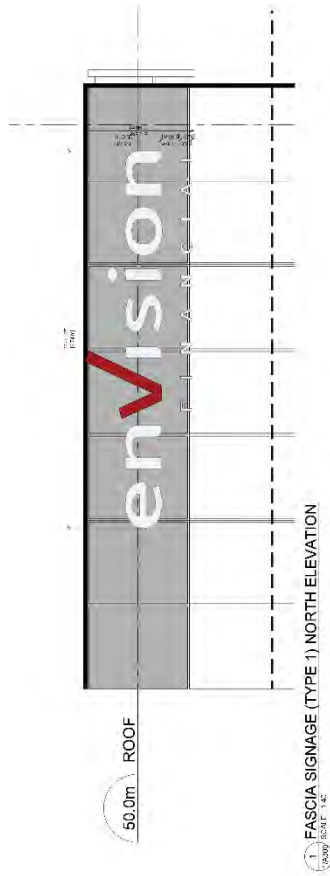


SCHEDULE G WEST BUILDING ELEVATION

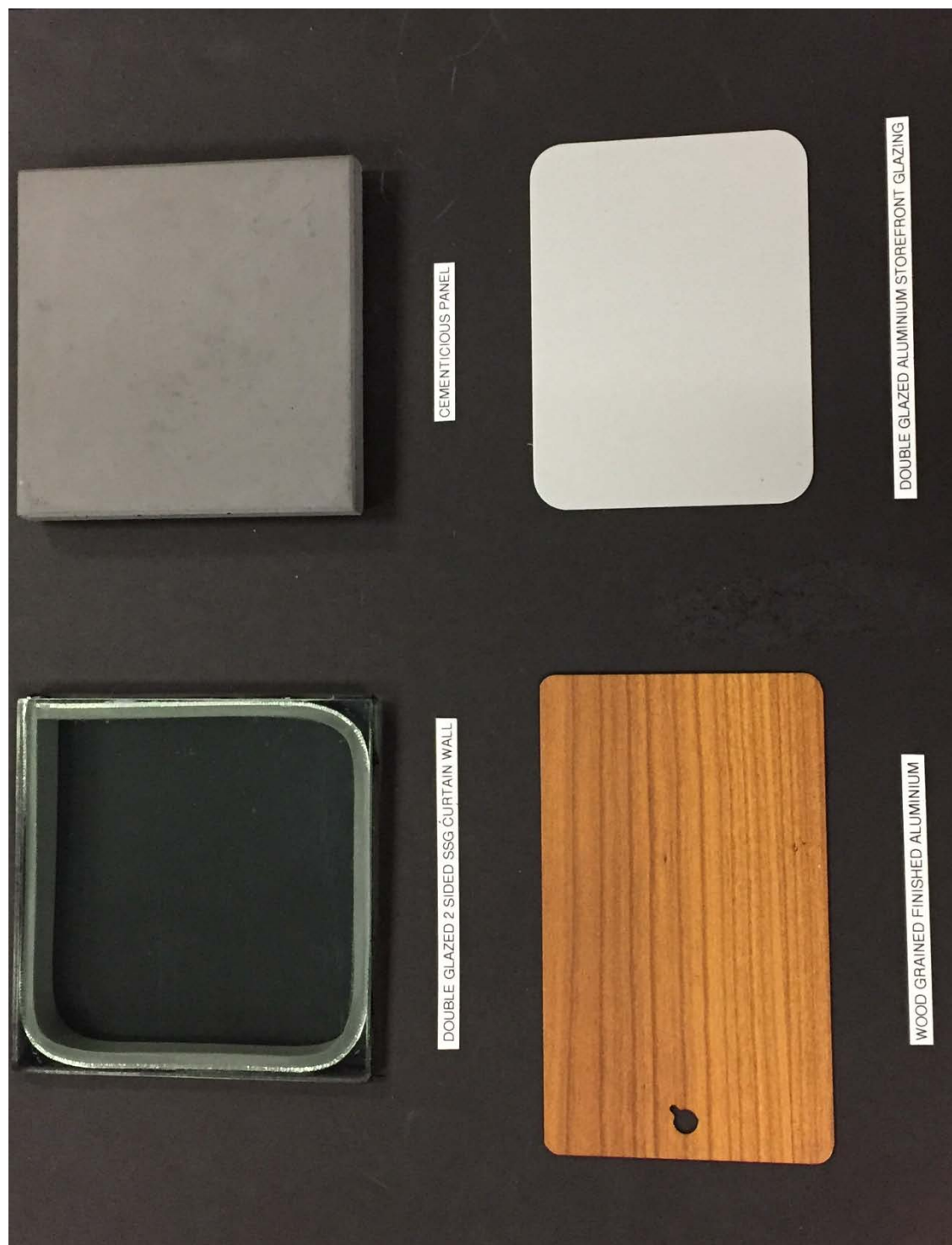




SCHEDULE I SIGNAGE PLAN



SCHEDULE J SIGNAGE PLAN



SCHEDULE K COLOURS AND MATERIALS

SCHEDULE L LANDSCAPE PLAN



SCHEDULE L LANDSCAPE PLAN

E.2

van der Zaag + associates inc.
 architect • interior • civil • structural
 1000 Hwy 7 E. #100
 Richmond Hill, ON L4B 1N2
 Tel: (905) 709-3300
 Fax: (905) 709-3301

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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

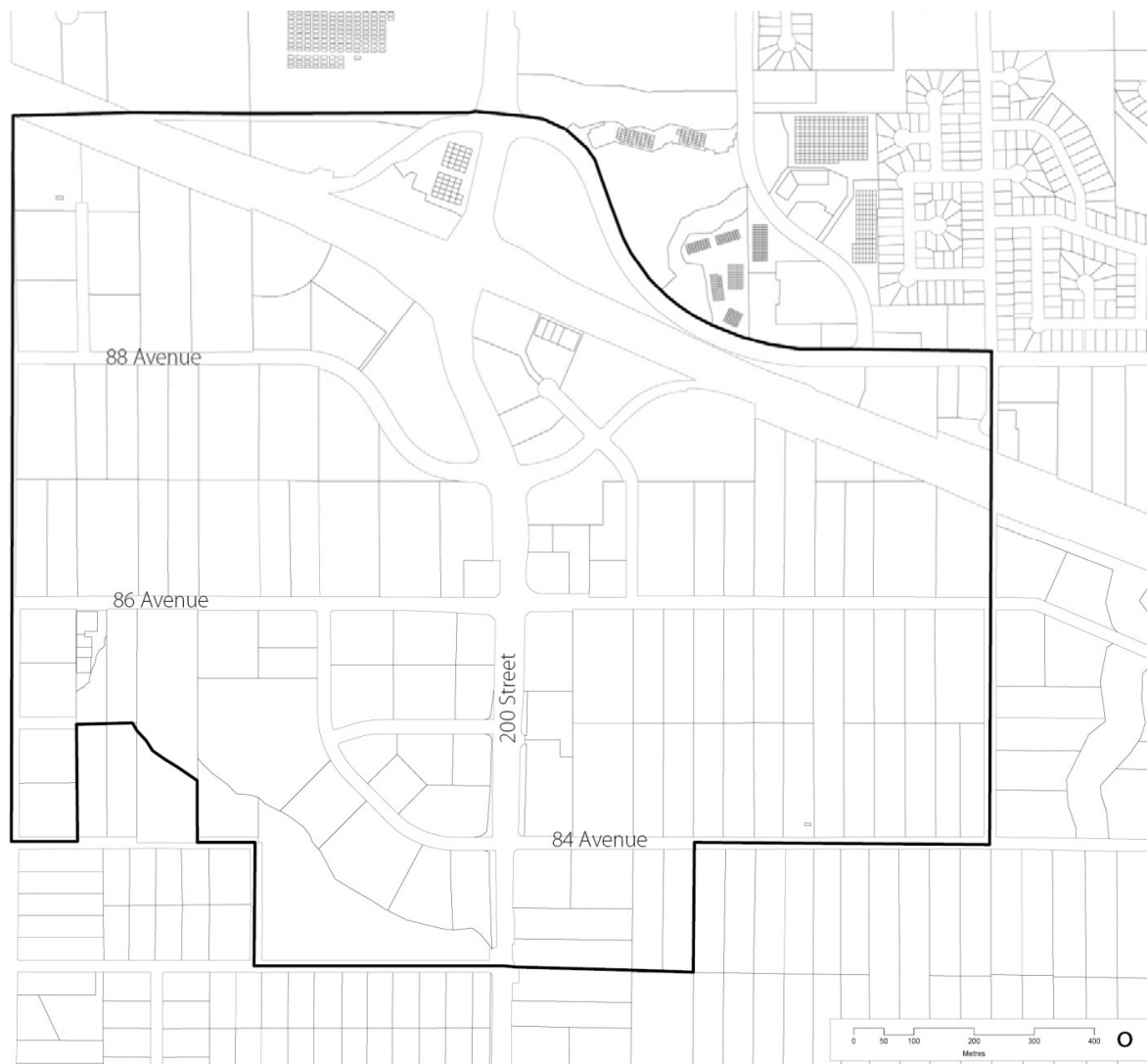
The Carvolth Development Permit Area is identified in the Willoughby Community Plan as Development Permit Area “M”. The lands identified on Figure 42: Carvolth Development Permit Area are designated under the following sections of the Local Government Act:

- 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.

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 43. Mid-block pedestrian pathways increase connectivity.

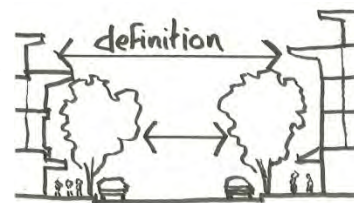


Figure 44. Buildings and street trees can be used to create "street definition".

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.

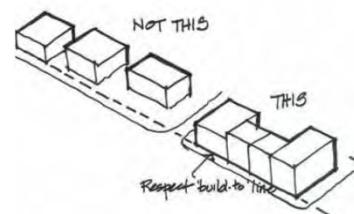


Figure 45. Use a common "build to line" to create a street definition and a sense of enclosure.

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.

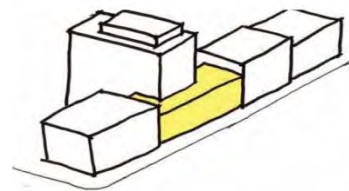


Figure 46. The base massing of this taller building should complement setbacks and heights of adjacent buildings.



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.

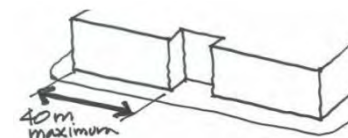


Figure 48. Limit the visual mass of building façades to lengths of 40 m or less.

- 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 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.

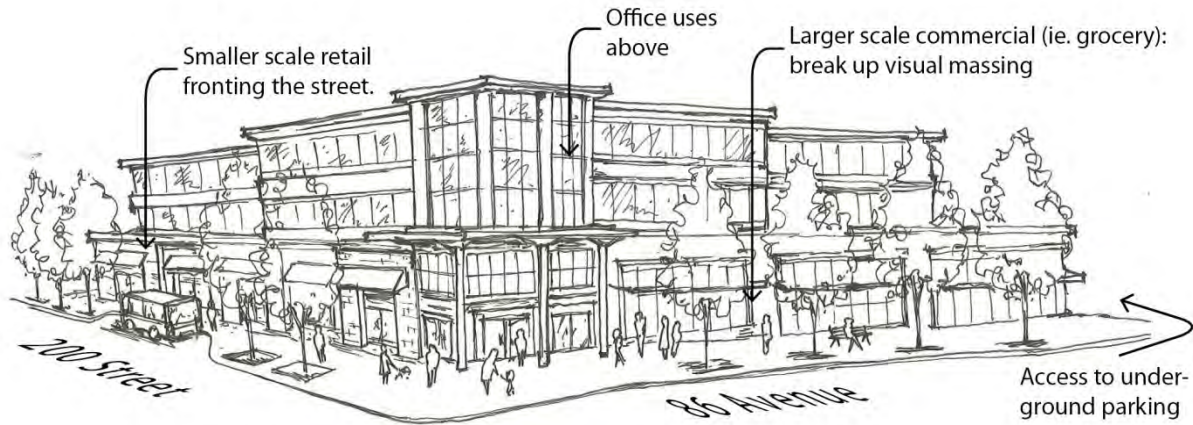


Figure 51. Orient buildings to, and provide direct pedestrian access from, the adjacent public street/sidewalk.



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.

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.

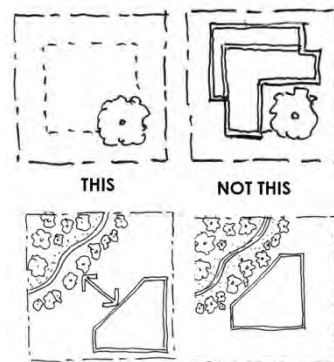


Figure 54. Retain existing trees and buffer ecologically sensitive areas.

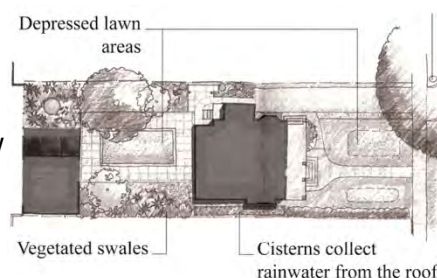


Figure 55. Landscape design can contribute to local ecosystem health.

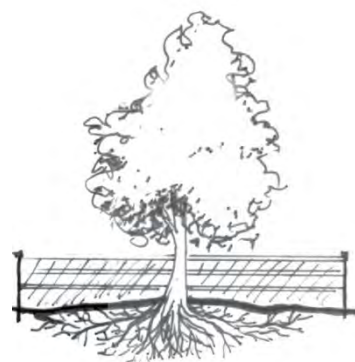


Figure 56. Protective barriers around existing trees.

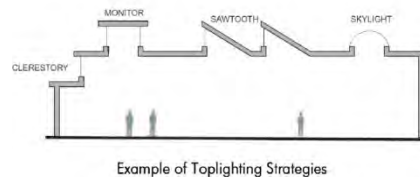


Figure 57. Roof openings can provide lighting where typical side lighting is restricted.

- 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.

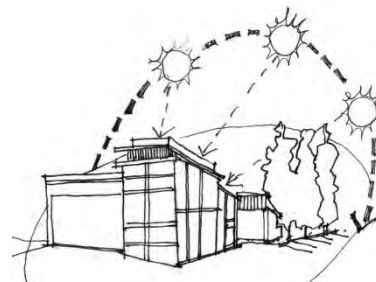


Figure 58. Buildings oriented to maximize use of solar energy.

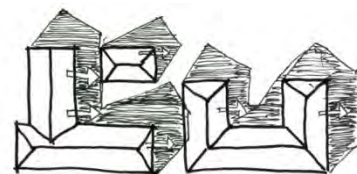


Figure 59. Corner and through units facilitate natural ventilation and daylight access.

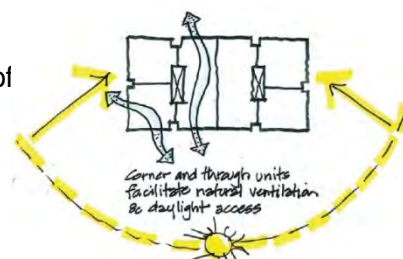


Figure 60. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open

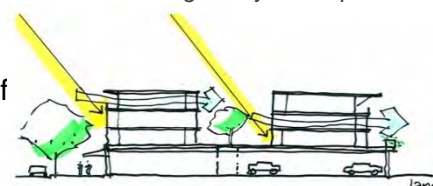


Figure 61. Through units allow for natural ventilation and increased daylight access.

- 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 interior 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.

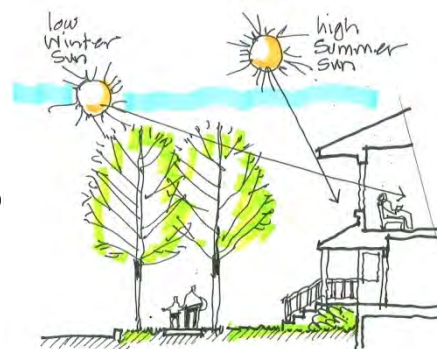


Figure 62. Ensure light penetration into interior living spaces in winter, and protection from direct sunlight in the afternoon hours of summer.

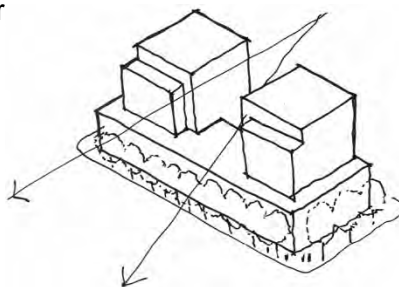


Figure 63. Slender building forms enhance daylight penetration and cooling through cross ventilation.



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.

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

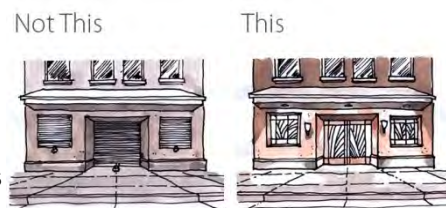


Figure 68. Security grilles can be incorporated in an attractive way.

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.

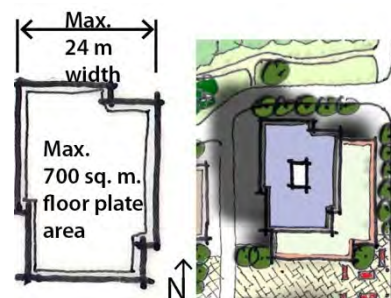


Figure 69. Tall buildings.

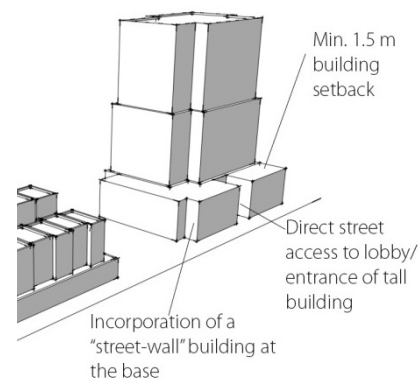


Figure 70. Ensure vertical and horizontal articulation.

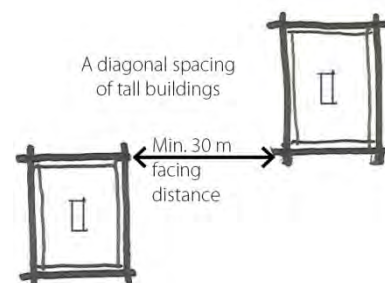


Figure 71. Spacing of tall buildings.



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:

- 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.



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

- 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.

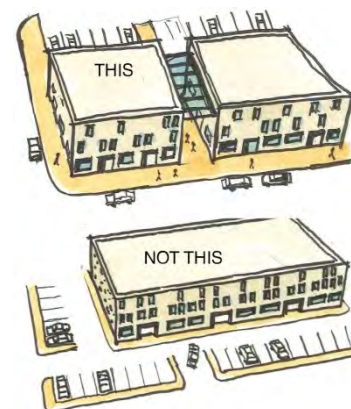


Figure 74. Off-street parking uses should not be located between the front of a building and the public sidewalk.



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 sight 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.

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.

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.

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.



Figure 78. Stormwater infiltration as an amenity for residents.



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



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

Pervious Paving:

- Ensure protection of pervious paving from sedimentation during and after construction.
- Surface slope 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.

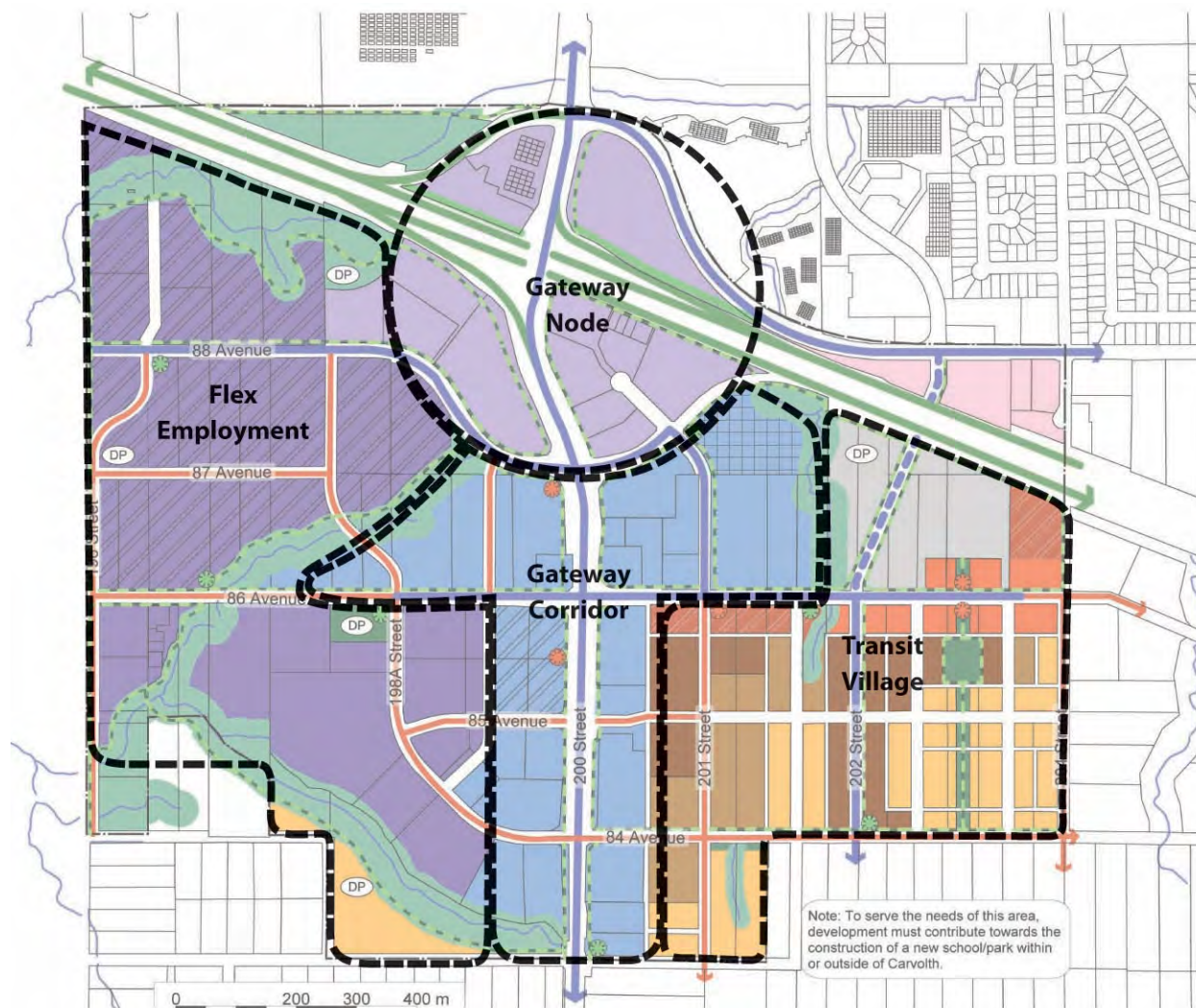


Figure 81. Map of Character Areas.

Figure 82. Illustrative Concept Plan: Gateway Node.





Figure 83. View of Carvolth Gateway Looking West From Highway 1.

3.5.1 Gateway Node

The subject planning area, or ‘node’, is comprised of properties adjacent to the 200 Street Interchange at Carvolth. The location presents a significant opportunity to evoke a strong sense of arrival to this emerging community within the Township of Langley BC. The vehicle interchange is a strategic access point to the Township from the regional transportation network. Approximately 80,000 vehicles travel through this interchange every day and for many visitors it is their first impression of the community.

It is intended that the area adjacent to the roadway interchange be developed as an urban Gateway. It will serve as a landmark that builds anticipation and celebrates arrival at Carvolth. Thoughtful urban design can improve the quality of experience and convenience of a street and a district. It can establish the physical character of Carvolth as a unique and definable place. Its image and identity can be partially formed by the placement, scale and architectural design of the buildings, open spaces and streetscapes.

The composition and aesthetics of these elements can visually communicate the transition from highway to urban community. Along with individual expressive components overlaid on the buildings and spaces, the initiatives and activities of the people living and working Carvolth will animate the place and provide visual cues to motorists of a vital commercial, cultural and pedestrian- friendly precinct.

To achieve the visual qualities and experience of an urban gateway, start with the following:

- Site prominent buildings with signature architecture in areas of key visibility. Design gateway buildings to emphasize the focal nature of these locations.
- Maintain a minimum facing distance between tall buildings of 35 m to ensure adequate light, air and views.
- Orient buildings so that they present an attractive facade toward the highway.
- Utilize buildings and landscaping to effectively screen large parking areas, service and loading areas.
- Where possible buildings should be aligned parallel to the street. At intersections, buildings should be placed at or near the sidewalk of both streets to “hold the corner.”
- Provide visual design cues to motorists that they are entering an area with higher pedestrian activity (i.e., change in paving patterns, narrower lane widths, street trees etc.).

Figure 84. Illustrative Concept Plan: Gateway Corridor.





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.

**Musson
Cattell
Mackey
Partnership**

November 24, 2017

Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1

Attention: **Ruby Sandher**
Planner
rsandher@tol.ca

Dear Ruby:

Re: **LETTER OF INTENT
88th Ave. and 200th St.
DEVELOPMENT APPLICATION NO. 08-34-0080**

Architects
Designers
Planners

A Partnership
Of Corporations

Oceanic Plaza
1066 West Hastings Street
Suite 1900
Vancouver, British Columbia
Canada V6E 3X1

T 604. 687. 2990
F 604. 687. 1771
www.mcmaprarchitects.com

PCI Developments, in collaboration with tenant partner First West Credit Union (FWCU), is proposing to develop a landmark six-storey commercial office and retail building at the high-profile Gateway node on southwest quadrant of Highway 1 and 200th St. The building will be FWCU's head office. FWCU is BC's third-largest credit union and with this development are solidifying their commitment to Langley as a strong, growing local business, despite attractive relocation opportunities in surrounding municipalities.

In accordance with the prevailing community plan, the First West Credit Union building would be a prominent, architecturally distinct building marking Langley's Gateway Node. In addition to First West Credit Union who would occupy approximately 70% of the building, the building would accommodate high quality office, restaurant & service retail tenants. Our project team has spent considerable time in designing a public realm & landscape plan that will be pedestrian and cyclist friendly and is intended to welcome pedestrians in from intimidating, high traffic street front at 200th Street interchange to pleasant retail storefront & landscape via prominent public plaza.

The project would target LEED Gold certification and provide over 20,000 square feet of high quality retail and over 103,000 square feet of Class A office space on large approximately 20,000 square foot floor plates with ample natural light throughout. We anticipate the project would house over 550 office workers and over 150 retail jobs, providing for over 700 jobs at the property. The building would include 1 level of underground parking providing for approximately 275 parking stalls and secured bicycle & general storage. The property would also feature approximately 175 surface parking stalls, which in conjunction with underground parking would be in accordance with Langley's by-law requirements.

The building massing and façade expression is inspired by a simple, but abstract mass of 'stacked lumber' that when bundled together create a composition much stronger than the sum of its parts as a metaphor for the Credit Union. The rectangular building footprint is nominally 170'x120' with the long elevations parallel to 200th street. This site orientation is reinforced by a linear horizontal expression on the long elevations and varied lengths protruding on the building 'ends'. This creates a varied façade texture addressing the gateway into Carvolth and the intersection of 200th & 88th. The wood metaphor is reinforced by warm 'Wood' grain finishes on the soffits, canopies, and vertical sun shades on

Township of Langley
November 24, 2017

Architects
Designers
Planners

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the office floors. At grade, retail uses are gathered by linear projected slabs to define uses and reinforce the pedestrian scale of the building. The massing and articulation of the building creates a strong sense of arrival and also references Langley's evolving growth from Industry/agriculture to a diverse economy. It is intended to be a visual signature that celebrates the moment of arrival into the community from HWY 1 and Northwest Langley.

A height relaxation is sought to permit the six storey office building. The additional height is sought to permit potential future expansion by First West Credit Union within the building. We note that the proposed six storey building height contributes to defining the Gateway Node as per the objectives for Carvolth Neighbourhood Plan's. The applicant team hosted a voluntary PIM for the proposal and height variance on November 15, 2017. Responses from the community were unanimously supportive of the proposal.

The applicant team is experienced and reputable in the delivery of high quality office space and corporate headquarters. MCM and PCI's most recent project is the recently completed, award-winning Coast Capital Savings Help Headquarters building in Surrey. In addition to MCM, PCI have engaged predominantly the same project team from this successful project of similar scale to the proposed First West Credit Union building.

We greatly appreciate the significance of this gateway property to the Township, and believe our proposal satisfies the Township's objectives as outlined in the Carvolth Neighbourhood Plan, particularly in consideration of the abnormal dimensions & constraints of the property.

Yours truly,

**MUSSON CATTELL MACKEY PARTNERSHIP
ARCHITECTS DESIGNERS PLANNERS**

A stylized, handwritten signature in black ink, appearing to read 'POdegaard'.

Peter Odegaard, Sr. Associate
ARCHITECT AIBC

POTTINGER BIRD

COMMUNITY RELATIONS

First West Credit Union Building
Public Information Meeting
Summary Report

November 15, 2017
4:00 – 7:00pm

Fenridge Room, Sandman Signature Langley Hotel
8828 201 Street, Langley, BC

PCI Developments

1.0 Introduction

PCI Developments, in collaboration with their tenant partner First West Credit Union, is proposing to develop a landmark six-storey commercial office and retail building, through a development permit application, at the high-profile Gateway node on the currently vacant southwest quadrant of Highway 1 and 200th Street in Langley. The building will serve as First West's new head office. First West Credit Union is B.C.'s third largest credit union, and with this development, they are solidifying their commitment to Langley by consolidating offices from other municipalities and as a strong, growing local business.

Designed by Musson Cattell Mackey Partnership Architects, the proposal has a floor space ratio of 0.93 that features over 103,000 square feet of commercial office space and approximately 20,000 square feet of high-quality retail that will be built to accommodate restaurant and retail uses on the ground floor. The building would include 1 level of underground parking with approximately 275 vehicle stalls and secured bicycle storage. In addition, the site features pedestrian and cyclist paths & greenways and an outdoor public plaza.

On November 15, 2017 the project team hosted a Public Information Meeting (PIM) to share the development plans with the community – including Township Staff, Mayor and Council - to gather feedback on the proposal. A turnout of approximately 25-30 members of the community garnered a total of 2 comment cards.

2.0 Notification

A letter of notification (**Appendix A**) was delivered to 40 addresses provided by the Township within the notification area. In addition, the project team invited First West Credit Union employees, Township Staff, Mayor and Council to attend the PIM.

3.0 Public Information Meeting

The meeting was well attended and although not everyone signed-in, there was a total of 21 people registered at the event. (*A copy of the Sign-in Sheets are provided in **Appendix B***). The meeting followed an informal format, with 15 display boards (**Appendix C**) positioned around the room, and 6 members of the project team available to speak with the community. No formal presentation was made. The display boards presented information on:

- Project Team
- Map of Site Location
- Policy Context
- Official Community Plan
- Project Proposal, Renderings & Diagrams
- Floorplans, Amenities & Public Benefits

3.1 Written Input

Comment sheets were available at multiple stations throughout the room, and participants were encouraged to privately record their feedback on the proposal (**Appendix D**)

3.1.1 Comment Cards

2 comment cards were completed and submitted at the Public Information Meeting. The following is a summary of the comments received, verbatim:

"In full support"
"Beautiful building; Would be an asset for Langley as a whole; Great pedestrian oriented site plan."

3.1.2 Analysis of Comments

Of the 2 comment cards received, 100% (2 people) were supportive of the project moving forward.

4. Summary

The overall sentiment in the room was positive towards both the design scheme and the land use proposed. There was a number of attendees from First West Credit Union who expressed interest and excitement for the building design, the public realm, retail opportunities as well as the fitness amenity. There was a handful of property owners and/or real estate industry members who were curious of the proposal and the development process. We also had two neighboring residential property owners attend who expressed support for the proposal and the overall lift this proposal would have on the neighbourhood. Three members of Council attended, as well as the Mayor.

5. Appendices

Appendix A – Notification Flyer

Appendix B – Copy of Sign-in Sheets

Appendix C – Display Boards

Appendix D – Copy of Comment Cards

PLEASE JOIN US!

PCI Developments Corp. has applied to the Township of Langley to develop the property located in the southwest quadrant of the 200th Street interchange of Highway 1

We are pleased to announce that PCI Developments Corp., in collaboration with First West Credit Union, has applied for a Development Permit application (08-34-0080) to develop a landmark six-storey commercial office and retail building at the high-profile Gateway node on the currently vacant southwest quadrant of Highway 1 and 200th Street in the Carvolth Neighbourhood.

The proposed building would serve as First West's new head office, and would provide for approximately 500 jobs at the property. The proposal features over 103,000 square feet of commercial office space and approximately 20,000 square feet of high-quality retail. Over 70% of the office space would be occupied by First West Credit Union.

The proposal complies with the Comprehensive Development Zone CD -49, with the exception of a height variance to allow for 6-storeys which is consistent with heights envisioned in the Carvolth Neighbourhood Plan.

The project team invites you to attend a voluntary Public Information Meeting and welcomes your input at this time.

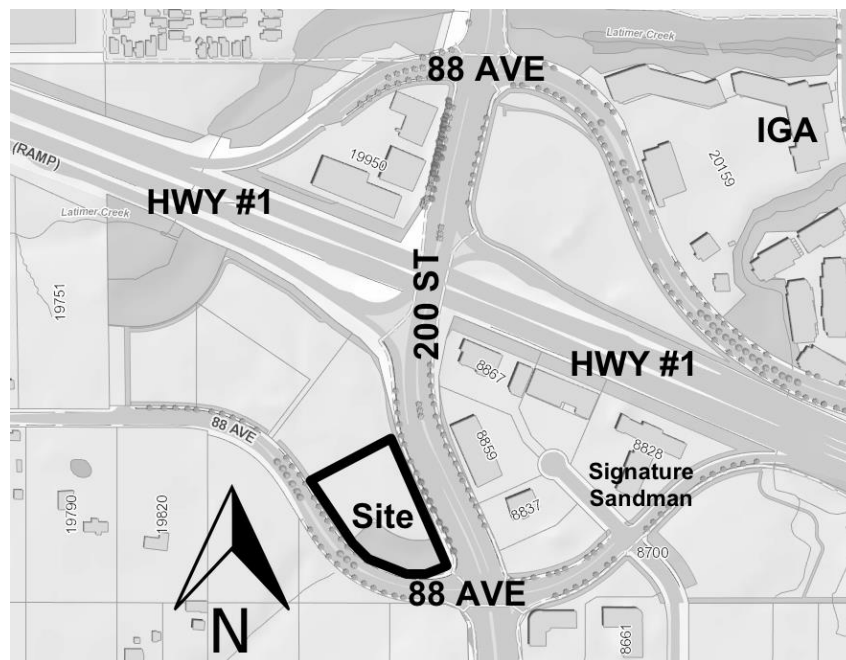
Public Information Meeting details:

Date: November 15, 2017

Time: 4:00 PM – 7:00 PM

Location: Fenridge Room, The Sandman Signature Langley Hotel

Address: 8828 - 201 Street, Langley, B.C.



For further information about the Public Information Meeting, please get in touch with Virginia Bird, Community Relations at 604-619-0837

SIGN IN SHEET

PCI Developments Public Information Meeting
 First West Credit Union Head Office Building, 200th Street and 88th Avenue, Langley, B.C.
 Fenridge Room, The Sandman Signature Langley Hotel, Langley, B.C., 4:00PM – 7:00PM

NAME	EMAIL	PHONE	ADDRESS	CAN WE CONTACT YOU (Y/N)?
FIPPA s. 22(1)				Y.
FIPPA s. 22(1)				
FIPPA s. 22(1)				

SIGN IN SHEET

PCI Developments Public Information Meeting

First West Credit Union Head Office Building, 200th Street and 88th Avenue, Langley, B.C.
 Fenridge Room, The Sandman Signature Langley Hotel, Langley, B.C., 4:00PM – 7:00PM

NAME	EMAIL	PHONE	ADDRESS	CAN WE CONTACT YOU (Y/N)?
FIPPA s. 22(1) [Redacted]				
Blair Whitmarsh	FIPPA s. 22(1) [Redacted]			
FIPPA s. 22(1) [Redacted]				

E.2

SIGN IN SHEET

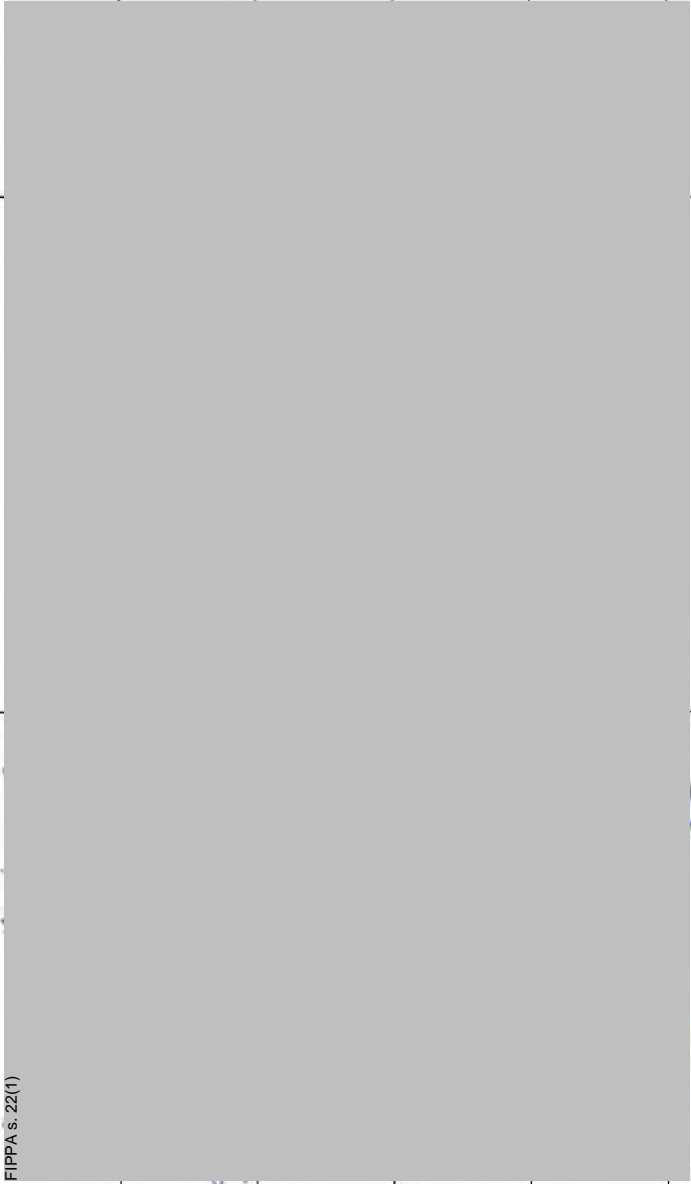
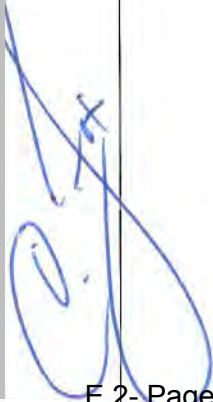
PCI Developments Public Information Meeting

First West Credit Union Head Office Building, 200th Street and 88th Avenue, Langley, B.C.
Fenridge Room, The Sandman Signature Langley Hotel, Langley, B.C., 4:00PM – 7:00PM

NAME	EMAIL	PHONE	ADDRESS	CAN WE CONTACT YOU (Y/N)?
FIPPA s. 22(1)			FIPPA s. 22(1) Langley BC	Y
			FIPPA s. 22(1)	Y
			FIPPA s. 22(1) Pt. Langley	Y

SIGN IN SHEET

PCI Developments Public Information Meeting
 First West Credit Union Head Office Building, 200th Street and 88th Avenue, Langley, B.C.
 Fenridge Room, The Sandman Signature Langley Hotel, Langley, B.C., 4:00PM – 7:00PM

NAME	EMAIL	PHONE	ADDRESS	CAN WE CONTACT YOU (Y/N)?
<div>FIPPA s. 22(1)</div> 				
	fox@co.bc.ca			

Welcome to our Public Information Meeting

WHY ARE WE HERE?

PCI Developments, in collaboration with our tenant partner First West Credit Union, is proposing to develop a landmark six-storey commercial office and retail building at the Gateway node on the Southwest quadrant of Highway 1 and 200th Street.

The purpose of tonight’s Public Information Meeting is to share our plans for the site and to gain valuable insights from the community. Although not required by the Township, the project team is voluntarily hosting this meeting to seek public input.

Please fill out a comment card and share your feedback with the project team!

THANK YOU!



SITE AERIAL

200th street and 88th avenue

E.2

Meet the Project Team



First West Credit Union

Led by Launi Skinner, First West is British Columbia's third-largest credit union with nearly \$10 billion in assets, more than 240,000 members and more than 1,700 employees. It operates 54 branches throughout the province under the Envision Financial, Valley First, Enderby & District Financial and Island Savings divisions.



PCI Developments

PCI is a Vancouver based real estate developer and investor focused solely on projects throughout Metro Vancouver. Founded in 1982, PCI has developed some of the region's most notable urban communities, including most recently the Marine Gateway. PCI frequently works with tenant partners and is honoured to be working with First West Credit Union on their head office.



MCMP Architects

Musson Cattell Mackey Partnership Architects Designers Planners (MCMP) has grown to be one of British Columbia's most respected architectural practices, with an extensive portfolio of complex and acclaimed projects in response to the needs of a loyal and varied Clientele. MCMP is based in Vancouver, BC.



van der Zalm + associates

van der Zalm + associates inc. (VDZ) is a full-service Landscape Architecture and Development consulting firm headquartered in Langley, BC. VDZ has developed a strong national reputation for their work in developing action sports facilities and working with communities to develop masterplans, urban parks, streetscape plans, water parks, and environmental projects.

Site Context



CARVOLTH NEIGHBOURHOOD PLAN AREA

Source: Carvolth Neighbourhood Plan (2013)



EXISTING LAND USE

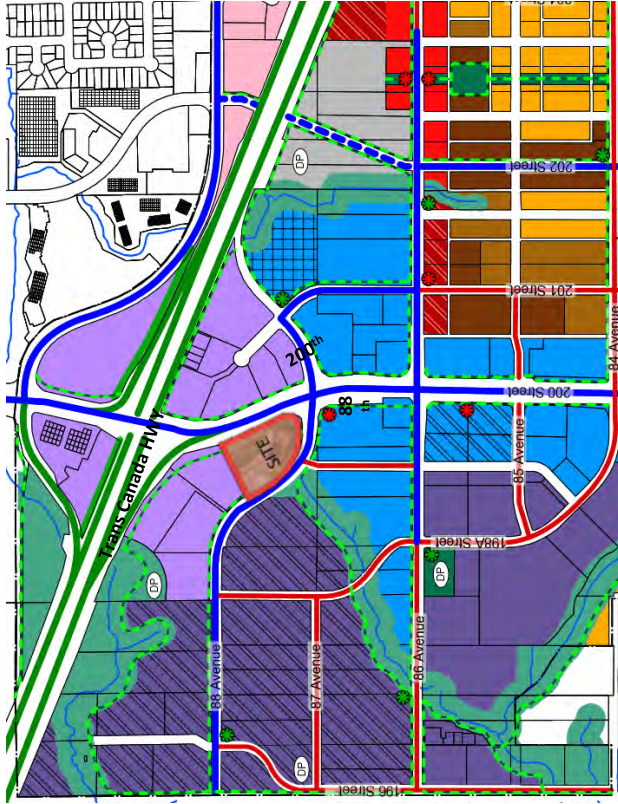
The site area at 200th street and 88th avenue measures 12,475 square meters and is currently vacant. The current zoning is CD-49, which supports the proposed mixed use building.

E.2

Policy Context

The site is located in the **Gateway Node** of the **Carvolth neighbourhood**, which is a sub-area of **Willoughby** (Willoughby Official Community Plan, 1998). Established in 2001, the Carvolth Neighbourhood Plan was amended through a public consultation process, and adopted by Council in 2013.

The Carvolth Neighbourhood Plan characterizes the Gateway Node as a vibrant, mixed use, high quality gateway to Langley. The plan intends to *"develop as a regionally significant employment centre, with job and business opportunities close to transit service, homes, and a range of amenities"* (Carvolth Neighbourhood Plan, 2013).



E.2

Source: Carvolth Neighbourhood Plan Update (2013)

Gateway

Policy Context

The **Gateway Node** has taller, iconic buildings at Highway 1 to indicate a significant gateway to the Township.

The subject site is located in Langley's **Gateway node** on the Southwest quadrant of Highway 1 and 200th Street.

First West Credit Union, PCI Developments, and MCMP Architects have collaborated to bring forward a mixed use building that embodies the Carvolth Neighbourhood Plan vision for the site.

The proposal complies with the **Comprehensive Development Zone CD-49**, with the exception of a height variance to allow for 6-storeys, which is consistent with heights envisioned in the **Carvolth Neighbourhood Plan**.

E.2

Source: Carvolth Neighbourhood Plan Update (2013)

PCI
DEVELOPMENTS

Policy Context



GATEWAY NODE

The properties adjacent to the 200 Street Interchange will be developed as a visual signature that celebrates the moment of passage and builds anticipation for a significant arrival.



GATEWAY CORRIDOR

200 Street is intended to be a high quality employment area and urban gateway that is a major transit oriented, high density, mixed-use corridor.



The **Gateway Corridor** focuses on high density, employment-focused uses along 200th Street.

The subject site is located along Langley's **Gateway Corridor** at 200th Street.

Willoughby Community Plan Guidelines



2.6.6 Pocket Park/Plaza

Located strategically to create green open space for sitting, eating lunch, resting or playing, a small urban park is approximately 0.2 hectare (0.5 acre) in size. Pocket Parks and Plazas are to be provided, constructed and maintained by the adjacent private development and ensure public access.



2.6 Public Realm, Parks, and Open Space

Central to this strategy is the interface between the public and private realm to create an active, safe and comfortable public environment by ensuring private development presents a friendly face to the public street.



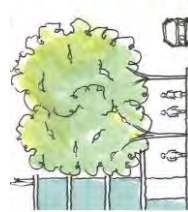
2.5.5 Bicycle Network

The bicycle network within the Carvolth Neighbourhood Plan area is premised on creating a range of bike network options including both on and off street routes for different users of a range of ages and abilities including, commuter and recreational users.



3.5.2 GatewayCorridor

The gateway corridor will allow corporate headquarters and business and professional offices to locate in a contemporary business park with complementary commercial facilities and other amenities that support the employment area.



2.6.1 Urban Greenway

The urban greenway provides a direct and efficient route for pedestrians and bicycles running parallel to the road. It includes a double row of street trees to provide definition and separation from traffic.



3.5.1 GatewayNode

The subject planning area or 'node' is comprised of properties adjacent to the 200 Street interchange at Carvolth. Thoughtful urban design can improve the quality of experience and convenience of a street and a district. It can establish the physical character of Carvolth as a unique and definable place.

The application conforms to the following community plan guidelines:

- Connectivity
- Height & Massing
- Active Frontages
- Green Development
- Sustainability
- Public Realm
- Safety, Security & Accessibility
- Master Planning Tall Buildings & Large Sites
- Lighting
- Landscaping

The Proposal

PCI Developments has applied for a Development Permit to develop a landmark six-storey commercial office and retail building in the Carvolth neighbourhood. The current zoning is CD-49, which supports the proposed mixed use building.

The proposal complies with CD-49 regulations, with the exception of a height variance to allow for 6-storeys, which is consistent with the heights envisioned in the Carvolth Neighbourhood Plan. Below is a detailed outline of the proposal:



Site Area:	12,475 sqM	Office Space:	103,000 sq. ft.
Proposed Density:	0.92 FSR	Retail Space:	20,000 sq. ft.
Proposed Height:	6-storeys	Car Parking:	453 spaces, including 276 underground & 177 surface parking stalls
Floor Plates:	Approximately 20,000 sq. ft.	Sustainability:	LEED Gold certification

Community Amenities

The proposal features approximately 20,000 square feet of high-quality retail, that will house restaurants, shops and fitness amenity. In addition, a pedestrian and cyclist greenway will be developed and an outdoor public plaza will be created for eating lunch, sitting, playing and resting.

Renderings



Rendering 1



Rendering 2



Rendering 3

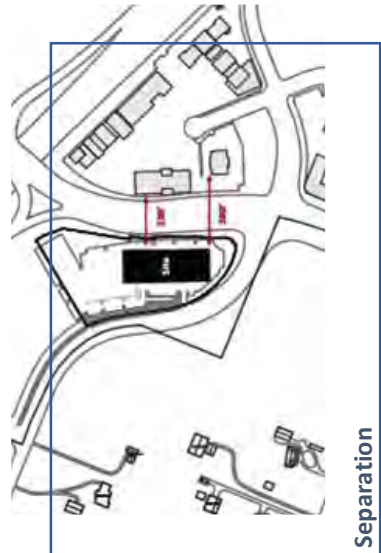
Diagrams



Vehicle Circulation



Retail Storefronts



Separation



Pedestrian Circulation

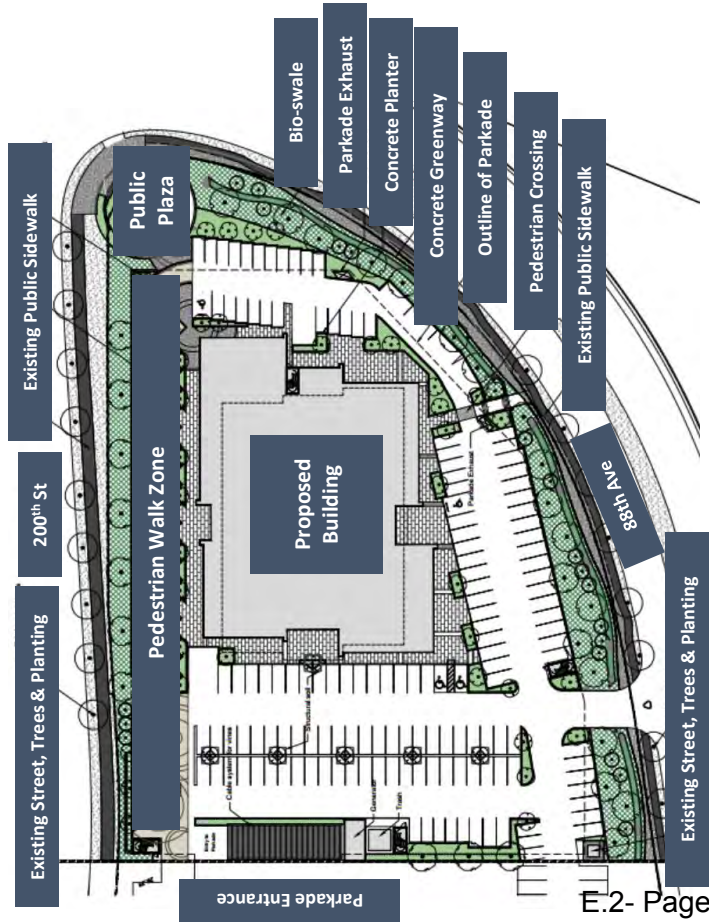
Public Realm

This application proposes to balance street definition and creation of a pedestrian environment by setting the building back and integrating a continuation of the 200th greenway through a retail street and public plaza on the corner of 88th.

With the building set back to facilitate retail and pedestrian activity, a building height to street width proportion within guideline of 1:3 to 1:5 is maintained as per the OCP guidelines.



Landscaping



A public plaza will be built directly adjacent to the 88th and 200th intersection. The plaza is intended to be a green open space for sitting, eating lunch, resting or playing. The urban plaza will be approximately 0.2 hectares in size.

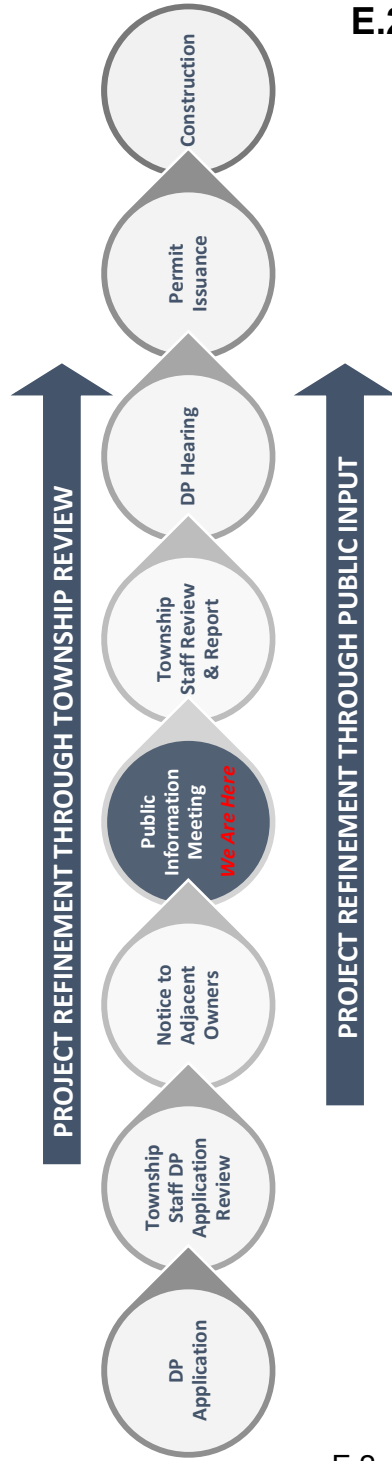
A pedestrian, cyclist and vehicle traffic oriented landscape is being designed by van der zalm + associates. Concrete planters and trees will be strategically planted to create a green open space and to provide definition and separation between different types of traffic.

E.2

Process Timeline

WHAT'S NEXT?

We are in the Development Permit (DP) application stage of the process. The diagram below provides an overview of key steps and highlights.



E.2

Thank You

Thank you for attending our Public Information Meeting.

Your feedback, insights and ideas are important to us. So, please take a moment to fill out a comment card to share your feedback with the project team. When you are finished, please return your comment card to the registration table.



COMMENT CARD

PCI Developments Public Information Meeting
First West Credit Union Head Office Building, 200th Street and 88th Avenue, Langley, B.C.

Thank you for attending today and taking the time to view the plans for the First West Credit Union head office building. The purpose of tonight's Public Information Meeting is to share our plans for the site and to gain valuable insights from the community. Although not required by the Township, the project team is voluntarily hosting this meeting to seek public input.

Comment Form

• Beautiful Building
• Would be an asset for Langley as
a whole
• great pedestrian orientated site plan

Contact Information Please Print:

Name: FIPPA s. 22(1) _____

Address: FIPPA s. 22(1) _____ Langley BC

Phone: _____

Email: FIPPA s. 22(1) _____

Would you like to be contacted for future updates? (please leave an email)

☒ Yes ☐ No (circle)

Please return your comment sheet to the Public Information Meeting registration table. Thank you for your feedback!

First West Credit Union Head Office Building, 200th Street and 88th Avenue, Langley, B.C.

Comment Form

In full support.

FIPPA s. 22(1)

FIPPA s. 22(1)

Calgary

FIPPA s. 22(1)

FIPPA s. 22(1)

Yes / No (circle)

Please return your comment sheet to the Public Information Meeting registration table. Thank you for your feedback!