



Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 25, 2018 - REGULAR EVENING MEETING	REPORT:	18-90
FROM:	COMMUNITY DEVELOPMENT DIVISION	FILE:	08-23-0127
SUBJECT:	YORKSON NEIGHBOURHOOD PLAN AMENDMENT APPLICATION NO. 100149 DEVELOPMENT PERMIT APPLICATION NO. 100902 (QC HOLDINGS LTD. / 20727 WILLOUGHBY TOWN CENTRE DRIVE)		

PROPOSAL:

Development Permit application to facilitate a mixed-use development comprised of a three (3) storey commercial use building (retail and office), a one (1) storey commercial use building (restaurant) and a four (4) storey mixed use building (retail and residential) on 0.93 ha (2.29 ac) of land located at 20727 Willoughby Town Centre Drive. An amendment to the Yorkson Neighbourhood Plan accompanies the Development Permit to allow modification of the 208 Street road typology fronting the site.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5393; issue Development Permit No. 100902 subject to ten (10) conditions, noting nine (9) building permit conditions at time of final reading of Bylaw No. 5393; and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

The proposed development meets the intent of the Development Permit Area provisions of the Willoughby Community Plan, and complies with the land use provisions of the Yorkson Neighborhood Plan. An amendment to the Yorkson Neighbourhood Plan accompanies the Development Permit to allow modification of the 208 Street road typology fronting the site. The site design meets the objectives of the street typology in the Yorkson Neighbourhood Plan.



RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1988 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (QC Holdings Ltd.) Bylaw 2018 No. 5393 to allow modification of the 208 Street road typology fronting the site;

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1988 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (QC Holdings Ltd.) Bylaw 2018 No. 5393 is consistent with the Township's Five Year Financial Plan, as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan, and with the consultation requirement of Official Community Plan Consultation Policy (07-160);

That Council at the time of final reading of Bylaw No. 5393 authorize the issuance of Development Permit No. 100902 for the proposed development subject to the following conditions:

- a. Building plans being in substantial compliance with Schedules "A" through "H";
- b. Landscape plans being in substantial compliance with Schedules "I" through "N" including custom lighting and benches, and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Planting Policy, and Age Friendly Amenity Area requirements, to the acceptance of the Township;
- c. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), to the acceptance of the Township;
- d. Payment of a non-refundable deposit for the replacement trees that are not provided on the subject site;
- e. Signage being in substantial compliance with Schedules "E" through "F" and the Township's Sign Bylaw;
- f. Refuse areas being located inside the building or in a screened enclosure in compliance with Schedule "H";
- g. Rooftop mechanical equipment being screened from view from adjacent properties and roads with compatible architectural treatments in compliance with Schedule "G";
- h. Registration of a public access right of way over those portions of Lot 1 Plan NWP82374 (20722 - 80 Avenue) needed to connect the access roads;
- i. Registration of a restrictive covenant requiring that a minimum of nine (9) residential units be constructed with adaptable design features in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan and identifying the adaptable units; and
- j. Discharge of right of way BB1492161.

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. Completion of all items listed in, and discharge of, restrictive covenant BB4047896 to the acceptance of the Township;
- b. Completion of all items listed in, and discharge of, restrictive covenant BB4047897 to the acceptance of the Township;

- c. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions, and greenway on 208 Street fronting the site, 80 Avenue parking and sidewalk improvements in accordance with the Township's Subdivision and Development Servicing Bylaw and Yorkson Neighbourhood Plan Engineering Services Plan, to the acceptance of the Township;
- d. Provision of temporary parking and sidewalk on 80 Avenue fronting 20722 - 80 Avenue, including registration of legal documents required to secure public access, to the acceptance of the Township;
- e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township with registration of legal documents as needed;
- f. Security of Highways Use Permits for all canopies and signage that project over municipal road dedications;
- g. Security of on-site landscaping by letter of credit at Building Permit stage;
- h. Written confirmation from the owner and Landscape Architect or Arborist that street tree protection fencing identified in the Tree Management Plan is in place; and
- i. Payment of supplemental Development Permit application fees, Development Cost Charges, and Building Permit Administration Fees; and further

That Council authorize staff to schedule the required Public Hearing for Bylaw No. 5393 in conjunction with the hearing for proposed Development Permit No. 100902.

EXECUTIVE SUMMARY:

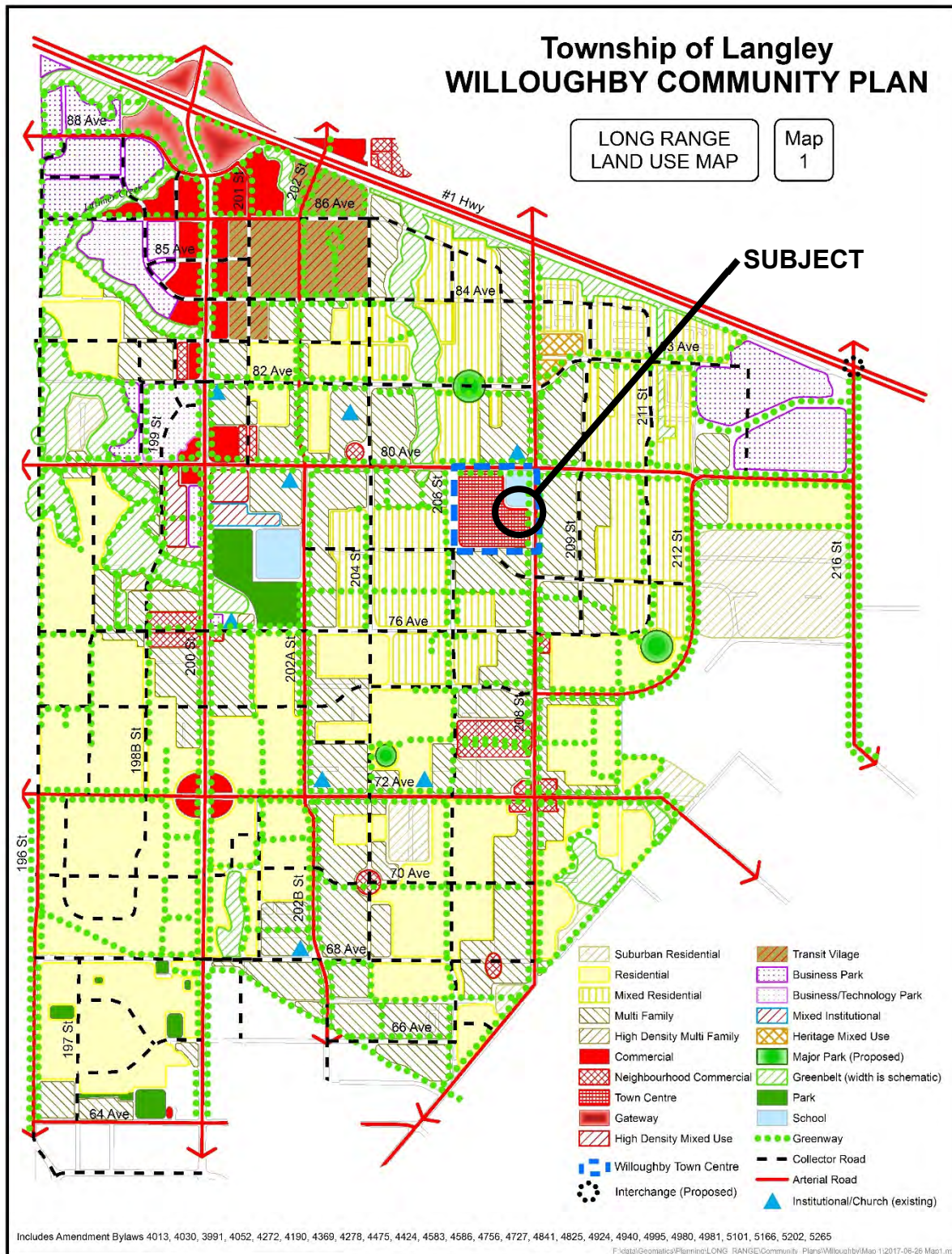
Kasian Architecture and Planning has applied on behalf of QC Holdings Ltd. for a Development Permit to facilitate development of three (3) buildings on 0.93 ha (2.29 ac) of land located at 20727 Willoughby Town Centre Drive. The buildings include a three (3) storey commercial use building with ground floor retail and two (2) storeys of office above fronting 208 Street, a single storey commercial use (restaurant) building at the corner of 208 Street and Willoughby Town Centre Drive, and a four (4) storey mixed use building fronting Willoughby Town Centre Drive and the Greenlink/207A Street with ground floor commercial use (retail) and 91 residential units above. The Development Permit provides Council the opportunity to review the form, character and siting of the development.

Accompanying the Development Permit is an application to amend the Yorkson Neighbourhood Plan Street Type 3 – 208 Street Multi-Way to allow modification of the 208 Street road typology fronting the site. The design of the development meets the objectives of providing “ample room and landscaping to safely buffer pedestrians from traffic and noise.” Access to the site is proposed via a right in right out only driveway at the north end of the site. The access includes a deceleration lane and is designed to provide access to adjacent developments in the future.

The development proposal complies with the provisions of the Willoughby Community Plan and Yorkson Neighbourhood Plan, and meets the intent of the development permit area provisions of the Willoughby Community Plan.

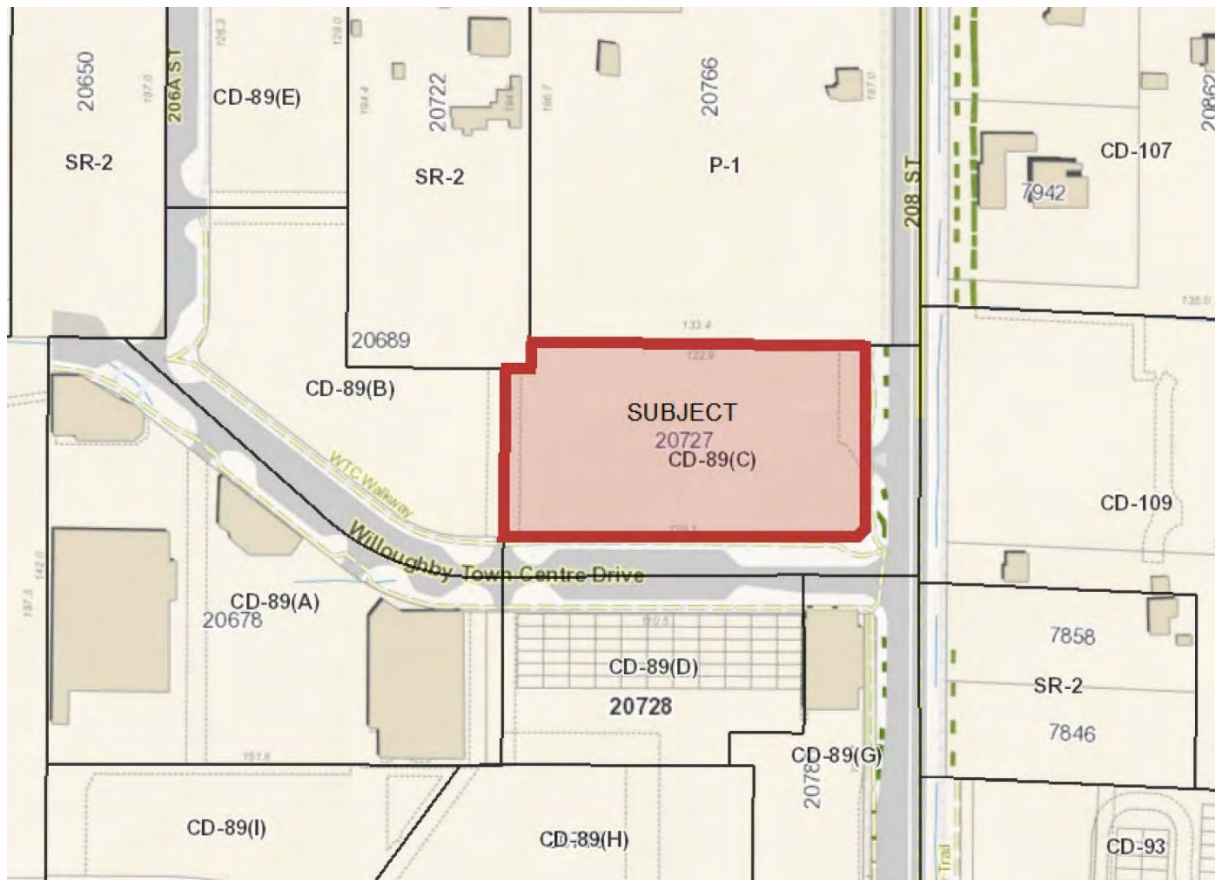
PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Bylaw No. 5393 and Development Permit No. 100902 in the Yorkson neighbourhood of Willoughby.





OFFICIAL COMMUNITY PLAN AMENDMENT
APPLICATION NO. 100149 DEVELOPMENT PERMIT APPLICATION NO. 100902
(QC HOLDINGS LTD. / 20727 WILLOUGHBY TOWN CENTRE DRIVE)
Page 6 . . .



ZONING BYLAW NO. 2500

OFFICIAL COMMUNITY PLAN AMENDMENT
APPLICATION NO. 100149 DEVELOPMENT PERMIT APPLICATION NO. 100902
(QC HOLDINGS LTD. / 20727 WILLOUGHBY TOWN CENTRE DRIVE)
Page 7 . . .



SOUTH-EAST VIEW



SOUTH-EAST VIEW



WTC DRIVE AT REDSTRAN PASSAGE 2



WTC DRIVE AT REDSTRAN AVENUE PASSAGE 1



NORTH-EAST VIEW



NORTH-EAST VIEW



SOUTH-WEST VIEW



SOUTH-WEST VIEW

RENDERINGS – SUBMITTED BY APPLICANT

OFFICIAL COMMUNITY PLAN AMENDMENT
APPLICATION NO. 100149 DEVELOPMENT PERMIT APPLICATION NO. 100902
(QC HOLDINGS LTD. / 20727 WILLOUGHBY TOWN CENTRE DRIVE)
Page 8 . . .



NORTH WEST VIEW



SOUTH EAST VIEW



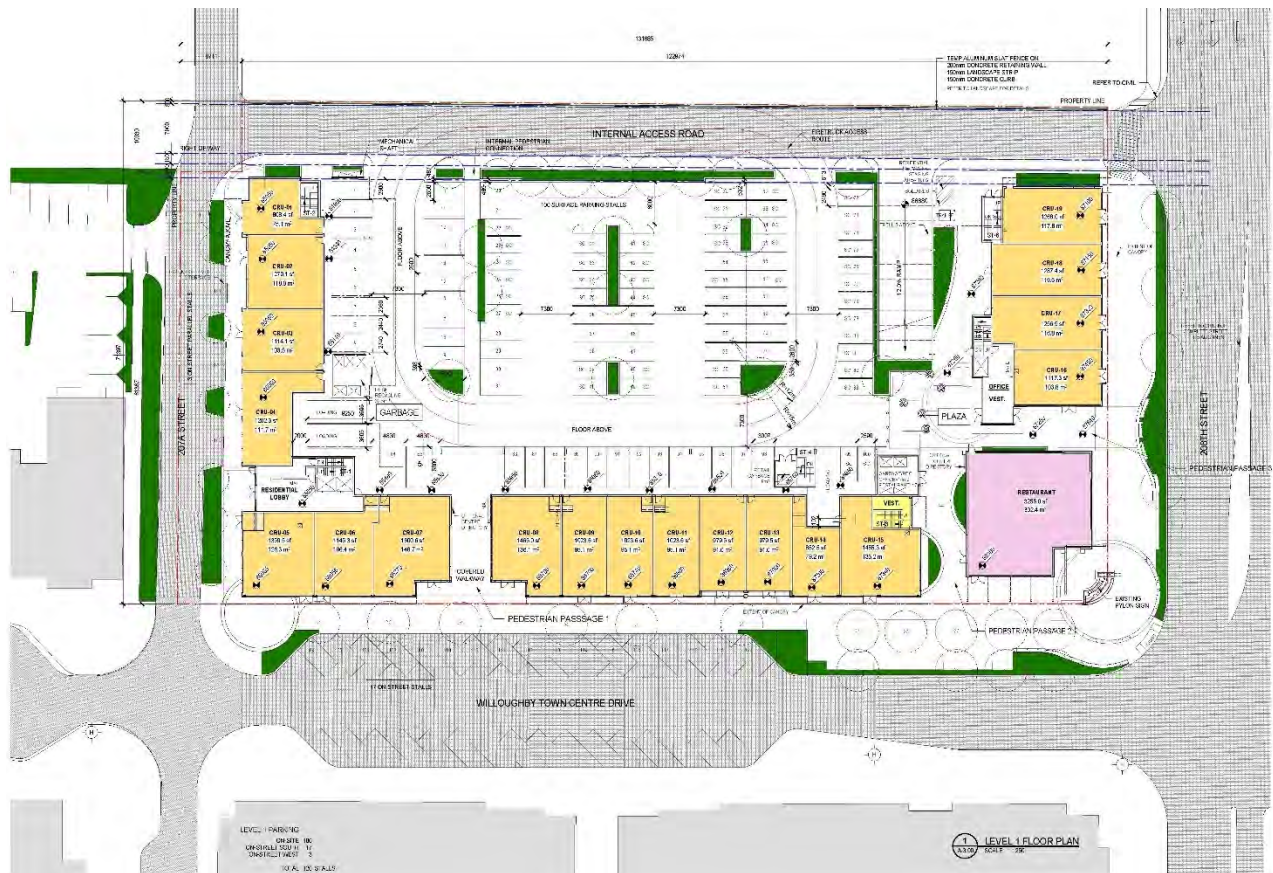
NORTH WEST VIEW



SOUTH EAST VIEW

RENDERINGS – SUBMITTED BY APPLICANT

OFFICIAL COMMUNITY PLAN AMENDMENT
 APPLICATION NO. 100149 DEVELOPMENT PERMIT APPLICATION NO. 100902
 (QC HOLDINGS LTD. / 20727 WILLOUGHBY TOWN CENTRE DRIVE)
 Page 9 . . .



SITE PLAN – SUBMITTED BY APPLICANT

REFERENCE:

Owner:	QC Holdings Ltd. 310 - 5620 - 152 Street Surrey, BC V3S 3K2
Agent:	Kasian Architecture Interior Design & Planning Ltd. 1685 1500 W. Georgia Street Vancouver, BC V6G 2Z6
Legal Description:	Lot 4 Section 23 Township 8 New Westminster District Plan BCP50948
Location:	20727 Willoughby Town Centre Drive
Area:	0.93 ha (2.29 ac)
Existing Zoning:	Comprehensive Development Zone CD-89(C)
Willoughby Community Plan:	Town Centre
Yorkson Neighbourhood Plan:	Town Market Commercial

BACKGROUND/HISTORY:

The subject property is designated Town Market Commercial in the Yorkson Neighbourhood Plan and zoned Comprehensive Development Zone CD-89(C). In 2011, the subject property and various adjacent properties were rezoned by QC Holdings Ltd. to Comprehensive Development Zone CD-89. The rezoning was intended to “jump-start” development of the Willoughby Town Centre. Also in 2011, QC Holdings Ltd. was issued Development Permit No. 100640 for the first buildings in the Willoughby Town Centre, including a restaurant building and freestanding sign at the southeast corner of the subject site. Since 2011, QC Holdings Ltd. has constructed the other buildings included in Development Permit No. 100640 and the freestanding sign but has not elected to proceed with the restaurant building originally proposed. The subject application will supersede the previously issued Development Permit No. 100640 for the subject site.

DISCUSSION/ANALYSIS:

Development Permit No. 100902 will facilitate development of three (3) buildings on 0.93 ha (2.29 ac) of land located at 20727 Willoughby Town Centre Drive. The buildings include:

- a three (3) storey commercial use building fronting 208 Street with 458 m² (4,930 ft²) of ground floor retail and 1,140 m² (12,271 ft²) of office space above;
- a single storey, 302m² (3,251 ft²) commercial use building (restaurant) at the corner of 208 Street and Willoughby Town Centre Drive; and,
- a four (4) storey mixed use building fronting Willoughby Town Centre Drive and 207A Street with 1,601 m² (17,233 ft²) of ground floor commercial use (retail) and 91 residential units above.

The Development Permit provides Council the opportunity to review the form, character and siting of the development. Accompanying the Development Permit application is an amendment to the Yorkson Neighbourhood Plan Street Type 3 – 208 Street Multi-Way allow modification of the 208 Street road typology fronting the site.

Adjacent Uses:

- North: Willoughby Elementary School zoned Civic Institutional Zone P-1 and designated Town Market Commercial in the Yorkson Neighbourhood Plan.
- South: Willoughby Town Centre Drive beyond which are a mixed use commercial and residential building zoned Comprehensive Development Zone CD-89(D) and a mixed use commercial and office building zoned Comprehensive Development Zone CD-89(G) designated Town Market Mixed Use in the Yorkson Neighbourhood Plan.
- East: 208 Street beyond which is six (6) storey rental apartment building currently under construction zoned Comprehensive Development Zone CD-109 designated for Apartment uses in the Yorkson Neighbourhood Plan.
- West: The Greenlink / 207A Street, beyond which is a two (2) storey commercial building currently under construction zoned Comprehensive Development Zone CD-89(B) and designated Town Market Commercial in the Yorkson Neighbourhood Plan.

Yorkson Neighbourhood Plan Amendment:

The Yorkson Neighbourhood Plan defines specific street typologies for the Willoughby Town Centre and mixed use areas. Section 6.1.2.3 Street Type 3 – 208 Street Multi-Way includes the requirement for a frontage road with angle parking in the street typology where 208 Street fronts the Willoughby Town Centre. As a condition of the previous rezoning and subdivision applications, a right of way was secured on the subject site for the future construction of a frontage road, and a greenway was constructed on the 208 Street frontage of the site for the interim. Redoing this portion of 208 Street to incorporate the ultimate Street Type 3 design was understood to be a condition of future developments.

The applicant, in conjunction with staff, has developed a solution that introduces an access road along the northern property line and respects the ongoing operating status of the Willoughby Elementary School. This design solution, in combination with the mixed-use street facing buildings and plaza proposed by the applicant, provides for a pedestrian oriented mixed-use streetscape on 208 Street as required by the Yorkson Neighbourhood Plan while also allowing for the construction of the ultimate 208 Street configuration at this time. The driveway will be limited to right in right out only access from a new deceleration lane on 208 Street.

The deceleration lane on 208 Street requires removal of temporary on-street parking currently used by Willoughby Elementary School. The applicant has proposed to replace the temporary on-street parking on 208 Street with new temporary on-street parking and an improved sidewalk on 80 Avenue fronting 20722 – 80 Avenue.

As per the applicant's proposal, discharge of the right of way, and design and construction of the offsetting offsite works have been included in the Development Permit as conditions.

Official Community Plan Consultation Policy:

In accordance with the Official Community Plan Consultation Policy (07-160), the Langley School District was consulted during the early stages and throughout the official Community Plan (OCP) amendment application process. The School District concerns regarding the proposed design are addressed in the applicant's proposal to replace existing temporary parking with new temporary parking on 80 Avenue. Staff recommends that Council consider the consultation completed consistent with the requirement of the Official Community Plan Consultation Policy (07-160).

The Official Community Plan Consultation Policy also requires Council to consider the OCP amendment in conjunction with the financial plan and any other applicable waste management plan. Staff recommends that Council consider the proposed OCP amendment consistent with the Township's financial plans (both operating and capital) and Metro Vancouver's waste management plans as the plans anticipate development in the Willoughby Community Plan area.

Development Permit:

The Yorkson Neighbourhood Plan area is designated as a mandatory Development Permit area in the Willoughby Community Plan. The subject site is located in "Development Permit Area 'J' – Town Market Commercial" (Attachment B) which establishes objectives and guidelines for the form and character of commercial and residential development. Development Permit Area 'J' also references the development permit area guidelines in "Development Permit Area 'B' – Residential" (Attachment C) for mixed-use buildings. The primary objective of the development permit area designation is to encourage the development of a pedestrian oriented commercial and residential community centre.

This Development Permit proposal is the fourth phase of development in the overall Willoughby Town Centre. The buildings front 208 Street, Willoughby Town Centre Drive and the Greenlink/207A Street with retail frontages. A surface parking lot is proposed on the north side of the site enclosed by buildings on the east, south and west with access to a single level of underground parking proposed from the new driveway along the northern property line. The development includes completion of a north/south Greenlink (similar to a public Greenway but owned and maintained privately with full public access provided by legal right of way) / 207A Street to the west and a Greenway on 208 Street. In accordance with Council's policy, supporting materials have been provided detailing the development's form, character and siting. Proposed Development Permit No. 100902 is attached to this report (see Attachment A).

The site has been designed with ground floor commercial units fronting Willoughby Town Centre Drive, 208 Street and 207A Street/the Greenlink. Residential units on the second through fourth floors of the largest building are accessed via a residential lobby accessed from the Greenlink/207A Street and a private lobby at the east end of the building that leads to the pedestrian space in between the restaurant building and the mixed use building. The 91 apartment units range in size from one (1) bedroom units (52 m² / 559 ft² – 65 m² / 695 ft²) to two (2) bedroom plus den units (97 m² / 1,042 ft² – 103 m² / 1,109 ft²). A pedestrian pass-through provides a connection from Willoughby Town Centre Drive to surface parking behind the buildings. The office units on the second and third floors of the mixed-use building facing 208 Street are accessed via a lobby at a plaza area at the rear of the building adjacent to the surface parking.

The ground floor of all buildings are designed to look and function like multiple storefronts, with individual unit entries provided from the fronting public street. The storefronts create a pedestrian oriented streetscape through the incorporation of glazing, canopies providing weather protection, building articulation and hanging signage. Building articulation and the plaza spaces provide opportunities for retail uses to spill outside of the buildings and the restaurant building includes a patio fronting Willoughby Town Centre Drive further enlivening the streetscape. Above the retail floor, the residential units are stepped back providing deck space and moderation of the mass of the building. Above the retail floor, the office building includes projecting architectural features. The buildings also incorporate staggering in plan and roofline

variation to provide additional visual interest and to highlight the architectural features of the buildings. These features complement the pedestrian realm created by the 208 Street Greenway, Greenlink, on 207A Street, the comprehensive design of Willoughby Town Centre Drive and the plaza. The inclusion of pedestrian spaces in between the buildings further develops the pedestrian amenities in the Willoughby Town Centre.

The Development Permit area guidelines encourage applicants to incorporate green building elements such as green roofs, biolungs and green walls. The proposed site and building design incorporate vine cable screens over the parkade ramp and on the north side of the restaurant, as well as landscape planters with small trees on the second storey residential decks and an active amenity area with planting areas on the roof of the residential building.

The applicant's design rationale (Attachment C) states the following regarding the design of the buildings:

"The commercial/office building includes retail tenancies at grade with 2 office levels above. This building is clearly identified as part of Parcel 3 with its consistent use of a darker palette of colours while the contemporary use of vertical corrugated metal cladding for the office space signifies the new wave of high tech offices coming to WTCD.

A signature high-volume restaurant is located at the intersection of Willoughby Town Centre Drive and 208th Street which is in keeping with the intent of the previous development permit for this corner.

The proposed restaurant building has a contemporary design and will be a landmark building for the neighbourhood. The building is set back from the intersection to provide terrace seating and to animate and enhance the existing public space.

High quality, durable contemporary materials characterize the building with a charcoal standing seam metal roof wrapping the north elevation and roof. Mechanical units and recycling facilities are concealed. The high roof overhang screens the double height glazing on the south elevation while protecting a lively indoor/outdoor café culture. The east and west elevations will be clad with light cedar plank fibre cement panels. Porous shading screens on the south façade will also provide signage opportunities for the tenant.

The proposed residential building along Willoughby Town Centre Drive is a 4-storey mixed use building which is referenced in the drawings as Building 1. At-grade retail units face WTC Drive and the western access road. A mix of solid and glass canopies add visual interest along the street elevations. The line of the storefronts is staggered to create a more varied pedestrian experience. Access to the ground level parking is via the breezeway along WTC Drive. The residential entrance is located on the western access road / 207A Street, with access through to the commercial parking area. A secondary convenience entrance for residents only is located at the east end of the building. This will serve to further animate the pedestrian areas around the restaurant."

As conditions of the Development Permit, refuse areas are required to be located in a screened enclosure (see Attachment A – Schedule H) and rooftop mechanical equipment must be screened with compatible architectural treatments (see Attachment A – Schedule G).

The proposed height (4 storeys), lot coverage (29%), and siting comply with the provisions of the CD-89(C) zone. The development in staff's opinion meets the objectives of the applicable Development Permit guidelines (Attachment B).

Access and Parking:

Vehicular access to the development will be provided via a new driveway on the north side of the subject site. The new driveway will have right in right out access to 208 Street and will connect to the existing Greenlink / 207A Street right of way on the west side of the subject site. A condition of the Development Permit is registration of a public access right of way over the new driveway to allow for future development to access this driveway as well. Additionally, the applicant is required to secure the necessary right of way to connect the proposed access road to the existing Greenlink / 207A Street right of way on the west side of the subject site. Two access points are provided from this driveway to the surface parking and one access to the underground parking. Three (3) loading bays and three (3) solid waste locations are accessed from the surface parking.

Section 4.2.2.8 of the Yorkson Neighbourhood Plan stipulates that no more than 50% of the required parking in the Town Market area shall be provided above ground, with remaining parking to be provided underground or as part of the building structure. In return for meeting these requirements, the Plan provides for a 10% reduction in overall parking requirements. Section 4.2.2.8 also allows on-street parking spaces on Willoughby Town Centre Drive and 206A Street to be counted towards the off-street parking requirements for fronting developments.

Based on these provisions, 296 parking spaces are required for the proposed development. The applicant is providing 306 parking spaces on the site (at ground level in a surface parking area and in a single level of underground parking). Twenty (20) parking spaces are provided on Willoughby Town Centre Drive and 207A Street fronting the development site, resulting in a total of 326 parking spaces for the development. The applicant is not requesting the 10% reduction in overall parking requirements permitted in section 4.2.2.8 of the Yorkson NP. The parking proposed is summarized in the following table:

	Parking Spaces Required	Parking Spaces Provided
Retail and restaurant (1 space per 20 m ²) (2,361 m ² gross floor area)	118	131 (including 20 spaces on Willoughby Town Centre Drive and 207A Street)
Office (1 space per 28 m ²) (1,140 m ² of gross floor area)	41	41
Apartment residential (1.5 spaces per unit, including 10% visitor parking) (91 residential units)	137	140 stalls plus 14 visitor parking stalls
Total	296	326

The proposal includes ten (10) electrical vehicle charging stations in the residential parking area.

Adaptable Housing:

In accordance with Section 4.2.1(9) of the Yorkson Neighbourhood Plan, a minimum of 10% of the units (nine (9) units for this development) in an apartment building shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of Schedule 2 Adaptable Housing Requirements of the Township's Official Community Plan. The applicant proposes to provide nine (9) units in compliance with the Policy. A condition of the Development Permit is registration of a restrictive covenant identifying the nine (9) units proposed and requiring them to be constructed in accordance with the Policy.

Signage:

As part of a previous Development Permit application for the first phase of development in the Willoughby Town Centre, a freestanding sign with a water feature at its base was installed on the subject site at the corner of 208 Street and Willoughby Town Centre Drive. The development proposal maintains the existing sign. No other freestanding signage is proposed.

Fascia and blade signage are proposed for the ground floor units below the canopies as shown on the building elevations. Details have been provided for typical fascia and blade signage as shown in Schedules E and F to the Development Permit. Window signage is limited to ensure that visibility is maintained into the commercial units and to reduce visual clutter. Signage details are included in the Development Permit (Attachment A - Schedules E and F) and signs are also required to comply with the Township's Sign Bylaw.

Landscaping:

The landscape plan (Attachment A – Schedules I through N) proposes the planting of trees, shrubs and groundcovers on all sides of the lot, in the plaza areas between the buildings, on residential patios on the second floor of the residential mixed use building, in the amenity area on the roof of the residential mixed use building and in the surface parking areas. Green screens are proposed on the north side of the restaurant building and over the parkade ramp.

Pedestrian spaces are proposed on the north and west sides of the restaurant building. The pedestrian spaces include detailed paving patterns, curved planters with seat walls, overhead lighting systems, and custom timber slab benches with upright feature lighting. Inset strip lighting and custom paving patterns highlight the pedestrian pass-through and the residential lobby. The breezeway provides access to the surface parking behind the buildings and connects to a raised pedestrian connection across the parking area.

The applicant is proposing to install custom benches and lighting in the plaza areas between the buildings. Final approval of the landscape plans, including the custom benches and lighting, by the Township is required as a condition of the Development Permit.

Age Friendly Amenity Area:

Section 111.5 of the Zoning Bylaw requires provision of Age Friendly Amenity Areas (4 m² per apartment unit) for apartment buildings, resulting in a requirement of 364 m² (3,645 ft²) for this development. The landscape architect has included an Age Friendly Amenity Area of 540 m² (5,813 ft²) on the roof of the residential mixed-use building. The Age Friendly Amenity Area incorporates social gathering and play spaces with planters designed to provide opportunities for gardening. The overall design and inclusion of the amenity area satisfies the Age Friendly Amenity Area requirements of the Zoning Bylaw.

Tree Protection/Replacement:

Tree retention, protection and replacement plans were secured by the Township as part of the previous rezoning application and included a total of 612 replacement trees for the lots included in the application which includes the subject site. The applicant proposes to plant 39 trees on the site in keeping with Zoning Bylaw and Development Permit area requirements, and that meet the requirements for replacement trees under the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection). A condition of the Development Permit is provision of a non-refundable deposit for the remaining replacement trees allowing those trees to be planted elsewhere in the Township. Staff notes that street trees and boulevard landscaping were installed as a condition of the overall rezoning and subdivision applications. The applicant proposes to add ten (10) trees to the greenway planting on 208 Street.

School Sites:

School District 35 has provided comments (Attachment E) and anticipates that the proposed development will generate approximately seven (7) new students for Willoughby Elementary School (located immediately north of the subject site), three (3) students for Yorkson Creek Middle School (located approximately 1 km north of the subject site) and five (5) students for RE Mountain Secondary School (located approximately 1.7 km west of the subject site).

Exterior Lighting:

As the subject site is located within 150 metres of land zoned for residential purposes, compliance with the Township's Exterior Lighting Impact Policy is required. A condition of the building permit is acceptance of an Exterior Lighting Impact Plan by the Township.

Servicing:

Full municipal services were secured through the previous rezoning and subdivision applications. A condition of development is construction of 208 Street, and the on-site roads within the rights-of-way on the north and east sides of the site to the acceptance of the Township. The offsite works include the deceleration lane, and temporary street parking and sidewalk on 80 Avenue as proposed by the applicant to offset the deceleration lane proposed on 208 Street.

At the building permit stage, the applicant will be required to enter into a servicing agreement to secure the off-site works, and submit a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the Langley Official Community Plan (Streamside Protection), 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. There are no watercourses on the subject site.

Transit:

The 595 bus route currently runs along 208 Street fronting the subject site with bus stops across 208 Street (northbound) and Willoughby Town Centre Drive (southbound). The road layout of the overall Yorkson development has been designed to accommodate the provision of future transit routes in accordance with Translink's operating policy/procedures. Each year Translink provides Council with the opportunity to input/comment on transit routes in the Township.

Public Information Meeting:

In consideration of the application's consistency with the Yorkson Neighbourhood Plan and Zoning Bylaw, and the minor nature of the proposed amendment to the Yorkson Neighbourhood Plan, the requirement for the applicant to hold a public information meeting pursuant to Section 4.1 of the Developer Held Public Information Meeting Policy has been waived. Staff note that an opportunity for public input is provided through the notification mail-outs to adjacent property owners / occupants consistent with Township bylaws.

POLICY CONSIDERATIONS:

The proposed development is located in an area designated as Town Centre in the Willoughby Community Plan and Town Market Commercial in the Yorkson Neighbourhood Plan. The proposed development complies with the intent of the land use and development permit area provisions of these plans, and with Comprehensive Development Zone CD-89(C) under the Township's Zoning Bylaw.

Staff recommend that Council give first and second reading to Bylaw No. 5393 amending the Yorkson Neighbourhood Plan and authorize issuance of the accompanying Development Permit No. 100902 (to be issued at time of final reading of the Yorkson Neighbourhood Plan amendment bylaw), and authorize staff to schedule the required Public Hearing.

Respectfully submitted,

Teresa Hanson
SENIOR DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

- ATTACHMENT A Development Permit No.100902 text and Schedules A through N
- ATTACHMENT B Willoughby Community Plan – Development Permit Area J – Town Market Commercial
- ATTACHMENT C Willoughby Community Plan – Development Permit Area B – Residential
- ATTACHMENT D Applicant's Design Rationale
- ATTACHMENT E School District No.35 Letter

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 100902

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

1. Name: QC Holdings Ltd.

Address: 310 - 5620 - 152 Street
Surrey, BC V3S 3K2

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 4 Section 23 Township 8 New Westminster District
Plan BCP50948

CIVIC ADDRESS: 20727 Willoughby Town Centre Drive

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 "H";
- b. Landscape plans being in substantial compliance with Schedules "I" through "N" including custom lighting and benches, and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Planting Policy, and Age Friendly Amenity Area requirements, to the acceptance of the Township;
- c. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), to the acceptance of the Township;
- d. Payment of a non-refundable deposit for the replacement trees that are not provided on the subject site;
- e. Signage being in substantial compliance with Schedules "E" through "F" and the Township's Sign Bylaw;
- f. Refuse areas being located inside the building or in a screened enclosure in compliance with Schedule "H"; and,
- g. Rooftop mechanical equipment being screened from view from adjacent properties and roads with compatible architectural treatments in compliance with Schedule "G".
- h. Registration of a public access right of way over those portions of Lot 1 Plan NWP82374 (20722 - 80 Avenue) needed to connect the access roads;
- i. Registration of a restrictive covenant requiring that a minimum of nine (9) residential units be constructed with adaptable design features in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan and identifying the adaptable units; and,
- j. Discharge of right of way BB1492161.

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. Completion of all items listed in, and discharge of, restrictive covenant BB4047896 to the acceptance of the Township;
 - b. Completion of all items listed in, and discharge of, restrictive covenant BB4047897 to the acceptance of the Township;
 - c. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions, and greenway on 208 Street fronting the site, 80 Avenue parking and sidewalk improvements in accordance with the Township's Subdivision and Development Servicing Bylaw and Yorkson Neighbourhood Plan Engineering Services Plan, to the acceptance of the Township;
 - d. Provision of temporary parking and sidewalk on 80 Avenue fronting 20722 - 80 Avenue, including registration of legal documents required to secure public access, to the acceptance of the Township;
 - e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township with registration of legal documents as needed;
 - f. Security of Highways Use Permits for all canopies and signage that project over municipal road dedications;
 - g. Security of on-site landscaping by letter of credit at Building Permit stage;
 - h. Written confirmation from the owner and Landscape Architect or Arborist that street tree protection fencing identified in the Tree Management Plan is in place; and,
 - i. Payment of supplemental Development Permit application fees, 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	Site Plan
SCHEDULE C	Building Elevations
SCHEDULE D	Building Elevations, Colours and Materials
SCHEDULE E	Signage Plan

DEVELOPMENT PERMIT NO. 100902
(QC HOLDINGS LTD. / 20727 WILLOUGHBY TOWN CENTRE DRIVE)
Page 3 . . .

SCHEDULE F	Signage Plan
SCHEDULE G	Architectural Details
SCHEDULE H	Architectural Details
SCHEDULE I	Landscape Plan
SCHEDULE J	Landscape Amenities
SCHEDULE K	Second Floor Landscape Plan
SCHEDULE L	Rooftop Landscape Plan
SCHEDULE M	Landscape Planting Plan West
SCHEDULE N	Landscape Planting Plan East

SCHEDULE A
RENDERING



SOUTHEAST VIEW

SCHEDULE B SITE PLAN

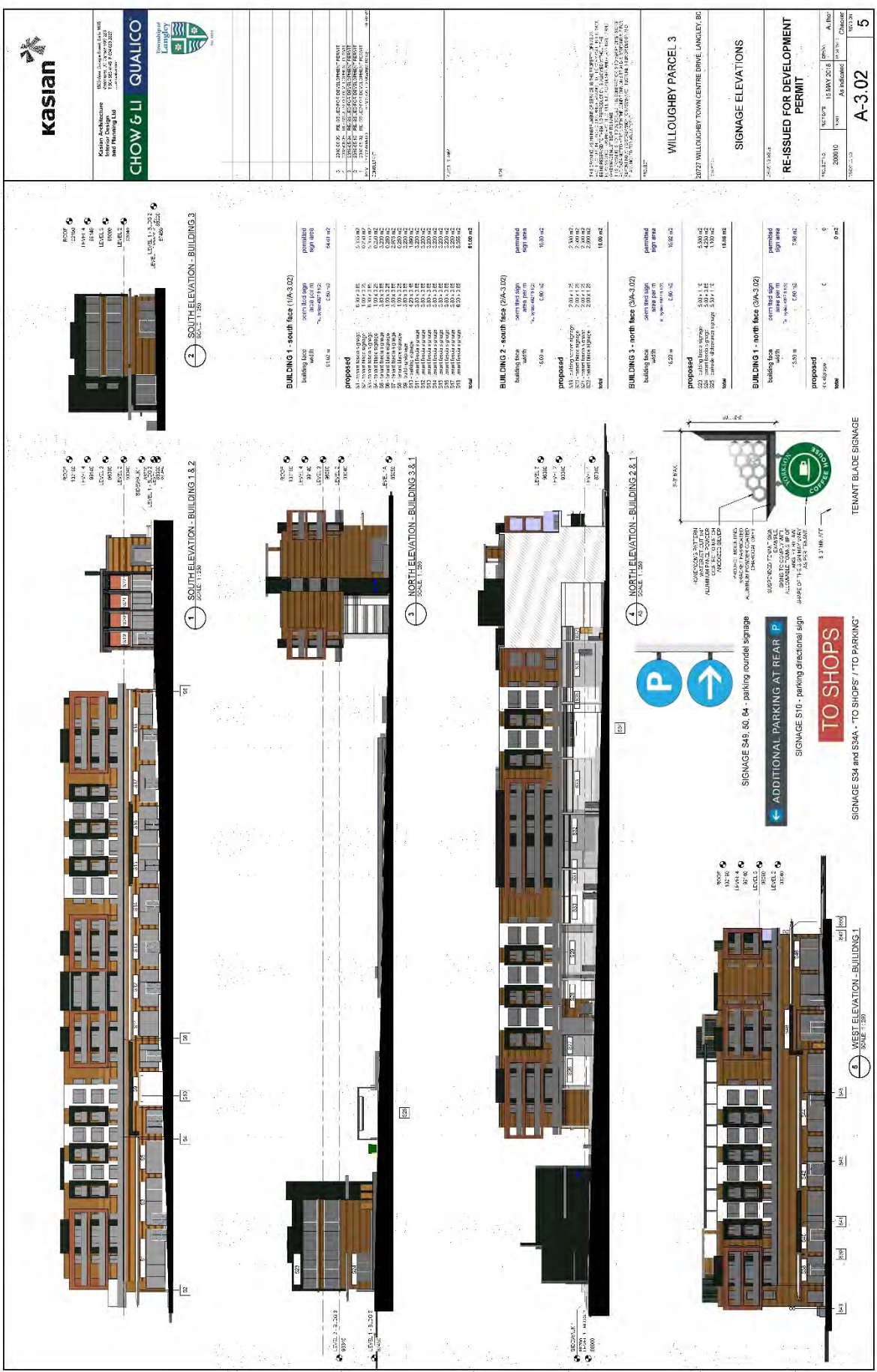
SCHEDULE C BUILDING ELEVATIONS

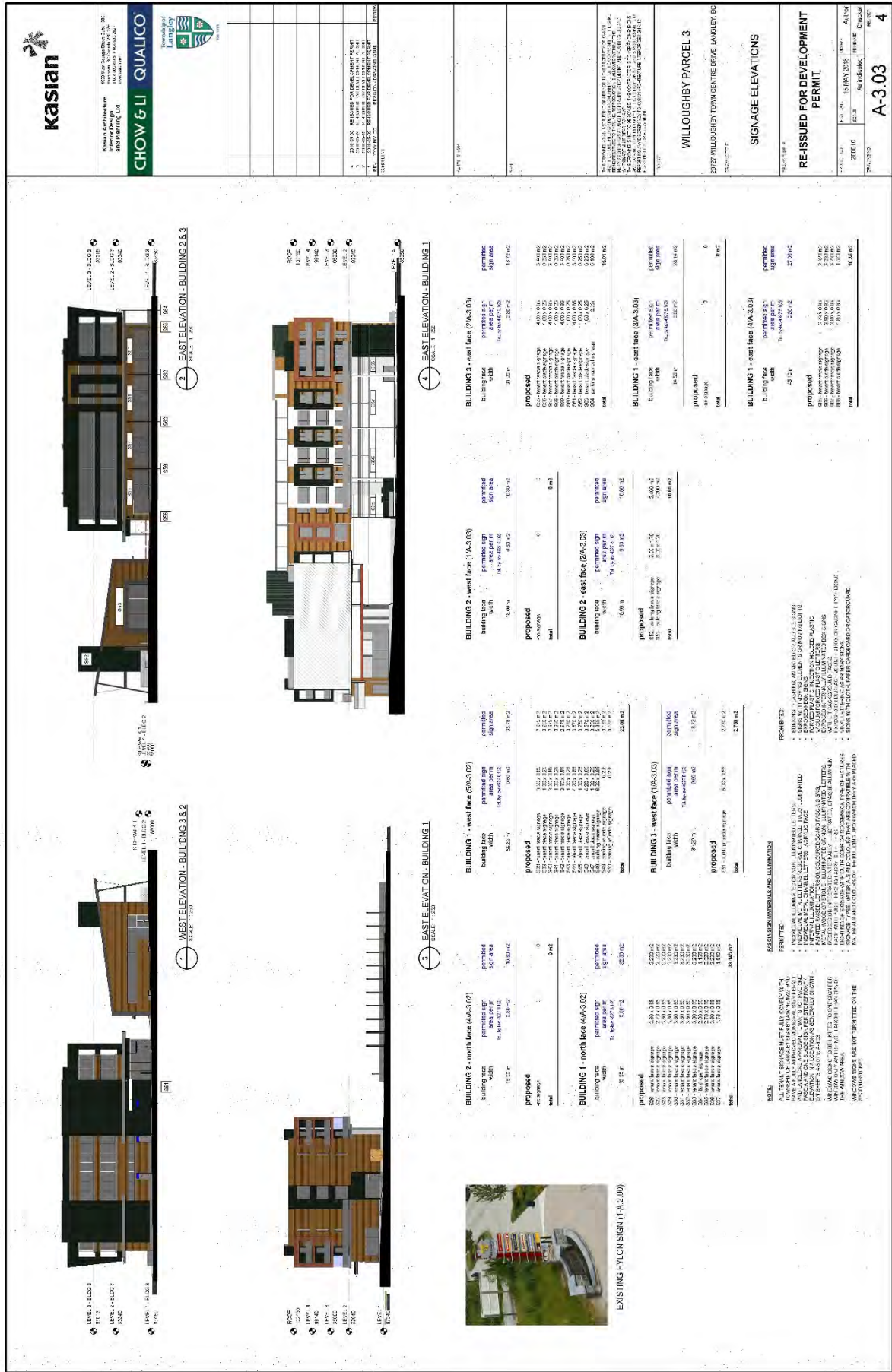


F.2 - Page 24

Township of
Langley
F.2 - Page 24

SCHEDULE E
SIGNAGE PLAN





SCHEDULE F
SIGNAGE PLAN

SCHEDULE G
ARCHITECTURAL DETAILS



Kasian Architecture
180-200-2833 • 204 107 2222
www.kasian.ca

1

COVERED WALKWAY

SCALE: 1/8" = 1'-0"



2

RESIDENTIAL ENTRY

SCALE: 1/8" = 1'-0"



3

TYPICAL GLAZING CANOPY


SCALE: 1/8" = 1'-0"



4

VIEW AT PEDESTRIAN PASSAGE 1

SCALE: 1/8" = 1'-0"



5

VIEW - 207A STREET

SCALE: 1/8" = 1'-0"



6

SOUTH ELEVATION DETAIL

SCALE: 1/8" = 1'-0"



7

NORTH ELEVATION DETAIL

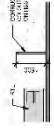
SCALE: 1/8" = 1'-0"



8

ROOF SCREEN

SCALE: 1/8" = 1'-0"



9

LEGEND

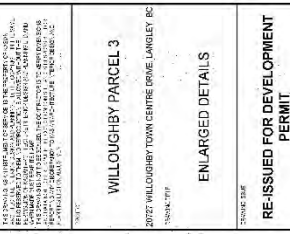
SCALE: 1/8" = 1'-0"



10

ENLARGED DETAILS

SCALE: 1/8" = 1'-0"



11

RE-ISSUED FOR DEVELOPMENT PERMIT

SCALE: 1/8" = 1'-0"



12

WILLOUGHBY PARCEL 3

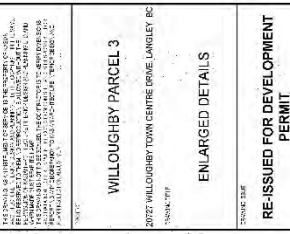
SCALE: 1/8" = 1'-0"

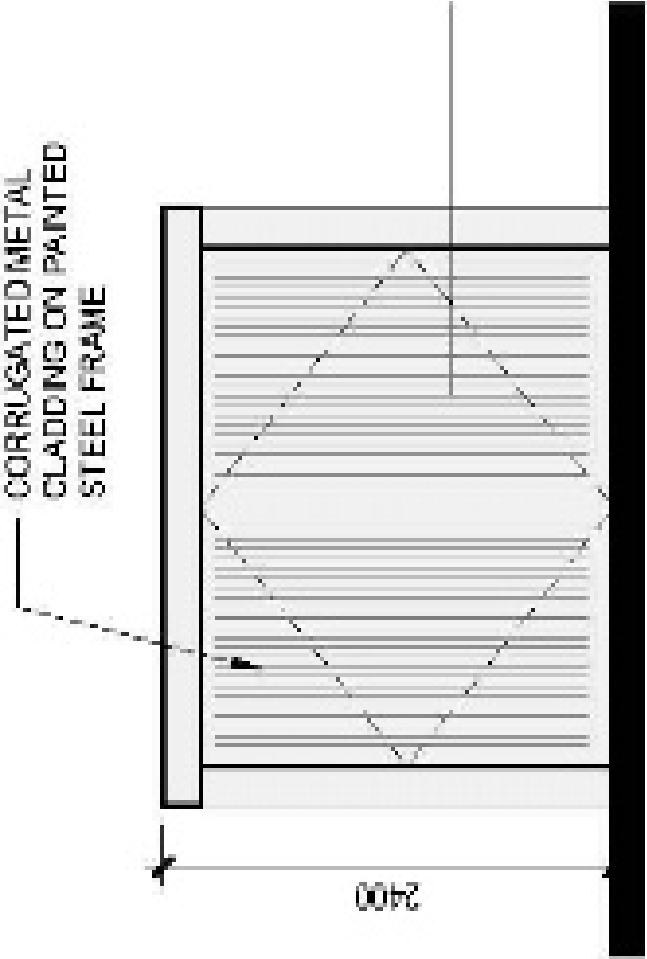


13

RE-ISSUED FOR DEVELOPMENT PERMIT

SCALE: 1/8" = 1'-0"





4 GARBAGE ENCLOSURE - TYPICAL DETAIL
SCALE: 1:50

SCHEDULE H
ARCHITECTURAL DETAILS



SCHEDULE I LANDSCAPE PLAN



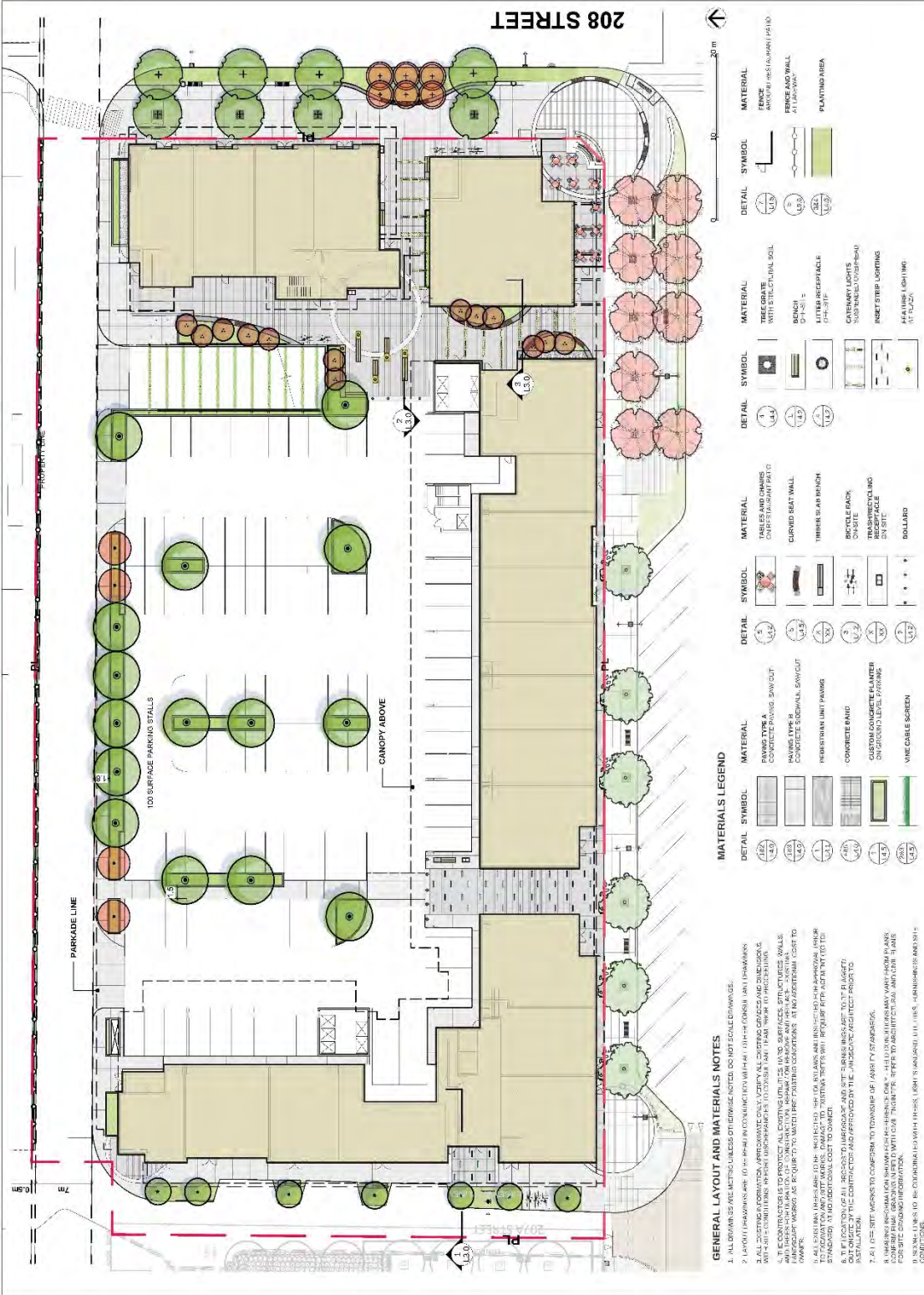
connect
LANDSCAPE ARCHITECTURE

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE ACCURACY OF THE LOCATION OF THE PROPOSED STRUCTURES AT THE PROJECT SITE. THE CLIENT/OWNER IS RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES AND FOR THE PROTECTION OF EXISTING UTILITIES. CONNECT LANDSCAPE ARCHITECTURE INC. IS NOT RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES AND FOR THE PROTECTION OF EXISTING UTILITIES. CONNECT LANDSCAPE ARCHITECTURE INC. IS NOT RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES AND FOR THE PROTECTION OF EXISTING UTILITIES.

REVISIONS	DATE	BY	APP'D
1. INITIAL DESIGN	10/04/14
2. REVISED DESIGN	10/04/14
3. REVISED DESIGN	10/04/14
4. REVISED DESIGN	10/04/14

WILLOUGHBY
TOWN CENTRE
CENTRE DRIVE
LANGLEY, BRITISH COLUMBIA
2027 WILLOUGHBY TOWN
CENTRE DRIVE
LANGLEY, BRITISH COLUMBIA
SCALE: 1:200
DATE: 10/04/14
PROJECT NO.: 00-000
LAYOUT AND MATERIALS
PLAN - LEVEL 1

L1.0

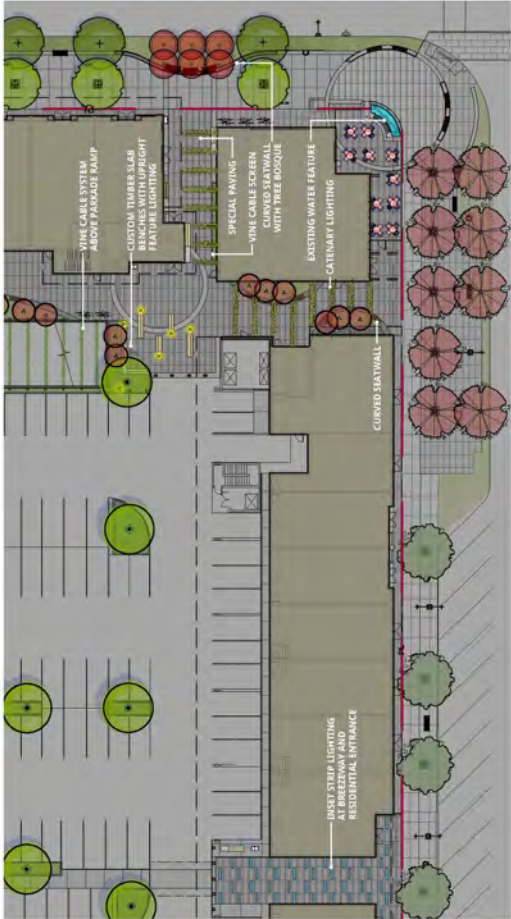


MATERIALS LEGEND

DETAIL	SYMBOL	MATERIAL
1.1	...	PAVING TYPE A
1.2	...	PAVING TYPE B
1.3	...	PAVING TYPE C
1.4	...	PAVING TYPE D
1.5	...	PAVING TYPE E
1.6	...	PAVING TYPE F
1.7	...	PAVING TYPE G
1.8	...	PAVING TYPE H
1.9	...	PAVING TYPE I
1.10	...	PAVING TYPE J
1.11	...	PAVING TYPE K
1.12	...	PAVING TYPE L
1.13	...	PAVING TYPE M
1.14	...	PAVING TYPE N
1.15	...	PAVING TYPE O
1.16	...	PAVING TYPE P
1.17	...	PAVING TYPE Q
1.18	...	PAVING TYPE R
1.19	...	PAVING TYPE S
1.20	...	PAVING TYPE T
1.21	...	PAVING TYPE U
1.22	...	PAVING TYPE V
1.23	...	PAVING TYPE W
1.24	...	PAVING TYPE X
1.25	...	PAVING TYPE Y
1.26	...	PAVING TYPE Z
1.27	...	PAVING TYPE AA
1.28	...	PAVING TYPE AB
1.29	...	PAVING TYPE AC
1.30	...	PAVING TYPE AD
1.31	...	PAVING TYPE AE
1.32	...	PAVING TYPE AF
1.33	...	PAVING TYPE AG
1.34	...	PAVING TYPE AH
1.35	...	PAVING TYPE AI
1.36	...	PAVING TYPE AJ
1.37	...	PAVING TYPE AK
1.38	...	PAVING TYPE AL
1.39	...	PAVING TYPE AM
1.40	...	PAVING TYPE AN
1.41	...	PAVING TYPE AO
1.42	...	PAVING TYPE AP
1.43	...	PAVING TYPE AQ
1.44	...	PAVING TYPE AR
1.45	...	PAVING TYPE AS
1.46	...	PAVING TYPE AT
1.47	...	PAVING TYPE AU
1.48	...	PAVING TYPE AV
1.49	...	PAVING TYPE AW
1.50	...	PAVING TYPE AX
1.51	...	PAVING TYPE AY
1.52	...	PAVING TYPE AZ
1.53	...	PAVING TYPE BA
1.54	...	PAVING TYPE BB
1.55	...	PAVING TYPE BC
1.56	...	PAVING TYPE BD
1.57	...	PAVING TYPE BE
1.58	...	PAVING TYPE BF
1.59	...	PAVING TYPE BG
1.60	...	PAVING TYPE BH
1.61	...	PAVING TYPE BI
1.62	...	PAVING TYPE BJ
1.63	...	PAVING TYPE BK
1.64	...	PAVING TYPE BL
1.65	...	PAVING TYPE BM
1.66	...	PAVING TYPE BN
1.67	...	PAVING TYPE BO
1.68	...	PAVING TYPE BP
1.69	...	PAVING TYPE BQ
1.70	...	PAVING TYPE BR
1.71	...	PAVING TYPE BS
1.72	...	PAVING TYPE BT
1.73	...	PAVING TYPE BU
1.74	...	PAVING TYPE BV
1.75	...	PAVING TYPE BW
1.76	...	PAVING TYPE BX
1.77	...	PAVING TYPE BY
1.78	...	PAVING TYPE BZ
1.79	...	PAVING TYPE CA
1.80	...	PAVING TYPE CB
1.81	...	PAVING TYPE CC
1.82	...	PAVING TYPE CD
1.83	...	PAVING TYPE CE
1.84	...	PAVING TYPE CF
1.85	...	PAVING TYPE CG
1.86	...	PAVING TYPE CH
1.87	...	PAVING TYPE CI
1.88	...	PAVING TYPE CJ
1.89	...	PAVING TYPE CK
1.90	...	PAVING TYPE CL
1.91	...	PAVING TYPE CM
1.92	...	PAVING TYPE CN
1.93	...	PAVING TYPE CO
1.94	...	PAVING TYPE CP
1.95	...	PAVING TYPE CQ
1.96	...	PAVING TYPE CR
1.97	...	PAVING TYPE CS
1.98	...	PAVING TYPE CT
1.99	...	PAVING TYPE CU
2.00	...	PAVING TYPE CV
2.01	...	PAVING TYPE CW
2.02	...	PAVING TYPE CX
2.03	...	PAVING TYPE CY
2.04	...	PAVING TYPE CZ
2.05	...	PAVING TYPE DA
2.06	...	PAVING TYPE DB
2.07	...	PAVING TYPE DC
2.08	...	PAVING TYPE DD
2.09	...	PAVING TYPE DE
2.10	...	PAVING TYPE DF
2.11	...	PAVING TYPE DG
2.12	...	PAVING TYPE DH
2.13	...	PAVING TYPE DI
2.14	...	PAVING TYPE DJ
2.15	...	PAVING TYPE DK
2.16	...	PAVING TYPE DL
2.17	...	PAVING TYPE DM
2.18	...	PAVING TYPE DN
2.19	...	PAVING TYPE DO
2.20	...	PAVING TYPE DP
2.21	...	PAVING TYPE DQ
2.22	...	PAVING TYPE DR
2.23	...	PAVING TYPE DS
2.24	...	PAVING TYPE DT
2.25	...	PAVING TYPE DU
2.26	...	PAVING TYPE DV
2.27	...	PAVING TYPE DW
2.28	...	PAVING TYPE DX
2.29	...	PAVING TYPE DY
2.30	...	PAVING TYPE DZ
2.31	...	PAVING TYPE EA
2.32	...	PAVING TYPE EB
2.33	...	PAVING TYPE EC
2.34	...	PAVING TYPE ED
2.35	...	PAVING TYPE EE
2.36	...	PAVING TYPE EF
2.37	...	PAVING TYPE EG
2.38	...	PAVING TYPE EH
2.39	...	PAVING TYPE EI
2.40	...	PAVING TYPE EJ
2.41	...	PAVING TYPE EK
2.42	...	PAVING TYPE EL
2.43	...	PAVING TYPE EM
2.44	...	PAVING TYPE EN
2.45	...	PAVING TYPE EO
2.46	...	PAVING TYPE EP
2.47	...	PAVING TYPE EQ
2.48	...	PAVING TYPE ER
2.49	...	PAVING TYPE ES
2.50	...	PAVING TYPE ET
2.51	...	PAVING TYPE EU
2.52	...	PAVING TYPE EV
2.53	...	PAVING TYPE EW
2.54	...	PAVING TYPE EX
2.55	...	PAVING TYPE EY
2.56	...	PAVING TYPE EZ
2.57	...	PAVING TYPE FA
2.58	...	PAVING TYPE FB
2.59	...	PAVING TYPE FC
2.60	...	PAVING TYPE FD
2.61	...	PAVING TYPE FE
2.62	...	PAVING TYPE FF
2.63	...	PAVING TYPE FG
2.64	...	PAVING TYPE FH
2.65	...	PAVING TYPE FI
2.66	...	PAVING TYPE FJ
2.67	...	PAVING TYPE FK
2.68	...	PAVING TYPE FL
2.69	...	PAVING TYPE FM
2.70	...	PAVING TYPE FN
2.71	...	PAVING TYPE FO
2.72	...	PAVING TYPE FP
2.73	...	PAVING TYPE FQ
2.74	...	PAVING TYPE FR
2.75	...	PAVING TYPE FS
2.76	...	PAVING TYPE FT
2.77	...	PAVING TYPE FU
2.78	...	PAVING TYPE FV
2.79	...	PAVING TYPE FW
2.80	...	PAVING TYPE FX
2.81	...	PAVING TYPE FY
2.82	...	PAVING TYPE FZ
2.83	...	PAVING TYPE GA
2.84	...	PAVING TYPE GB
2.85	...	PAVING TYPE GC
2.86	...	PAVING TYPE GD
2.87	...	PAVING TYPE GE
2.88	...	PAVING TYPE GF
2.89	...	PAVING TYPE GG
2.90	...	PAVING TYPE GH
2.91	...	PAVING TYPE GI
2.92	...	PAVING TYPE GJ
2.93	...	PAVING TYPE GK
2.94	...	PAVING TYPE GL
2.95	...	PAVING TYPE GM
2.96	...	PAVING TYPE GN
2.97	...	PAVING TYPE GO
2.98	...	PAVING TYPE GP
2.99	...	PAVING TYPE GQ
3.00	...	PAVING TYPE GR
3.01	...	PAVING TYPE GS
3.02	...	PAVING TYPE GT
3.03	...	PAVING TYPE GU
3.04	...	PAVING TYPE GV
3.05	...	PAVING TYPE GW
3.06	...	PAVING TYPE GX
3.07	...	PAVING TYPE GY
3.08	...	PAVING TYPE GZ
3.09	...	PAVING TYPE HA
3.10	...	PAVING TYPE HB
3.11	...	PAVING TYPE HC
3.12	...	PAVING TYPE HD
3.13	...	PAVING TYPE HE
3.14	...	PAVING TYPE HF
3.15	...	PAVING TYPE HG
3.16	...	PAVING TYPE HH
3.17	...	PAVING TYPE HI
3.18	...	PAVING TYPE HJ
3.19	...	PAVING TYPE HK
3.20	...	PAVING TYPE HL
3.21	...	PAVING TYPE HM
3.22	...	PAVING TYPE HN
3.23	...	PAVING TYPE HO
3.24	...	PAVING TYPE HP
3.25	...	PAVING TYPE HQ
3.26	...	PAVING TYPE HR
3.27	...	PAVING TYPE HS
3.28	...	PAVING TYPE HT
3.29	...	PAVING TYPE HU
3.30	...	PAVING TYPE HV
3.31	...	PAVING TYPE HW
3.32	...	PAVING TYPE HX
3.33	...	PAVING TYPE HY
3.34	...	PAVING TYPE HZ
3.35	...	PAVING TYPE IA
3.36	...	PAVING TYPE IB
3.37	...	PAVING TYPE IC
3.38	...	PAVING TYPE ID
3.39	...	PAVING TYPE IE
3.40	...	PAVING TYPE IF
3.41	...	PAVING TYPE IG
3.42	...	PAVING TYPE IH
3.43	...	PAVING TYPE II
3.44	...	PAVING TYPE IJ
3.45	...	PAVING TYPE IK
3.46	...	PAVING TYPE IL
3.47	...	PAVING TYPE IM
3.48	...	PAVING TYPE IN
3.49	...	PAVING TYPE IO
3.50	...	PAVING TYPE IP
3.51	...	PAVING TYPE IQ
3.52	...	PAVING TYPE IR
3.53	...	PAVING TYPE IS
3.54	...	PAVING TYPE IT
3.55	...	PAVING TYPE IU
3.56	...	PAVING TYPE IV
3.57	...	PAVING TYPE IW
3.58	...	PAVING TYPE IX
3.59	...	PAVING TYPE IY
3.60	...	PAVING TYPE IZ
3.61	...	PAVING TYPE JA
3.62	...	PAVING TYPE JB
3.63	...	PAVING TYPE JC
3.64	...	PAVING TYPE JD
3.65	...	PAVING TYPE JE
3.66	...	PAVING TYPE JF
3.67	...	PAVING TYPE JG
3.68	...	PAVING TYPE JH
3.69	...	PAVING TYPE JI
3.70	...	PAVING TYPE JJ
3.71	...	PAVING TYPE JK
3.72	...	PAVING TYPE JL
3.73	...	PAVING TYPE JM
3.74	...	PAVING TYPE JN
3.75	...	PAVING TYPE JO
3.76	...	PAVING TYPE JP
3.77	...	PAVING TYPE JQ
3.78	...	PAVING TYPE JR
3.79	...	PAVING TYPE JS
3.80	...	PAVING TYPE JT
3.81	...	PAVING TYPE JU
3.82	...	PAVING TYPE JV
3.83	...	PAVING TYPE JW
3.84	...	PAVING TYPE JX
3.85	...	PAVING TYPE JY
3.86	...	PAVING TYPE JZ
3.87	...	PAVING TYPE KA
3.88	...	PAVING TYPE KB
3.89	...	PAVING TYPE KC
3.90	...	PAVING TYPE KD
3.91	...	PAVING TYPE KE
3.92	...	PAVING TYPE KF
3.93	...	PAVING TYPE KG
3.94	...	PAVING TYPE KH
3.95	...	PAVING TYPE KI
3.96	...	PAVING TYPE KJ
3.97	...	PAVING TYPE KK
3.98	...	PAVING TYPE KL
3.99	...	PAVING TYPE KM
4.00	...	PAVING TYPE KN
4.01	...	PAVING TYPE KO
4.02	...	PAVING TYPE KP
4.03	...	PAVING TYPE KQ
4.04	...	PAVING TYPE KR
4.05	...	PAVING TYPE KS
4.06	...	PAVING TYPE KT
4.07	...	PAVING TYPE KU
4.08	...	PAVING TYPE KV
4.09	...	PAVING TYPE KW
4.10	...	PAVING TYPE KX
4.11	...	PAVING TYPE KY
4.12	...	PAVING TYPE KZ
4.13	...	PAVING TYPE LA
4.14	...	PAVING TYPE LB
4.15	...	PAVING TYPE LC
4.16	...	PAVING TYPE LD
4.17	...	PAVING TYPE LE
4.18	...	PAVING TYPE LF
4.19	...	PAVING TYPE LG
4.20	...	PAVING TYPE LH
4.21	...	PAVING TYPE LI
4.22	...	PAVING TYPE LJ
4.23	...	PAVING TYPE LK
4.24	...	PAVING TYPE LL
4.25	...	PAVING TYPE LM
4.26	...	PAVING TYPE LN
4.27	...	PAVING TYPE LO
4.28	...	PAVING TYPE LP
4.29	...	PAVING TYPE LQ
4.30	...	PAVING TYPE LR
4.31	...	PAVING TYPE LS
4.32	...	PAVING TYPE LT
4.33	...	PAVING TYPE LU
4.34	...	PAVING TYPE LV
4.35	...	PAVING TYPE LW
4.36	...	PAVING TYPE LX
4.37	...	PAVING TYPE LY
4.38	...	PAVING TYPE LZ
4.39	...	PAVING TYPE MA
4.40	...	PAVING TYPE MB
4.41	...	PAVING TYPE MC
4.42	...	PAVING TYPE MD
4.43	...	PAVING TYPE ME
4.44	...	PAVING TYPE MF
4.45	...	PAVING TYPE MG
4.46	...	PAVING TYPE MH
4.47	...	PAVING TYPE MI
4.48	...	PAVING TYPE MJ
4.49	...	PAVING TYPE MK
4.50	...	PAVING TYPE ML
4.51	...	PAVING TYPE MM
4.52	...	PAVING TYPE MN
4.53	...	PAVING TYPE MO
4.54	...	PAVING TYPE MP
4.55	...	PAVING TYPE MQ
4.56	...	PAVING TYPE MR
4.57	...	PAVING TYPE MS
4.58	...	PAVING TYPE MT
4.59	...	PAVING TYPE MU
4.60	...	PAVING TYPE MV
4.61	...	PAVING TYPE MW
4.62	...	PAVING TYPE MX
4.63	...	PAVING TYPE MY
4.64	...	PAVING TYPE MZ
4.65	...	PAVING TYPE NA
4.66	...	PAVING TYPE NB
4.67	...	PAVING TYPE NC
4.68	...	PAVING TYPE ND
4.69	...	PAVING TYPE NE
4.70	...	PAVING TYPE NF
4.71	...	PAVING TYPE NG
4.72	...	PAVING TYPE NH
4.73	...	PAVING TYPE NI
4.74	...	PAVING TYPE NJ
4.75	...	PAVING TYPE NK
4.76	...	PAVING TYPE NL
4.77	...	PAVING TYPE NM
4.78	...	PAVING TYPE NN
4.79	...	PAVING TYPE NO
4.80	...	PAVING TYPE NP
4.81	...	PAVING TYPE NQ
4.82	...	PAVING TYPE NR
4.83	...	PAVING TYPE NS
4.84	...	PAVING TYPE NT
4.85	...	PAVING TYPE NU
4.86	...	PAVING TYPE NV
4.87	...	PAVING TYPE NW
4.88	...	PAVING TYPE NX
4.89	...	PAVING TYPE NY
4.90	...	PAVING TYPE NZ
4.91	...	PAVING TYPE OA
4.92	...	PAVING TYPE OB
4.93	...	PAVING TYPE OC
4.94	...	PAVING TYPE OD
4.95	...	PAVING TYPE OE
4.96	...	PAVING TYPE OF
4.97	...	PAVING TYPE OG
4.98	...	PAVING TYPE OH
4.99	...	PAVING TYPE OI
5.00	...	PAVING TYPE OJ
5.01	...	PAVING TYPE OK
5.02	...	PAVING TYPE OL
5.03	...	PAVING TYPE OM
5.04	...	PAVING TYPE ON

SCHEDULE J
LANDSCAPE AMENITIES

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, OR ACCURACY OF ANY INFORMATION OR DATA CONTAINED HEREIN, AND THE CONSULTANT IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY OCCUR IN THE COURSE OF THE PROJECT. THE CONSULTANT IS NOT RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURES, AND IS NOT RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURES, AND IS NOT RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURES.



CUSTOM TIMBER SLAB BENCH

VINE CABLE SYSTEM

4. REVISED FOR DP	18.08.08
3. REVISED FOR DP	18.05.04
2. REVISED FOR DP	18.02.18
1. REVISED FOR DP	17.09.13

REVISED FOR DP

WILLOUGHBY
TOWN CENTRE
20727 WILLOUGHBY TOWN
CENTRE DRIVE
LANGLEY, BRITISH COLUMBIA

Scale:	1:225
Drawn:	ELION
Reviewed:	DS
Project No:	DS-388

LANDSCAPE AMENITY
PLAN - LEVEL 1

L1.1



UPRIGHT FEATURE LIGHTING



PLAZA WITH INSET LINEAR LIGHTS



LINEAR CATENARY LIGHTING

LAYOUT AND MATERIALS PLAN - LEVEL 2

Scale:	1:200
Drawn:	FLJCM
Reviewed:	DS
Project No.	06-386

WILLOUGHBY
TOWN CENTRE
20727 WILLOUGHBY TOWN
CENTRE DRIVE
WILLOUGHBY, BRITISH COLUMBIA

[illegible]

Journal of



DETAIL	SYMBOL	MATERIAL
		SLAB PAVER TYPE B ON LEVEL 2 AND 5
		METAL PLANTER ON LEVEL 2 AND 5

GENERAL LAYOUT AND MATERIALS NOTES

GENERAL LAYOUT AND MATERIALS NOTES

AND IT FORMIGES ARE TO BE READ IN CONNECTION WITH ALL OTHER CONS. UNIT FORMIGES.

doi:10.1017/S0007122612000069

WITH SITE CONDITIONS. REPORT DISCREPANCIES TO CONSULTANT TEAM PRIOR TO PROCEEDING.

THE CONVICTION IS IRREVOCABLE. ALL EXISTING WALLS HAVE SURFACES, STRUCTURES WALLS AND THE FORMATION OF CONSTRUCTION BEHOLD FOR REMOVAL AND RE-EXISTING

AMERICA'S WORKS AS REQUIRED TO MATCH THE "EXISTING CONDITIONS" AT NO ADDITIONAL COST TO THE OWNER.

ALL POSTING FINES ARE TO BE PAID IMMEDIATELY FOR POLARIS AND INSPECTED FOR APPROVAL. FINES

TO EXCAVATION AND SITE WORKS. DAMAGE TO EXISTING TREES WILL BE QUANTIFIED BY R=34 AC-MFAT (TO BE STANDARD) AT NO ADDITIONAL COST TO OWNER.

THE LOCATION OF ALL PROXIMATE HAZARDOUS AREAS TO BE AVOIDED

NOT ON SITE BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

ALL OFF-SITE WORKS TO CONFORM TO TOWNSHIP OF LAKESLEY STANDARDS.

* CREATING INFORMATION SHOWN FOR REFERENCE ONLY - FIELD CONDITIONS MAY VARY FROM PLANTS
 * ENVIRONMENTAL CHANGES IMPACT WITH CROWDING, DROUGHT, TOXICITY, CLIMATE, AND OTHER FACTORS

FOR SITE GRADING INFORMATION

ALL SERVICE LINES TO BE COORDINATED WITH TREE-S, LIGHT STANDARDS, UTILITIES, FURNISHINGS AND SIGN CONDITIONS.

C

Figure 1

D

SCHEDULE M

LANDSCAPE PLANTING PLAN WEST

TRESCSYMBOL

1000

PLANTING NOTES

- [illegible]

SOIL TRENCH NOTES

1. INITIAL SOIL 110 INCH DEEPING MEDIUM WITH SPECIFIC IONS
2. TYPICAL TRENCH 20 IN WITH NO EXTENSIVE PASS; TAIL TIRE AS SHOWN ON PLANS
3. 60 MM DEPTH CONTINUOUS GROWING MEDIUM TO 3 TIRE TRENCH
- NOTE: 150 MM DEPTH GROWING MEDIUM IN CROSS-SECTION AS SHOWN ON TRENCH PLAN

REFERS TO ADDITIONAL BI AND FOR FULL BI ANTINIC INFORMATION.

- OFFSITE PER L0.3: OFF-SITE PLANS
LEVEL 2 PER L1.2: LAYOUT AND MATERIALS LEVEL 2
LEVEL 5 PER L1.4: LAYOUT AND MATERIALS LEVEL 5

	RE-USED FOR DE	10-29-02
1	RE-USED FOR DE	10-29-02
2	RE-USED FOR DE	10-29-02
3	RE-USED FOR DE	10-29-02
4	RE-USED FOR DE	10-29-02

WILLOUGHBY
TOWN CENTRE
20727 WILLOUGHBY TOWN
CENTRE DRIVE
AMCLEY, BRITISH COLUMBIA

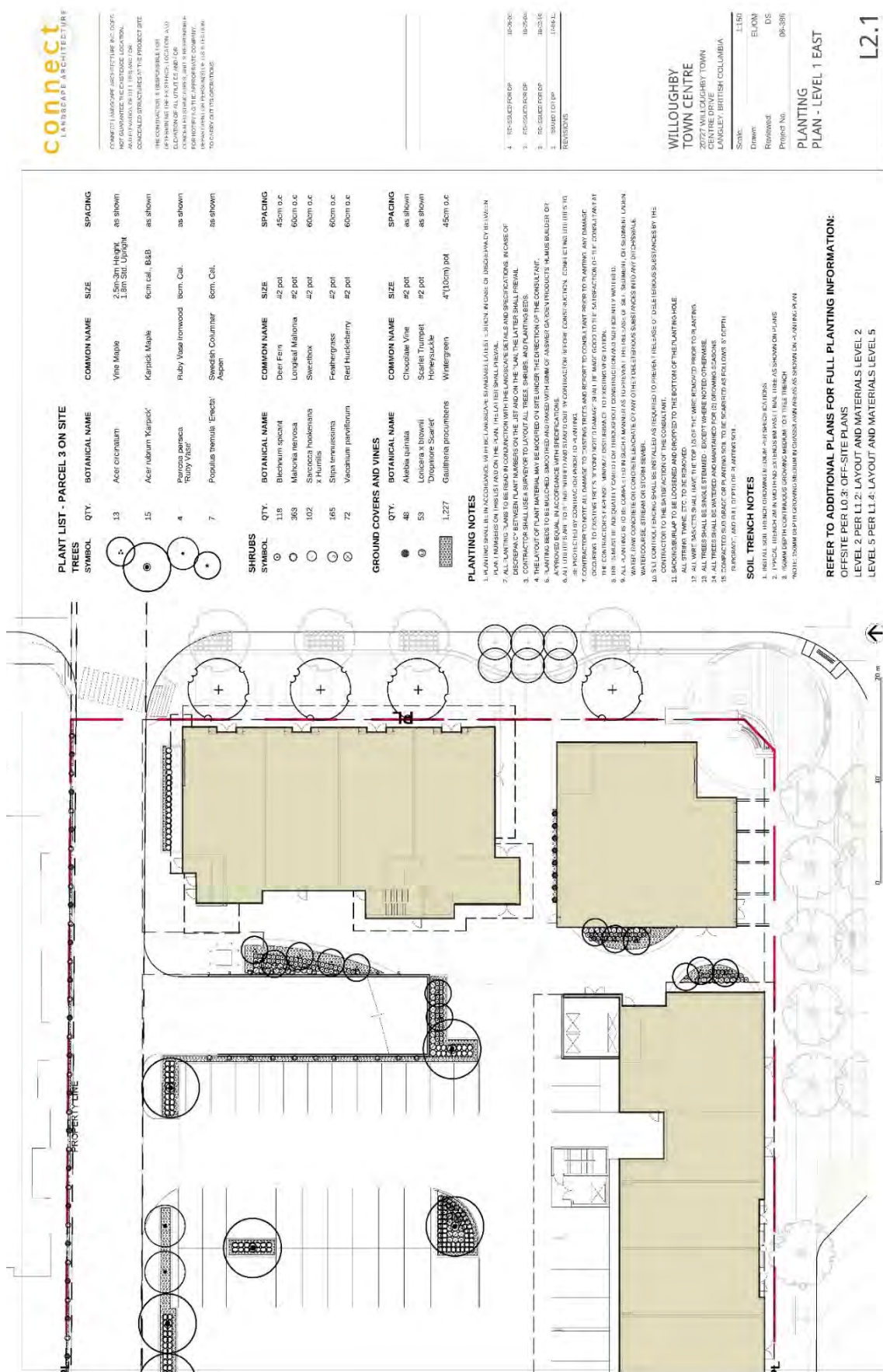
Scale:	1:150
Drawn:	ELDM
Reviewed:	DS
Project No.	06-386

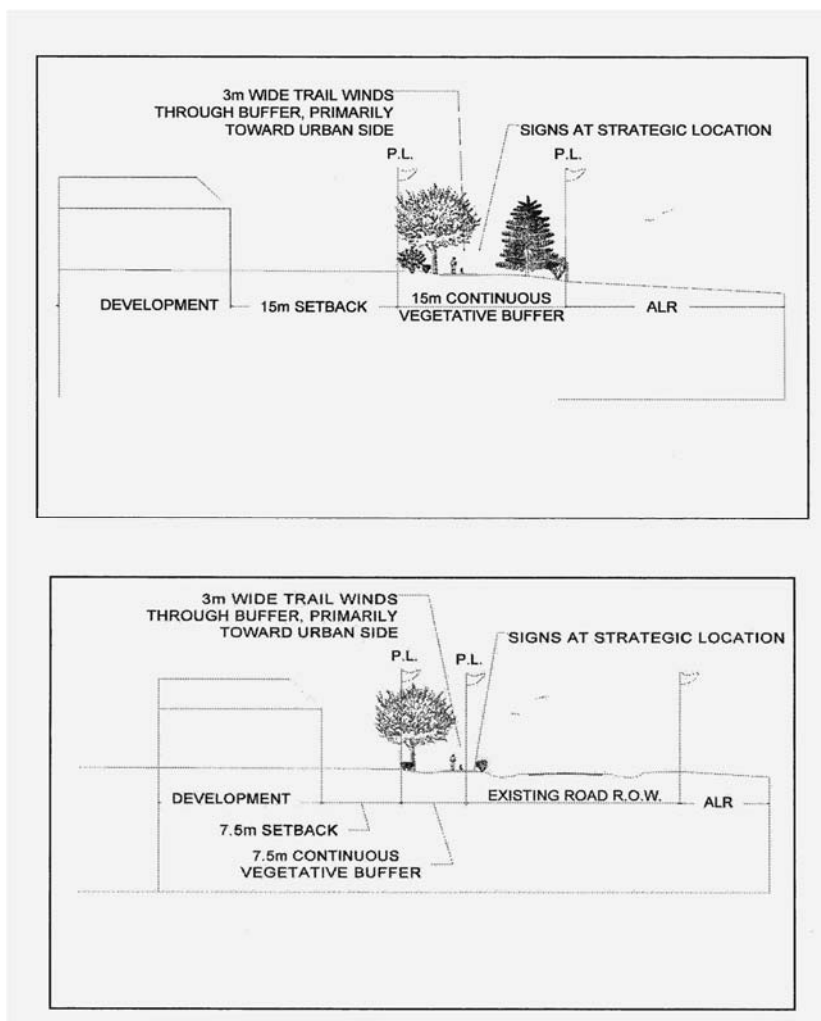
PLANTING
PLAN - 1 LEVEL 1 WEST

L2.0

CONTRACT MANAGER ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, ACCURACY, OR DATE OF THE INFORMATION SET FORTH HEREIN. THE INFORMATION SET FORTH HEREIN IS FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACT MANAGER ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, ACCURACY, OR DATE OF THE INFORMATION SET FORTH HEREIN. THE INFORMATION SET FORTH HEREIN IS FOR INFORMATIONAL PURPOSES ONLY.

F.2





- Notification shall be provided on new property titles within the development permit area indicating the proximity to ALR lands and the potential for sound, odour and airborne impact from natural farm activities.
- Agricultural awareness signage shall be provided advising of farm activities.

4.4 MIXED USE DEVELOPMENT PERMIT PROVISIONS

4.4.1 DEVELOPMENT PERMIT AREA “J” – TOWN MARKET COMMERCIAL

General

Lands identified as “Development Permit Area “J” – Town Market Commercial” on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(f) of the Local Government Act to establish objectives and provide guidelines for the form and character of commercial and residential development.

The objective of this development permit area designation is to encourage development of a pedestrian oriented commercial and residential community centre.

4825
30/05/11

4586
04/02/08

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of development must not be started.

Development permit guidelines are as follows:

Development with residential above shall also conform to the development permit guidelines in section 4.1.2.3 (Multi Family).

Mid-rise development shall also comply with the mixed use design guidelines in section 4.1.2.3 (Town Centre Mixed Use).

These provisions apply to all buildings and all phases.

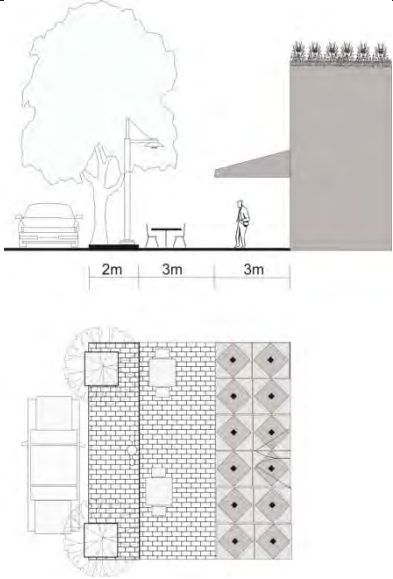
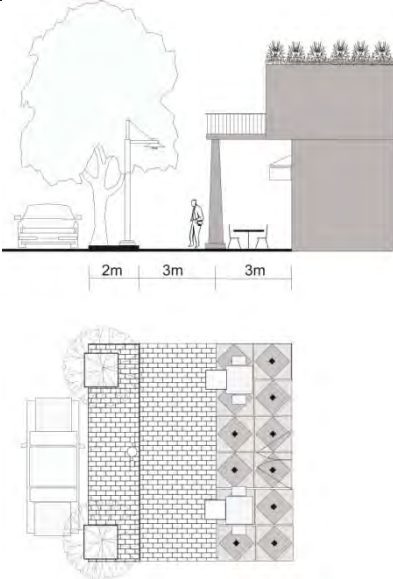
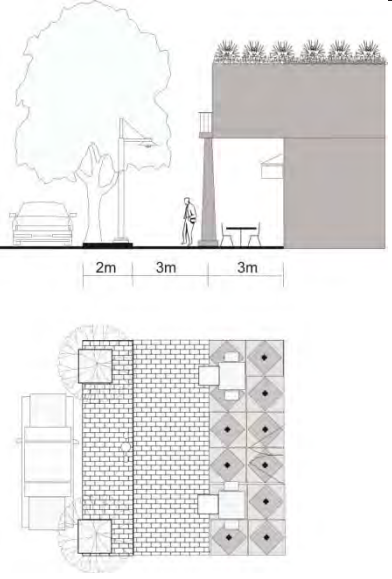
Site Design

- Development shall provide a walkable 'pedestrian-scale' Town Market.
- The Town Market shall be designed, as reflected in the accompanying concept illustration. The required design elements are:
 - A centrally located public plaza with food services (such as restaurants, neighbourhood pubs, cafes, coffee shops, bistro's, etc.) facing the plaza and including outdoor seating located adjacent to the intersection of the main pedestrian connection and main street surrounded by pedestrian scale development;
 - A main 'pedestrian scale' street through the site ;
 - Continuous weather protection;
 - A minimum of 50% of the required parking shall be provided underground with no more than 50% of parking being surface parking. Remaining surface parking should be located to the rear or sides of buildings and designed sympathetically to the pedestrian environment;
 - A *bio-lung* designed into the main pedestrian corridor through the development and connecting to adjacent properties;
 - Decorative amenity features in the plaza area;
 - Street facing commercial development; and
 - Consistent complementary exterior design and finish.
- A landmark building defining the intersection shall be located at the main corner and/or entrance.
- Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened enclosure, or alternatively located within a building. Such enclosures shall be architecturally detailed to compliment the development.
- Design shall take into account CPTED (Crime Prevention Through Environmental Design) principles.

Building Form

- The height, massing and siting of buildings and design of signage and other elements should contribute to creating a community commercial 'landmark' destination.
- Balconies above the ground floor are encouraged.
- Buildings fronts shall be consistent with Table 1 Building Front Typology.

Building Front Typology

Building Fronts		
<p>Building character</p> <p>The character of the mixed and commercial land use areas are intended to reflect a walkable pedestrian-friendly urban atmosphere. Buildings shall have high quality exterior finishes and street furnishings that attract people to shop and meet. Design for the site shall include a mix of building fronts and provide multiple opportunities for sidewalk cafes and patios. Specific design considerations should be given to promoting transparency to building fronts and other qualities that engage the eyes. As such, building design shall consider unique facades for each tenant front (and where large –scale commercial is permitted it shall present a small-scale commercial façade where appropriate), changes in insets for doors and windows to create varying shadow lines. Roof skirts and varied cornice lines help to break the massing of buildings and help provide unique attributes to buildings. Further considerations to help provide visual interest may be achieved through balconies, projecting tops of windows, doors, sill caps and shutters. Ample landscaping shall be provided to create a pleasant atmosphere and opportunities for shade.</p>		
<p>Open with projection for weather protection</p> <ul style="list-style-type: none"> Weather protection material either fabric or frosted glass 	Gallery with veranda	Gallery without veranda
 <p>The elevation view shows a building facade with a large overhanging section on the right, a tree on the left, and a person standing near a table. Dimensions of 2m, 3m, and 3m are indicated. The plan view shows a building footprint with a brick wall on the left and a grid of windows on the right.</p>	 <p>The elevation view shows a building facade with a central veranda, a tree on the left, and a person standing near a table. Dimensions of 2m, 3m, and 3m are indicated. The plan view shows a building footprint with a brick wall on the left and a grid of windows on the right.</p>	 <p>The elevation view shows a building facade with a central entrance, a tree on the left, and a person standing near a table. Dimensions of 2m, 3m, and 3m are indicated. The plan view shows a building footprint with a brick wall on the left and a grid of windows on the right.</p>
Required minimum in mixed and commercial land uses	Permitted choice of building front in mixed and commercial uses	Permitted choice of building front in mixed and commercial uses

- Buildings sited on corners shall front both street edges, shall express a visually stimulating 'landmark' architecture, and be massed to define the intersection.
- Street level entrances shall be provided for uses located above the ground floor. When residential uses are above commercial additional architectural distinctions shall be made to clarify the separation of public and private space. These distinctions shall include entrance height variations between the two spaces.
- Servicing and loading areas shall be limited to the rear.
- The rear of all buildings shall have entrances treated with the same architectural details as the fronts and sides of the building.

- Flat roofs are not permitted unless a green roof is provided.
- Building courses should be stringed to align horizontally to adjacent buildings.

Exterior Design and Finish

- All elevations of buildings shall have architectural details to provide visual interest and reduce the massing of the building. These include changes in roofline height, varied paint treatments, functional windows (i.e. to provide transparency) on the store entrance level and/or above, and articulation in the building envelope.
- The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings to provide protection from the weather. Exterior materials consisting of wood, brick, stone, metal, glass or ceramics (other than for a roof).
- Storefront windows shall be transparent.
- All buildings shall incorporate high quality exterior design elements that reflect a modern architecture with a Town Market pedestrian scale theme. Such as:
 - All elevations shall incorporate a variety of setbacks and building 'fronts' that reflect the scale and proportion of a pedestrian-scale Town Market. Therefore large walls will have a variety of architectural detailing, setbacks and widths;
 - A mix of façade treatments, cornice and roof lines;
 - A mix of building surface treatments for each façade; and
 - A mix of accent colours and materials.
- No vinyl is permitted other than for architectural grade shingles.
- Stucco siding shall be restricted to no more than 25% of any given elevation.
- All glass weather protection designs shall be comprised of frosted glass.
- Where larger buildings are proposed the façade shall be interrupted to create the impression of multiple buildings. Where practical this may be achieved by siting smaller buildings along the outside wall of larger buildings.
- All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal is not permitted.
- If residential units are incorporated above commercial special consideration shall be given the architectural detailing of the building in substantial accordance with Section 4.1.2.3 Development Permit Area "B"– Residential.
- Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street, nearby buildings or where rises in elevation provide views to rooftops. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building. All screening must be a permanent part of the building structure.

Landscaping

- Development is encouraged to retain existing significant trees within the development in accordance with the Township of Langley's Tree Protection Bylaw, as amended.
- Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas, utility/mechanical equipment and garbage containers from abutting roadways, residential, commercial and institutional developments.
- All areas not covered by buildings, structures, roads and parking areas shall be landscaped. Landscaping, including treed islands, shall be provided in the parking areas to enhance the appearance of the development and to reduce the heat island effect. Further landscaping shall be provided when abutting residential development or when residential views extend or will extend over the parking area.

- To further reduce the urban heat island effect and create a natural visual reference; green walls, green screens and green roofs are encouraged as part of the landscaping component. Passive green walls are required for exposed sides of buildings with active green walls being an option. Green screens are encouraged as an additional landscape option for visual screening purposes. Green roofs are encouraged and may be designed as a corporate logo.
- Streetscape items, such as lighting, banners, trees, benches, tree gates, tree guards, bike racks, directions kiosks, umbrellas for outdoor seating, garbage receptacles etc., should be provided on private property to create a village atmosphere. In addition, a minimum of two amenities (of the developers choice and to the satisfaction of the Township) shall be provided from the following list and reflect in some way the natural and/or cultural heritage of the area. These amenities should be located in or around the central plaza area.
 - An active demonstration green wall of substantial size;
 - A water feature of substantial size (fountain, creek, pond etc.); or
 - A work of public art of substantial size (sculpture, mosaic etc.).
- For speed of coverage, green walls should include clematis (*Clematis* sp.), honeysuckle (*Lonicera* sp.), wisteria (*Wisteria* sp.) or golden hops (*Humulus* sp.) as the climbing plant of choice for green walls and green screens. These vines require high-tensile steel cables to guide and support plants.
- On parking structures and other solid durable surfaced structures Russian-vine (*Fallopia* sp.) and Virginia-creeper (*Parthenocissus* sp.) are common species that cling directly to surfacing.

Parking Lot Landscaping

- In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping is required within parking areas at the following frequency:
- One tree per six parking stalls to be located in a minimum of 10 cubic meters of growing medium (structural soil, deep root soil cells, or planting beds) so that the tree will be sustained into maturity. Two adjoining rows of parking stalls (front to front) will require a minimum of one tree per bank of 12 parking stalls spaced no more than 18 meters between trees. A minimum grid placement of 18 meters on center should be attained for trees placed in parking areas. In addition to the foregoing, the end of each single row of parking stalls will require a tree and 2 metre wide landscaped area between the end parking stall and the adjacent drive aisle.
- Trees within parking areas should be of a type and height so that the clearance to the underside of the tree is at least 8 feet. Deciduous shade trees should be a minimum of 6cm calliper with a 1.8 meter clear stem at time of planting. Tree stems must be protected on all sides with a minimum of 1 meter of clearance to the front face of an adjacent barrier curb or other protection from vehicle overhangs.
- Shrubs and groundcovers should be planted around the base of all trees

Streetscape

- All buildings shall front onto a public road in accordance with the street typology.
- Extra sidewalk width shall be provided to allow for permitted sidewalk uses. Design of such sidewalk areas may be accomplished through varied setbacks and design of buildings. Sidewalks abutting fronts and sides of buildings shall be provided to allow for easy pedestrian circulation.
- Streetscape furniture, such as lighting, banners, trees, benches, tree grates, tree guards, bike racks, directions kiosks, umbrellas for outdoor seating, garbage receptacles etc., shall be provided on private property to create a village

atmosphere. In addition, a minimum of two amenities (of the developers choice and to the satisfaction of the Township) shall be provided from the following list throughout the development that reflect in some way the character of the area or region:

- An active demonstration green wall;
- Water feature (fountain, creek, pond etc.); and
- Work of public art (sculpture, mosaic etc.).
- Underground parking entrances shall be from the side or rear of buildings.
- Direct common pedestrian access for residential units is encouraged on the main road.

Parking and Pedestrian Circulation

- Pedestrian connections shall be provided throughout the development, including through parking lots, and to adjoining land uses (see Table 1).
- All internal pedestrian links shall be red coloured raised patterned concrete, interlocked brick or other similar natural or semi-natural material to differentiate the pedestrian environment.
- A main pedestrian walkway shall connect diagonally at or near the intersection of 208 Street and 80 Avenue into the surrounding land uses near the southwest corner of the Town Market.
- Surface parking shall be predominantly to the rear or side of buildings and away from the street.
- Where a building has parking to the front and rear building entrances shall be at or near the front of the building.
- Wheelchair access shall be provided throughout the development.
- Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.
 - Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
 - Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

5101
28/09/15

Structured Parking

- At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
- Vehicular access and egress points shall be combined with the presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
- Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are not permitted.
- Entrances shall be subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis. This may be achieved sometimes through:
 - The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.
 - Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
 - Recessing the portion of the facade where the entry is located to help conceal it.
 - Extending portions of the structure over the garage entry to help conceal it.

- Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
- Use of screening and landscaping to soften the appearance of the garage entry from the street.
- Locating the garage entry where the topography of the site can help conceal it.
- Pedestrian entrances shall be separate from vehicular access points.
- Uses near access and egress points shall include design elements that reduce conflict between uses.
- Ramps to additional levels are to be contained within the structure and screened from view.
- Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
- Provide separate parking areas for residential and commercial uses.
- The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
- Setbacks from above the second storey shall be incorporated into the design.
- If rooftop parking is provided additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.
- Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
- Public and private parking shall be clearly identified through a system of numbering and signage.

Table 1 - SIDEWALK TYPOLOGY					
Sidewalk	Main pedestrian link	Town Market Road	Parking lot	Multi-way	Mixed/Town Market interface
Width	6 metres minimum	3 metres	1.5 metres	7.5 metres	3 metres
Minimum hard surface width	3 metres	3 metres plus room for patio uses	1.5 metres	8 metres (includes 3m R.O.W. to connect Street greenway) SEE BUILDING FRONT TYPOLOGY	Varies – min. 3 metres SEE BUILDING FRONT TYPOLOGY
Material	Patterned and coloured concrete or better	Patterned and coloured concrete or better	Patterned and coloured concrete or better	Patterned and coloured concrete or better	Patterned and coloured concrete or better
Crossing treatment	Raised textured surface or better	Raised textured surface (no asphalt permitted)	Raised textured surface (no asphalt permitted)	Raised textured surface (no asphalt permitted)	Raised textured surface (no asphalt permitted)
Adjacent Landscaping	Additional 'Bio-lung' requirement	Additional landscaping encouraged	1.5m both sides Additional landscaping encouraged	Additional landscaping encouraged	1.5m both sides (should include entrance features) Additional landscaping encouraged
Building	Galleries an option	Galleries preferred	N/A	Galleries preferred	Galleries preferred
** NOTE: Accessibility is to be provided universally.					

- Access shall be provided throughout the development for those persons that require functional assistance (this includes mobility, visually, and hearing impaired, as well as those who have reduced strength or dexterity), with parking spaces made available as close as possible to the stores entrance.
- A minimum of 50% of the required parking shall be provided underground or contained within a building with no more than 50% surface parking. Remaining surface parking should be located to the rear or sides of buildings and designed sympathetically to the pedestrian environment.

- Loading areas shall be provided to the rear or sides of buildings, away from residential areas, and include additional screening architecturally integrated into the development. Loading areas on the sides of buildings will only be considered when additional screening and landscaping is provided (i.e. roofed and gated loading areas etc.).
- Loading areas on the Town Market road shall be provided to the rear of buildings, away from residential areas, and include additional screening architecturally integrated into the development.
- Where access and egress points are permitted on arterial roads they shall be consolidated to minimize the number of access points. In all other cases, consolidated access and egress points are preferred.
- Surface parking shall be provided for in a number of smaller areas rather than one large lot, and shall be located primarily in the interior of the site or otherwise screened from view. Surface parking shall integrate landscaping and other design elements to reduce the massing of parking areas.
- Vehicular entrances shall be landscaped.
- Parking to be in accordance with the street type typology where applicable.

Signage

- All signage should have a pedestrian scale and be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated throughout the development to establish a unified and attractive commercial area. All signage shall comply with the Township's Sign Bylaw, as amended, unless otherwise varied in a Development Permit.
- Projecting signs are encouraged.
- Pedestrian scale monument signs are encouraged only where necessary. Pylon signs are not permitted. Where permitted signs are limited to 3 metres height.
- Fascia signage shall consist of channel lettering (backlit illuminated light boxes and exposed neon signs are not permitted).

Exterior Lighting

- There shall be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination shall consist of full cut-off lighting fixtures and shall not encroach onto adjacent residential properties and must comply with the provisions of the Township's Exterior Lighting Impact Policy.

4.4.2 DEVELOPMENT PERMIT AREA “K” – TOWN MARKET MIXED USE

Lands identified as “Development Permit Area “K”– Mixed Use” on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(f) of the Local Government Act to establish objectives and provide guidelines for the form and character of commercial and residential development.

The objective of this development permit area designation is to encourage development in support of a pedestrian oriented Town Market.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of development must not be started.

property in a manner that will maintain the character of the existing streetscape and surrounding neighbourhood.

Unless the owner of land first obtains a development permit or produces a registerable building scheme acceptable to the Township, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of an additional dwelling unit, or work exceeding value of \$50,000 measured in 2000 dollars, must not be started.

Development permit guidelines for this area are as follows:

- Where an existing estate character house is to be retained, new infill units shall be designed in a complementary style, using features such as roof slope, building massing and finish materials to create a cohesive development.
- Where a new “main house” is to be developed as part of the development, the overall project should appear as a cohesive development compatible with the remainder of the neighbourhood.
- Infill units shall be sited and designed to limit overview of adjacent rear yards, and to permit sun penetration onto adjacent properties. Building height is to be compatible with existing houses in the neighbourhood.
- Only one driveway access will be permitted per each original parcel. As such, the main house and infill units will share one access. On a corner lot, a second driveway access would be permitted from the other street.
- Wherever possible, existing mature vegetation should be retained and enhanced by new plantings.
- Where possible, infill units should be sited around a courtyard and/or common parking area.

06/02/06 - Bylaw No. 4475 Deleted Section 4.1.2 Commercial and Business/Office Park Areas Development permit guidelines.

04/02/08 - Bylaw No. 4586 Deleted Section 4.1.3 Development Permit Area ‘B’ – Residential Density Bonus and Multi-Family

4586
04/02/08

4.1.2 DEVELOPMENT PERMIT AREA “B” – RESIDENTIAL

Lands identified as “Residential” on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488(1)(e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of intensive and multi family residential development.

The objective of this development permit area designation is to encourage development of attractive and safe multi family areas.

Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of a multi family dwelling (including a townhouse, rowhouse, apartment, duplex, triplex or fourplex) must not be started.

Development permit guidelines are as follows:

4.1.2.1 GENERAL

The following general guidelines apply to all development within Development Permit Area “B.”

4.1.2.2 SINGLE FAMILY DEVELOPMENT

General

- Single family developments shall enter into an Exterior Design Control Agreement (to be registered on title as a restrictive covenant) prior to final subdivision approval and to the

acceptance of the Township. The agreement shall incorporate the following single family development permit guidelines.

Architectural Details

- No residential units shall back onto a public road or street greenway other than 212 Street between 76 and 80 Avenues.
- All building elevations visible from public land (i.e. parks, roads, greenways and detention pond sites) shall provide architectural detailing to be consistent with the front of the building.

Parking and Traffic/Pedestrian Circulation

- Where single-family lots abut an arterial road or a street greenway vehicular access and parking shall be provided via a rear lane or any other vehicular access from the rear of the property while retaining the front pedestrian access of the building facing the street.

Landscaping

- Fences adjacent to a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall be designed to complement the building and be an open picket fence design. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.

Building Form

- Pitched roofs are required. Pitched roofs shall have architectural grade roof material, including ridge caps and shadow lines.

4825
30/05/11

4.1.2.3 MULTIPLE UNIT DEVELOPMENT

General

The following guidelines apply to all multiple-unit development including but not limited to apartment, townhouse, rowhouse, duplex, triplex and fourplex buildings.

Site Design

- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture, and be massed to define the intersection.
- On sloping sites, buildings should be massed to create a terraced form of development and provide view opportunities for a majority of housing units.
- Site planning and landscaping for residential development should take into account established principles of Crime Prevention Through Environmental Design (CPTED) – including opportunities for neighbourhood surveillance of pathways, landscaped areas and roadways and provision of defensible space that is clearly separated by fences, landscaping or paving, readily visible by residents and adequately lit.
- In order to allow for stormwater infiltration to maintain flow in watercourses, development is encouraged to maintain low surface imperviousness through compact building form and site layout, consideration shall be given to alternative stormwater and road standards, use of pervious surface materials where feasible and preservation of existing vegetation.

- Multi family buildings shall be designed to maximize avoidance of leaky condominium syndrome by using industry best building practices.
- Mail box kiosks located within a stratified development shall be protected from the weather, be architecturally integrated into the development and be located adjacent to a visitor parking stall with pull-out.
- Presenting garages to public roads is discouraged. Offsetting garages behind the front face of the building is encouraged. Carports are not permitted. Developments shall register a restrictive covenant on title preventing conversion of the garage to any other use that prohibits vehicle storage.
- Development of street facing buildings (i.e. the front door is facing towards the municipal roadway) is required abutting a street or street greenway, other than 200 and 212 (between 76 and 80 Avenues) Streets.
- A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
- A strong street presence is required through inclusion of elements such as extended porches and patios, recessed entries, ground oriented units with direct pedestrian street access, and other similar arrangements. Where individual street access to residential units is not practical, building design should foster a relationship with the adjacent street and pedestrians using the street.
- Buildings should be oriented to streets, greenways, or other public spaces, neither gated nor turning away from the public realm, to provide overview for safety and encourage resident involvement with the activities of the neighbourhood.
- Pedestrian street access to individual residential units is strongly encouraged in order to reinforce pedestrian activity and street life.
- Private outdoor spaces of residential buildings fronting public streets shall provide a sense of separation while still contributing to the streetscape. Semi-private outdoor spaces adjacent to the public realm shall be similarly arranged.
- Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways may be restricted to laneway access only.

5101
28/09/15

Building Form

- Roofscape is an important element of building design. Green roofs and green walls are encouraged in compliance with the BC Building Code. Roofs may also be developed to provide resident amenity. Open areas of flat roofs shall be finished with pavers or other coloured materials to enhance the view from above. Pitched roofs are required unless a green roof or amenity space incorporating landscaping is provided. Flat roofs shall be designed to enhance the view from adjacent buildings with patterned, textured and/or coloured materials and also include activity areas and or green roofs. Low albedo (light coloured) roofing should be used to the greatest possible extent consistent with appearance from above and avoidance of glare from light reflection for the visual comfort of occupants.
- Ground level and roof areas created by setbacks shall be used as active outdoor space wherever possible, arranged to create 'eyes on the street', and appropriately landscaped.
- Building entrances should be clearly identified by the architecture of the building and include articulation or added elements to provide weather protection.

5101
28/09/15

Exterior Design and Finish

- The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings, canopies, and building overhangs to provide protection from the weather.
- Exterior finish of buildings shall be high quality to ensure integrity of the building envelope design, and to present an attractive appearance.
- Exterior materials, colours and textures shall be selected and applied in the context of newer residential and mixed use developments as well as overall community character.
- Acceptable wall cladding materials include natural and manufactured stone, brick masonry, wood, fiber cement composite siding and panels, metal, and glass. Vinyl as a secondary material is permitted, however, a variety of cladding orientation, material, design and/or colour shall be used. Stucco cladding materials may also be used, however are discouraged, and may not fill more than 25% of any wall surface.
- Glass elements incorporated into weather protection shall be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles.
- Mechanical equipment shall be screened or integrated with the roof form, as viewed from the street or higher buildings, in a manner consistent with the overall architecture of the building.
- To provide visual interest elevations of buildings facing a street shall have architectural details such as roofline height, varied colour treatments, windows, articulation in the building envelope, etc.
- Building elevations that are visible from adjacent roads, municipal greenway or other public spaces shall be designed with the same level of care and attention in terms of character, articulation, fenestration, architectural detail, and material quality.
- All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal is not permitted.

Landscaping

- Significant tree stands and tree corridors shall be incorporated into the development. A Tree Management Plan shall be prepared and submitted in compliance with the Subdivision and Development Servicing Bylaw 2011 No. 4861 (Schedule I – Tree Protection), as amended from time to time.
- Roof top patios shall be landscaped with water and electrical outlets.
- On-site landscaping shall be required to enhance the appearance of the development, screen parking, loading and utility areas, and garbage containers/enclosures from adjacent properties and roadways. Best efforts should be made to appropriately screen all utility boxes and meters.
- A landscape plan shall be prepared by a registered B.C. Landscape Architect.
- Playground facilities shall be provided, in accordance with the Township's Child Friendly Amenity Area requirements, as amended.
- Entrances shall be articulated with appropriate low fencing and high quality features to provide distinction between public and private space.
- Where lots abut municipal property (i.e. environmental area or a park) a black coated chain link fence shall be constructed to municipal standard. If an adequately landscaped buffer (native plant species are encouraged) of at least 2 metres in width is provided on the greenway side of the fence to the acceptance of the Township, other fence types may be used provided they are visually permeable above 122 cm (48 inches) and do not exceed 180cm (6 feet) in total height.
- If security fencing is required for storage areas, black coated chain link fencing screened with hedging material may be used.

- A 5 metre wide landscaping area and a fence shall be provided on multi family properties along abutting lots designated for non residential development (other than municipal greenspace). Fences should be aesthetically designed and reflect adjacent residential building character where applicable.
- The use of perimeter berms (in most circumstances), high fences and security gates is not permitted to provide surveillance and a more pedestrian-friendly street system. Fences adjacent to a public road allowance or a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall complement the building in terms of design character, materials, and colour. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance form the road.
- Landscape materials and design, on development sites and within road right-of-ways and other public spaces, shall be selected in the context of adjacent developments as well as overall community character, all in consultation with the Township.
- Landscape site planning and design shall incorporate both hard and soft materials in support of the principles of CPTED.
- Where fencing or guards are used for life safety purposes or public/private space definition within the landscape, such enclosures shall be as transparent as possible in support of CPTED objectives.
- All retaining walls shall be composed of split face concrete block, natural stone, or patterned cast-in-place concrete. Material selection shall be in the context of, and integrate with similar installations on adjacent properties.
- The public realm shall incorporate street furniture and amenities, heritage artifacts, and public art pieces, to enhance the pedestrian experience and contribute to the character, unity and identity of the neighbourhood.
- The design, materials and finishes of site furniture and pedestrian walkways shall be selected and should be generally consistent throughout the neighbourhood.
- Street and site furniture shall be durable and have a low life-cycle cost; be selected to discourage vandalism and use for skateboard activity; and be designed to meet the needs of a wide range of users including children, seniors, and those with disability.
- On-site utilities shall be architecturally integrated into the development or screened from view through a combination of hard and/or soft landscaping.
- Landscape planting within residential and commercial areas shall use minimum 50% native plantings with appropriate character, and mixed with other non-invasive plants.
- Use of materials such as permeable paving to maximize surface permeability to the greatest extent possible and practical is encouraged.
- The following surface treatments shall be incorporated into on-site hard surfaces and/or walkway design as a substitute for conventional pavement in low traffic areas.
- Porous pavement in areas with low-risk of ground water contamination. Porous pavements may be applied to lanes/access roads, driveways, and low-traffic parking areas.



- Concrete grid / modular pavers in low-traffic areas and may be applied to lanes/access roads, driveways, and low-traffic parking areas, footpaths and bike paths.



- Grass Pave/Grasscrete/Golpha plastic reinforcement products used in conjunction with gravel or grass surfaces.



- Curb cuts may be used to divert runoff from road surfaces into swales or rainwater gardens which contribute to evapotranspiration.



- Multi-use trails shall be incorporated into the development to promote pedestrian and cyclist activity and link to the surrounding trail network.

5101
28/09/15

Parking Lot Landscaping

- Screen at-grade and structured parking or service areas located within a residential building from the public street through such treatments as soft and hard landscaping elements. Where possible, parking should be integrated into the building structure or provided below grade.
- If surface parking areas are required in multi-unit residential buildings, place them away from public view and not between the public street and the building. Design landscape parking areas so they do not detract from any rear yard amenity space.
- Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

- In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping are required within parking lots as per Section 111 of Zoning Bylaw 1987 No. 2500 Landscape Requirements, as amended from time to time.
- Pedestrian connections should be facilitated throughout the development, including through parking lots, and to adjoining land uses.

Parking and Traffic/Pedestrian Circulation

- Pedestrian connections shall be provided throughout the development, including through parking lots, and to adjoining land uses. Ornamental paving materials (stamped and coloured concrete or better) are required for all pedestrian connections.
- Provision of underground parking is encouraged and shall be designed with CPTED principles. Access to either underground or structured parking should be from a lane if possible.
- Parking shall be provided in enclosed and secured garages attached to individual units or in a secure underground parkade.
- Tandem parking on all end units is not permitted.
- Surface parking should be provided for in a number of smaller areas rather than one large lot, and shall be located primarily in the interior of the site or otherwise screened from view. Surface parking shall integrate landscaping and other design elements to reduce the massing of parking areas. Vehicular entrances to surface parking areas shall be landscaped, not gated, to create a subtle boundary between the semi-private and public areas.
- Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways accessing arterial roads may be restricted.
- Wheelchair access shall be provided throughout the development.
- Pedestrian connections shall be clearly visible, landscaped, and provided with hard surfaces suitable for older people and wheelchairs.
- Highly detailed paving materials are required along the High Street to indicate such things as storefronts, thru traffic, seating areas, and aesthetic relief areas.



- Without compromising the safety of users, all surface parking shall be visually screened from sub-neighbourhood streets through a combination of building arrangement and landscaping.
- At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
- Vehicular access and egress points shall be combined and the presence and appearance of garage entrances should be designed so that they do not dominate the street frontage of a building.
- Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are discouraged.
- Garage entrances shall have less prominence than the pedestrian entrances. A separate pedestrian entrance to the garage shall be provided. This may be achieved through:
 - The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.

- Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
- Recessing the portion of the facade where the entry is located to help conceal it.
- Extending portions of the structure over the garage entry to help conceal it.
- Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
- Use of screening and landscaping to soften the appearance of the garage entry from the street.
- Locating the garage entry where the topography of the site can help conceal it.
- Pedestrian entrances shall be separate from vehicular access points.
- Uses near access and egress points shall include design elements that reduce conflict between uses.
- Ramps to additional levels are to be contained within the structure and screened from view.
- Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
- Provide separate parking areas for residential and commercial uses.
- The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
- Setbacks from above the second storey shall be incorporated into the design.
- If rooftop parking is provided additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.
- Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
- Public and private parking shall be clearly identified through a system of numbering and signage.
- Underground parking structures shall be planned for the convenience and safety of users; shall have walls and ceilings finished in a light coloured paint for reflectivity; and shall incorporate motion-activated lighting to the greatest extent permitted.
- Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.
 - Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
 - Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

5101
28/09/15

4.1.2.4 TOWNHOUSES/ROWHOUSE

These guidelines are in addition to section 4.1.2.3 and apply to all townhouse and rowhouse developments.

Site Design

- Ground-oriented developments shall be designed with continuity in the design with respect to the exterior finishing materials and architectural detailing. Individual or paired units shall be significantly visually differentiated from other adjoining units (i.e. staggering in plan or elevation, varying rooflines, variation in exterior materials, variation in colour treatments, and architectural detailing).

4825
30/05/11

- Developments which include multiple buildings on the same site shall include significant variation in the exterior design, façade, roofline articulation, material and colour of buildings.
- Units shall be oriented towards public roads, street greenways, natural areas, and greenlinks/commons where applicable.
- Scale building height and massing in proportion to open spaces.
- A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
- Tandem parking on end units is not permitted.

Landscaping

- Where there are multiple buildings on a site, buildings should be located to enclose courtyards and other landscaped spaces.

4.1.2.5 APARTMENTS

These guidelines are in addition to section 4.1.2.3 and apply to all apartment developments.

Architectural Details

- Street facing facades of free-standing apartment buildings shall be designed for a pedestrian scale with the first storey architecturally differentiated from upper floors.
- The apparent mass of a building shall be reduced through roof design, facade articulation and shadowing.
- Incorporate a 'good neighbour' policy by ensuring building heights being stepped or terraced to relate to adjacent buildings.
- Building height and massing shall be in proportion to adjacent open space.
- The main entrance of each apartment building should include an awning, canopy, porte-cochere or other architectural element to provide protection from the weather.
- Orient the main building entrance to the street and provide a secondary building entrance and pedestrian link to adjacent municipal greenspace where applicable.
- Avoid blank or undifferentiated facades.
- Provide weather protection from parking area to front entrance where appropriate.

Landscaping

- Where there are multiple buildings on a site, buildings should be located to provide common space such as courtyards.

Parking and Traffic/Pedestrian Circulation

- Minimize above grade projection of parking structures.
- Provide drop-off areas at grade level near the main building entrance where possible.
- Provide resident parking underground or within the building.

4.2 COMMERCIAL DEVELOPMENT PERMIT PROVISIONS

4.2.1 DEVELOPMENT PERMIT AREA "C" – LOCAL COMMERCIAL

Lands identified as "Development Permit Area "C" – Local Commercial" on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488(1) (f) of the Local Government Act. Act to establish objectives and provide guidelines for the form and character of development.

WILLOUGHBY TOWN CENTRE PARCEL 3 – DESIGN BRIEF

DP RESUBMISSION 11 JUNE 2018

1.0 PROJECT OVERVIEW

Willoughby began as centre of business and social gathering in 1921 when Willoughby H. Singer opened a post office. In 1924, a Community Hall and Church followed right across the street. Today Willoughby Town Centre Drive (WTCD) is the heart of the new Willoughby Town Centre (WTC) development.

Approximately 140,000 square feet of the Phase 1 development has either been completed or is under development. The Parcel 3 development will finish the key northeastern component and help to reinforce the entry gateway from 208th Street while strongly defining Willoughby Town Centre Drive.

Willoughby Town Centre is Langley's first and only pedestrian orientated walkable mixed-use community. Once the community is complete it will span close to 20 acres and will include 200,000 square feet of commercial retail/office space and potentially over 600 residences.

Parcel 3 is envisioned as a significant opportunity to add to the growing population of Willoughby's urban fabric. The proposed new signature restaurant on the corner of 208th and WTCD will be a highly visible building that is representative of this vibrant new community. Accordingly, the development will read as rectilinear forms of that have been shaped and moulded specifically to fit the evolving, urban fabric of Willoughby's new downtown.

By locating the parking for the site below ground and away from WCTD and positioning the buildings adjacent to the main edges of the site, this ordered composition responds to the specific needs of the context of a future downtown semi-urban neighbourhood. The provision of continuous weather protection to the development also enhances the walkability of the new community.

The success of this design is based on the principles of providing mixed uses in a semi-urban setting which include Residential, Retail and Office spaces together to create a comprehensive development.

1.1 The Willoughby Community Plan

This proposal is designed to satisfy the requirements identified in the Township of Langley governing area plans.

Parcel 3 is within the Yorkson area of the Willoughby Community Plan and is identified as a Town Market Commercial. Parcel 3 of the Willoughby Town Centre is located on the northeast corner of WCTD and 208th Street, supporting the existing community plan by fitting into the Willoughby Town Centre Master Plan.

2.0 SITE DESIGN

2.1 Vehicular Circulation and Parking

This submission proposes to remove the currently constructed midblock access into the site along 208 Street, which was previously approved. It is replaced with a proposed major new vehicular access at the north of our parcel which will be located entirely within our property. Vehicular movements will be limited to right turns into the site for southbound traffic on 208th Street and right turns for traffic exiting our site southbound onto 208th Street. This access road is beneficial to future developments and provides a logical, consistent, safe and clearly understandable traffic route.

The street geometry for Willoughby Town Centre Drive has been constructed and includes 17 parking stalls.

The flanking collector road on the western side of the site provides access to the neighbouring parcel and connects to the new northern perimeter road. This road can be extended and connected to future developments in northern neighbouring properties. A further three parking stalls are proposed for this road to create a neighbourhood commercial streetscape.

The design concept includes articulated retail facades facing perimeter streets while providing internal and easily accessible on grade 'semi-hidden' parking for shoppers. The internal parking will not take away from the important street experience and will minimize the visual impression of a strip centre by focusing pedestrian activity on the street.

An internal parking ramp provides access to an underground single storey parking garage which provides additional commercial parking and secured residential and residential visitor parking.

2.2 Continuity of Pedestrian Precinct

Continuous retail will front the exterior buildings on the three major exterior frontages along 208th Street, Willoughby Town Centre Drive and the western access road. This will enhance and animate the pedestrian experience.

The covered passage between WTCD and the surface parking area has been designed to be bright, safe and inviting. Feature recessed in-ground LED strip lights provide light and visual interest in the passage. Light colour walls with off-white / light grey colour banding add visual interest to the walls. Expansive CRU glazing opens onto the passage on both sides, and a site directory is located on the east wall. Wood-effect ceiling slats provide interest to the passage and will have integrated LED strip lighting. Benches are provided at each end of the passage (as further described below in the Landscape section).

2.3 Other Governing Design Principles



We have designed a landmark building that defines the entry to the Town Centre at 208th Street. Elements of the public plaza on the corner of WTCD and 208th Street have been developed with a signage pylon and an inviting open space. This project will complete it with the addition of a south facing high-volume restaurant which will provide outdoor seating adjacent to the plaza. It is intended that the glazing on the south elevation be fully openable to create a seamless indoor-outdoor experience in the summer months.

It is intended that all public spaces be designed to provide a sense of place. As such, a critical design intent of the public plaza will be to convey a sense of community while the more intimate public meeting spaces on the interior of the site will communicate a sense of tranquility.

CPTED principles are taken in account during the design of the development. Natural surveillance is provided to the parking lot from the residential suites and office building entry. The majority of centre patrons will arrive and park in this area, which will create fairly continuous activity. Pedestrian flow across the site is facilitated via the three pedestrian passageways which link the parking area to 208th Street and WTC Drive. These pedestrian passages are well-lit and there are large areas of glazing in the adjoining CRUs and office lobby which overlook the passages. Doors from the restaurant and from CRU 16 open onto the passageways to enhance the activation of the spaces. Two access points to the residential building are provided off the parking area in addition to the residential main entrance on 207A Street. Locating the residential entrance on the quieter side of the building will improve the surveillance and safety of this street. All entry points are clearly identifiable.

The plaza is designed to be an active space. Seating, extensive landscaping and feature lighting are designed to enhance the spatial experience and to encourage people to make use of the space.

The street-facing commercial units are set back from the curb of WTCD and along 208th street more than the 8 metres required in the Town Market Commercial Guidelines. The trees along Willoughby Town Centre Drive and 208th street will screen the outdoor space during spring, summer, and fall. The perimeter buildings screen the parking from the pedestrian-scaled main street.



3.0 BUILDING DESIGN

3.1 Residential Units

To meet TOL requirements, this development provides 91 residential units. Nine (9) of these units will be designated as Adaptable units.

The L-shaped residential building includes a mix of one-bedroom and two-bedroom units over three levels. Affordability considerations have been a key driver determining the unit mix.

3.2 Amenities and Provisions

A common landscaped rooftop amenity area has been designed to be an Age Friendly Amenity Area (AFAA). This includes a partially-covered barbeque and sitting area at the northern end. Substantial areas of low planting will enhance the attractiveness of the space. The total area provided is 553 m². The required amenity area is 364 m². Please refer to landscaping plans for further details.

A common amenity room and a guest amenity suite are located on Level 2.

Broad private terraces are shared by units on the 2nd floor. All other units will have private semi-screened balconies.

At the north end of the parking garage, storage units and a bicycle storage room are provided for residents.

A central refuse and recycling space is provided for residents on the parkade level near the residential elevator bank. The garbage compactor is serviced directly. The recycling bins are towed to a staging area at the top of the ramp on collection days.

All parking has been designed to meet TOL bylaw requirements including clearances, small car percentages and handicap parking stalls. Additionally, we have nominated residential electric vehicle charging spaces adjacent to the core.

Three covered commercial loading spaces have been provided at ground level to minimize noise and visual impact. Refuse and recycling areas for commercial tenants are screened.

3.3 Building Form, Character and Materials



To help define 208th Street, the Township of Langley envisions a minimum 3-storey building envelope along the carriageway. Consistent with this requirement is the 3-storey commercial/office building running parallel to the Street set close to the property line.

The commercial/office building includes retail tenancies at grade with 2 office levels above. This building is clearly identified as part of Parcel 3 with its consistent use of a darker palette of colours while the contemporary use of vertical corrugated metal cladding for the office space signifies the new wave of high tech offices coming to WTCD.

A signature high-volume restaurant is located at the intersection of Willoughby Town Centre Drive and 208th Street which is in keeping with the intent of the previous development permit for this corner.

The proposed restaurant building has a contemporary design and will be a landmark building for the neighbourhood. The building is set back from the intersection to provide terrace seating and to animate and enhance the existing public space.

High quality, durable contemporary materials characterize the building with a charcoal standing seam metal roof wrapping the north elevation and roof. Mechanical units and recycling facilities are concealed. The high roof overhang screens the double height glazing on the south elevation while protecting a lively indoor/outdoor café culture. The east and west elevations will be clad with light cedar plank fibre cement panels. Porous shading screens on the south façade will also provide signage opportunities for the tenant.

The proposed residential building along Willoughby Town Centre Drive is a 4-storey mixed use building which is referenced in the drawings as Building 1. At-grade retail units face WTC Drive and the western access road. A mix of solid and glass canopies add visual interest along the street elevations. The line of the storefronts is staggered to create a more varied pedestrian experience. Access to the ground level parking is via the breezeway along WTC Drive. The residential entrance is located on the western access road / 207A Street, with access through to the commercial parking area. A secondary convenience entrance for residents only is located at the east end of the building. This will serve to further animate the pedestrian areas around the restaurant.

The massing of the building is articulated to add visual interest to all sides of the building. The palette of colours and forms references the palettes of the adjacent recently-completed buildings.

All mechanical rooftop units will be screened.

4.0 LANDSCAPING

The Parcel 3 Landscape Plan builds upon the successful design language of the Willoughby Town Centre development while providing unique landscape elements that strengthen the overall public realm at WTC.

Sited along WTC Drive between Parcel 2 and 208th Street, the site is located at an important entry point to WTC. Off-site works, including a water feature, pylon signage and established cherry trees provide immediate impact and frame the corner of WTC Drive and 208th Street.

Moving north along 208th Street the landscape design maintains a walkway for pedestrian circulation, while also enhancing the public realm through the use of special paving, seat walls, furnishings, and a bosque. The intent is to create a vibrant streetscape while drawing the public into the site to a feature public plaza situated between the three proposed buildings. On the east-west plaza passage (Passage 3), inset linear lights make a visual connection to 208th Street, while a feature vine-cable system is mounted to the restaurant wall. In addition, an enclosed patio space is provided at the proposed restaurant adjacent to the existing water feature.

A second enhanced entry is provided at the breezeway off WTC Drive which will also feature specialty paving, furnishings and a linear progression of inset lights to animate the pedestrian walkway. This entry point also connects to a north-south walkway through the parking lot. In addition, the entry to the residential building is framed by specialty paving and inset lights.

Curved seat walls, together with custom slab seating are used throughout the development and also function as planters on-slab. Within the parking lot, raised concrete planters support tree, shrub and groundcover planting. The design exceeds the minimum TOL requirements for tree planting in parking lots.

Planters are indicated on the level 2 residential terraces at multiple locations on the north, south and west elevations.

On Level 5 a patio Age Friendly Amenity Area (AFAA) has been designed for resident use. It includes a custom BBQ with bar seating and picnic tables. Free-standing and wall-mounted benches provide for additional seating. Low walls frame a central amenity 'green' composed of a feature play area with fall surfacing and wood decking. This space allows for multi-use amenity for gatherings, play and lounging. Agricultural planters support edible planting and a vine cable system is proposed along the western edge.



19 February 2018

Teresa Hanson
Senior Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Application Project 08-23-0127 1 QC HOLDINGS LTD

CIVIC: 20727 Willoughby Town Centre Drive

LEGAL: Lot 4 Section 23 Township 8 NWD Plan BCP50948

We have reviewed the above proposal. We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Condos	92	7	3	5

Given the current school catchments this development would impact Willoughby Elementary School, Yorkson Creek Middle School and R.E. Mountain Secondary School.

There is currently sufficient capacity within the School District to enroll the students as noted above if the projected numbers were actually seeking admission to schools at the present time. While the School District is committed to making every effort to enroll students at their catchment schools, such may not be possible in all cases.

Please advise if you need any other information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Brian Iseli".

Brian Iseli CPA, CMA
Secretary Treasurer

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030

AMENDMENT (QC HOLDINGS LTD) BYLAW 2018 NO. 5393

EXPLANATORY NOTE

Bylaw 2018 No. 5393 amends Section 6.1.2.3 Street Type 3 – 208 Street Multi-Way to allow modification of the 208 Street road typology fronting the site.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030

AMENDMENT (QC HOLDINGS LTD) BYLAW 2018 NO. 5393

A Bylaw to amend the Yorkson Neighbourhood Plan Bylaw No. 4030

WHEREAS it is deemed necessary and desirable to amend “Yorkson Neighbourhood Plan Bylaw No. 4030” as amended;

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

1. This Bylaw may be cited for all purposes as “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (QC Holdings Ltd.) Bylaw 2018 No. 5393”.
2. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 as amended is further amended by:

- (1) Replacing the paragraph following the “Street Description” heading in Section 6.1.2.3 Street Type 3 – 208 Street Multi-Way” with the following:

“208 Street in front of the Town Market area is intended to reflect a mixed use pedestrian friendly street. Ample room and landscaping to safely buffer pedestrians from traffic and noise is required. As shown in the sketches, on-street angled parking and a frontage road may be utilized as part of the design solution. The width and texture of patios, verandas, cafes, sidewalks, furnishings, amenities, lighting and landscaping are intended to create an interesting place for the community to meet and shop.”

- (2) Adding to section 6.1.1 Roads the following as the last sentence in the last paragraph:

“Modifications to the Street Types may be considered on a site specific basis provided the intent of the Street Description and Context Characteristics are met.”

READ A FIRST TIME the	day of	, 2018.
READ A SECOND TIME the	day of	, 2018.
PUBLIC HEARING HELD the	day of	, 2018.
READ A THIRD TIME the	day of	, 2018.
RECONSIDERED AND ADOPTED the	day of	, 2018.

_____ Mayor _____ Township Clerk