

REPORT TO MAYOR AND COUNCIL

 PRESENTED:
 SEPTEMBER 30, 2019 – PUBLIC HEARING
 RE

 FROM:
 COMMUNITY DEVELOPMENT DIVISION
 FIL

 SUBJECT:
 DEVELOPMENT PERMIT APPLICATION NO.101025 (QUALICO DEVELOPMENTS (VANCOUVER) INC. / 7800 BLOCK OF 204 STREET)
 FIL

REPORT: 19-146 **FILE:** 08-23-0182

PROPOSAL:

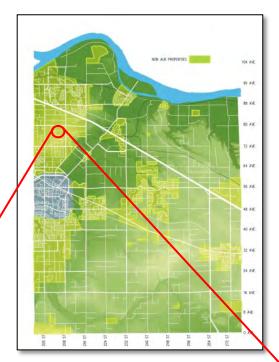
Development permit application to facilitate the construction of 56 rowhouse and semi-detached units located in the 7800 block of 204 Street in the Yorkson Neighbourhood.

RECOMMENDATION SUMMARY:

That Council authorize issuance of Development Permit No.101025 subject to two (2) conditions, noting eight (8) conditions to be completed prior to building permit issuance.

RATIONALE:

The proposal complies with the Willoughby Community Plan, Yorkson Neighbourhood Plan and the site's Residential Compact Lot R-CL(RH) and R-CL(SD) zoning.





RECOMMENDATION:

That Council authorize issuance of Development Permit No. 101025 to Qualico Developments (Vancouver) Inc. for the properties located in the 7800 block of 204 Street, subject to the following conditions:

- a. Building plans being in substantial compliance with Schedules "A" through "FF";
- b. Landscaping plans being in substantial compliance with Schedules "HH" through "KK" and in compliance with the Township's Street Tree and Boulevard Planting Policy to the acceptance of the Township.

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

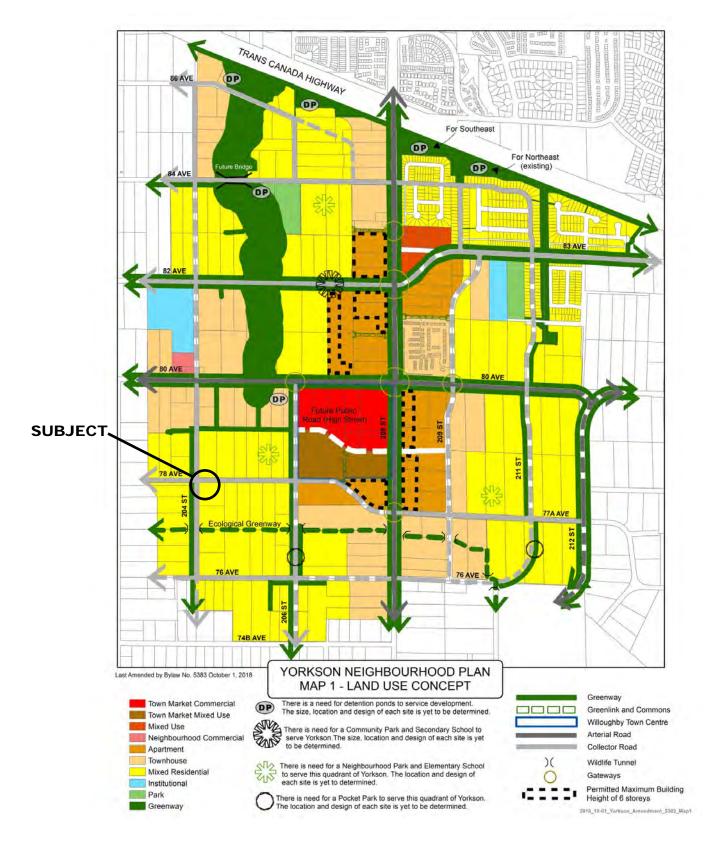
- a. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township;
- b. On-site landscaping to be secured by letter of credit at building permit stage;
- c. Registration of restrictive covenants acceptable to the Township:
 - prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
- d. Tree management in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection (including Section 5.2 at 3:1 replacement ratio)) being secured by letter of credit, including payment of associated administration fees;
- e. Registration of a party wall and common element maintenance agreement on the title of all lots;
- f. Registration of an easement securing the required visitor parking spaces;
- g. Discharge of Restrictive Covenant CA6666991 prohibiting issuance of a Building Permit for the subject lands until such time as a Development Permit is issued; and
- h. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

EXECUTIVE SUMMARY:

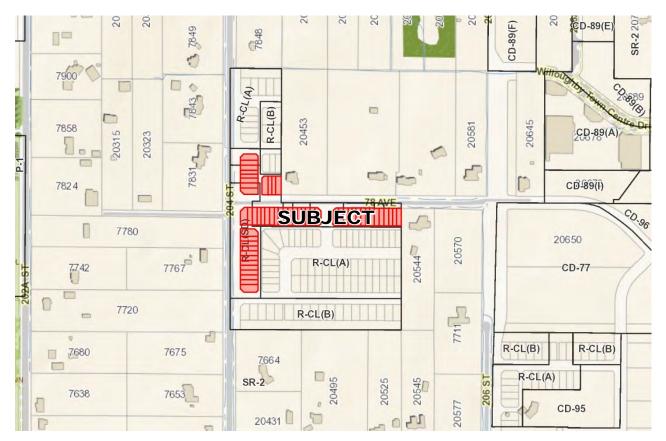
Qualico Developments (Vancouver) Inc. has applied for a Development Permit to facilitate the construction of 56 rowhouses and semi - detached units in the Yorkson Neighborhood Plan area. Staff is supportive of the development proposal as it conforms to the Willoughby Community Plan, the Yorkson Neighbourhood Plan, and site's Residential Compact Lot R-CL(RH) and R-CL(SD) zoning. Issuance of Development Permit No. 101025 is recommended subject to two (2) conditions, noting eight (8) conditions to be applied at the building permit stage.

PURPOSE:

The purpose of this report is to provide information and recommendations concerning proposed Development Permit No. 101025 for property located in the Yorkson Neighbourhood.



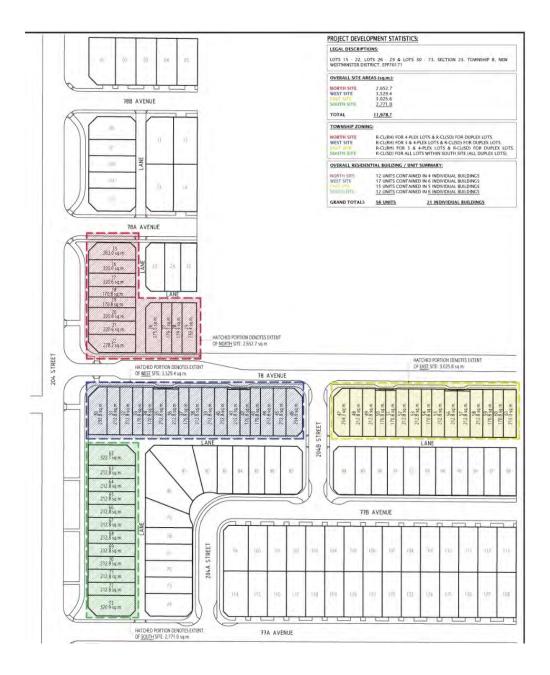
DEVELOPMENT PERMIT APPLICATION NO. 101025 (QUALICO DEVELOPMENTS (VANCOUVER) INC. / 7800 BLOCK OF 204 STREET) Page 4 . . .



ZONING BYLAW NO. 2500



RENDERING – SUBMITTED BY APPLICANT



SITE PLAN – SUBMITTED BY APPLICANT

REFERENCE:

Owner:	Qualico Developments (Vancouver) Inc. 310 5620 - 152 Street Surrey, BC V3S 3K2
Legal Description:	Lots 15 - 22 and Lots 26 – 73 Section 23 Township 8 New Westminster District Plan EPP70171
Location:	7800 block of 204 Street
Area:	1.2 ha / 2.9 ac
Willoughby Community Plan:	Mixed Residential
Yorkson Neighbourhood Plan:	Mixed Residential
Existing Zoning:	Residential Compact Lot Zones R-CL(RH) and R-CL(SD)

BACKGROUND / HISTORY:

The subject site is designated "Mixed Residential" (20-25 units per hectare / 8-10 units per acre) in the Yorkson Neighbourhood Plan (NP) and is zoned Residential Compact Zones R-CL(RH) and R-CL(SD).

The subject site was part of a rezoning application (08-23-0134) for a land assembly to accommodate a mixed residential development consisting of 147 lots (91 single family lots, 30 rowhouses and 26 semi-detached lots). The overall site was rezoned in 2018 to Residential Compact Lot Zones R-CL(A), R-CL(B), R-CL(RH) and R-CL(SD). This Development Permit application is for the attached residential portion of the development along 204 Street and 78 Avenue, as shown on the site plan included in this report.

DISCUSSION / ANALYSIS:

Qualico Developments (Vancouver) Inc. has applied for a Development Permit to facilitate the construction of 30 rowhouse and 26 semi-detached units in the Yorkson Neighbourhood Plan area.

The Yorkson Neighbourhood Plan area is designated as a mandatory development permit area in the Willoughby Community Plan. The subject site is located in the "Development Permit Area 'B' – Residential" which establishes objectives and guidelines for the form, character and siting of residential development. The primary objective of the development permit area designation is to encourage the development of attractive and safe residential areas and reduce conflict with adjacent land uses.

In accordance with Council's policy, a site plan, rendering, building elevations and a landscape plan have been submitted detailing the proposed development's form, character and siting. Proposed Development Permit No. 101025 is included as Attachment A to this report. Development permit guidelines relevant to the site are contained in the Willoughby Community Plan (see Attachment B).

Adjacent Uses:

North:	Suburban residential lots zoned Suburban Residential Zone SR-2 and a site under development application 08-23-0155 proposing a 32 unit townhouse development, designated "Townhouse" in the Yorkson NP;
South:	Single family lots zoned Residential Compact Lots R-CL(A), designated
East:	"Mixed Residential" in the Yorkson NP; Suburban residential lot zoned Suburban Residential Zone SR-2 and a site under development application 08-23-0162 proposing 22 single family lots, six (6) semi-detached lots and eleven (11) rowhouses, all designated "Mixed Residential" in the Yorkson NP;
West:	204 Street, beyond which is a suburban residential lot zoned Suburban Residential Zone SR-2, 78 Avenue, and a site under development application 08-23-0183 proposing 56 residential lots, all designated "Mixed Residential" in the Yorkson NP.

Development Permit:

The proposed development contains a mix of rowhouses and semi-detached units. In total there are thirteen (13) individual semi-detached buildings, two (2) rowhouse buildings with three (3) units and six (6) rowhouse buildings with four (4) units. All buildings are two (2) storeys in height fronting 204 Street and 78 Avenue.

The proposed units have a detached single car garage and exterior parking pad accessed from a lane. Each unit has three (3) or four (4) bedrooms on the upper floor, main living areas (kitchen, dining / living room on the main floor) and a basement. Exterior materials include cultured stone, cementitious siding, vinyl shingles, and vinyl siding. The applicant provided the following design rationale for the proposed development:

The exterior design of each building portrays individual roof articulation, varied facades and a mix of material types and colours. The architectural aesthetic ensures a marriage of a classic style with a contemporary design... All streetscapes contains distinct elevation palettes incorporating quality materials, solid definitions, knee and gable brackets, closed louvered vents, stylized entry columns and an earth – tone colour scheme to help create a more coherent unit identity with a strong and robust street presence.

The mix of hipped, gabled and flat roofed profiles to the unit entryways further enhances the unit independence, whilst maintaining integrity of the buildings as a whole. Building finishes will consists of stone – faced base material, horizontal siding, shingles, and painted cementitious board and batten, painted fiberglass doors, painted aluminum railings, window shutters, asphalt shingles and vinyl siding. Painted wood fascia's trips, profiled rainwater goods and cornice banding will complement these aforementioned primary features.

The proposed height, lot coverage, and siting comply with the provisions of the Residential Compact Zones R-CL(RH) and R-CL(SD). The development, in staff's opinion, complies with the applicable development permit guidelines (Attachment B).

Prior to the issuance of the building permit, the applicant will be required to register a restrictive covenant prohibiting development of secondary suites within the individual units.

Parking:

A total of 128 parking spaces are proposed consisting of 112 residential parking spaces and 16 visitor spaces. Each unit will have two (2) parking spaces consisting of one (1) garage and one (1) outside parking space. One (1) visitor space per five (5) units is provided as required by the Zoning Bylaw. The proposed parking complies with the Zoning Bylaw requirements (128 parking spaces provided / 124 parking spaces required).

As a condition of development, the applicant will be required to register an easement over each lot requiring that the visitor parking stalls will be made available for this development. The applicant will be also required to register a covenant prohibiting garages from being used or developed for purposes other than the parking of vehicles.

Adaptable Housing:

In accordance with Section 4.2.1(9) of the Yorkson Neighbourhood Plan, a minimum of 5% of the units in a single family development shall provide adaptable housing. At the time of rezoning, restrictive covenants were registered identifying the minimum number of units and type of units to be built in accordance with Schedule 2 Adaptable Housing Requirements of the Official Community Plan. To meet this requirement, the applicable covenant identified single family dwelling units not included in the subject application.

Tree Protection:

The Integrated Site Design Concept (ISDC) submitted by the applicant indicates that no significant trees exist on the subject lands. Staff note that unauthorized tree removal occurred on the subject lands in March 2018 and that all 53 trees within the Development Permit (DP) area (R-CL (RH) and (SD) lots) of the subject lands were removed at that time. Given the direction provided by Section 5.1 and 5.2 of the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and consistent with past practice, staff recommend that additional replacement trees (or equivalent) at a 3:1 ratio be provided and accordingly, has been included as a Development Permit condition.

In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), a total of 89 replacement trees are required and 125 replacement trees are proposed. In addition, approximately 45 street trees were required along the road frontages (in compliance with the Township's Street Tree and Boulevard Plantings Policy) at time of rezoning. Post development, approximately 170 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township.

Landscaping:

The on-site landscaping (Schedules "GG" to "KK" of Development Permit No. 101025) propose planting of flowering shrubs, trees and sod around the perimeter of the site and in the front and rear yards of each unit. The final landscape plan will be secured as a condition of a building permit.

School Sites: comments not provided (Sept 20)

School District 35 has provided comments (Attachment C) and anticipates that the development will generate approximately 18 new students for Willoughby Elementary (located approximately 800 metres northeast of the site), eight (8) new students for Peter Ewart Middle School (located approximately 250 metres northwest of the site) and 13 new students for RE Mountain Secondary School (located approximately 300 metres west of the site).

Parks:

The proposed development falls within the Southwest Phase of the Yorkson Plan for which the neighbourhood park site is secured. The closest existing park is Willoughby Community Park located approximately 700 meters (2,296 ft) to the west of the site.

Transit:

Transit has been extended into the Yorkson neighbourhood. Bus line 595 is currently available on 208 Street, approximately 1.1 kilometres east of the subject proposal. Transit service is also available on 200 Street.

Servicing:

Installation of full municipal services was secured in conjunction with rezoning of the site and is currently under construction. At the building permit stage the applicant will be required to submit a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, as well as 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 Official Community Plan, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter. There are no watercourses on the subject site.

POLICY CONSIDERATIONS:

The proposed development complies with the provisions of the Residential Compact Zones R-CL(RH) and R-CL(SD) and, in staff's opinion, the applicable development permit guidelines of the Willoughby Community Plan. Council consideration of the Development Permit must be based on the form, character and siting of the proposal. Staff recommend that Development Permit No. 101025 be issued as attached, subject two (2) conditions as outlined in the Development Permit Permit and eight (8) conditions noted at time of building permit.

Staff have notified adjacent property owners that this development permit application is being considered at this meeting and they may attend and speak to the matter should they deem it necessary.

Respectfully submitted,

Zorica Andjelic DEVELOPMENT PLANNER for COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT ADevelopment Permit No. 101025ATTACHMENT BExcerpt from Willoughby Community Plan – Development Permit GuidelinesATTACHMENT CSchool District 35 Comments

B.2 ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101025

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

1. Name: Qualico Developments (Vancouver) Inc.

Address: #310 5620 152nd Street Surrey, BC

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: Lots 15 - 22 and Lots 26 - 73 Section 23 Township 8 New Westminster District Plan EPP70171

CIVIC ADDRESS: 7800 Block of 204 Street

- 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 "FF";
 - b. Landscaping plans being in substantial compliance with Schedules "HH" through "KK" and in compliance with the Township's Street Tree and Boulevard Planting Policy to the acceptance of the Township.

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

- a. 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;
- b. On-site landscaping to be secured by letter of credit at building permit stage;
- c. Registration of restrictive covenants acceptable to the Township:
 - prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
- d. Tree management in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection (including Section 5.2 at 3:1 replacement ratio)) being secured by letter of credit, including payment of associated administration fees;
- e. Registration of a party wall and common element maintenance agreement on the title of all lots;
- f. Registration of an easement securing the required visitor parking spaces;
- g. Discharge of Restrictive Covenant CA6666991 prohibiting issuance of a Building Permit for the subject lands until such time as a Development Permit is issued; and

- h. 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.

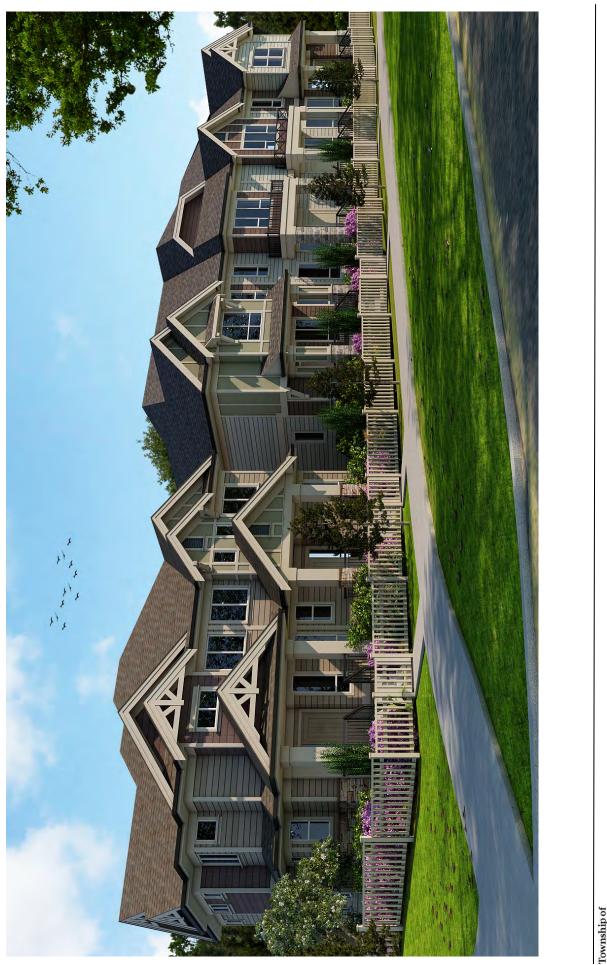
AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2019.

Attachments:

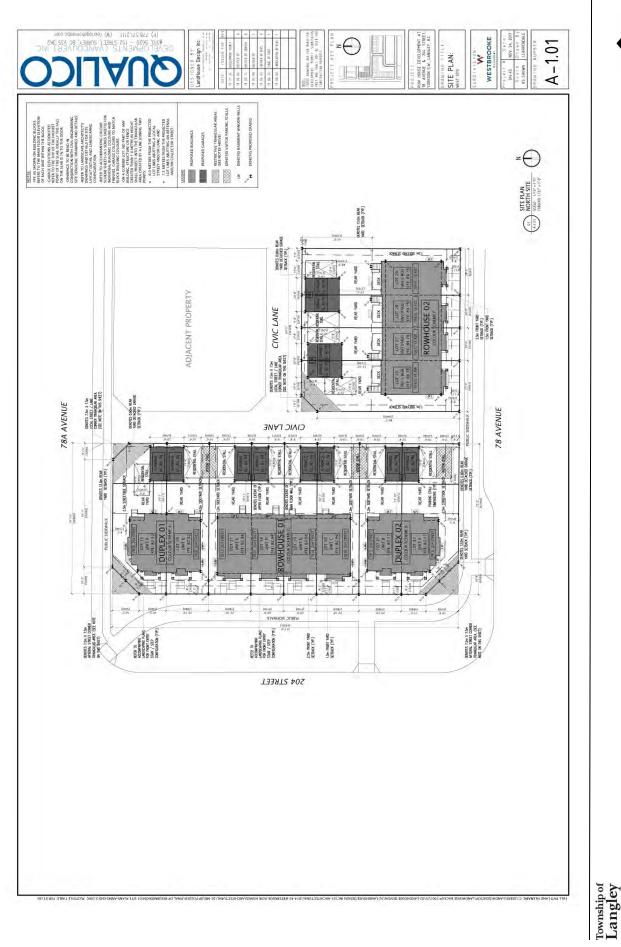
Allacimento.	
SCHEDULE A	Rendering
SCHEDULE B	Site Plan North
SCHEDULE C	Site Plan West
SCHEDULE D	Site Plan East
SCHEDULE E	Site Plan South
SCHEDULE F	Building Elevations Duplex 1
SCHEDULE G	Building Elevations Rowhouse 1
SCHEDULE H	Building Elevations Duplex 2
SCHEDULE I	Building Elevations Rowhouse 2
SCHEDULE J	Building Elevations Duplex 3
SCHEDULE K	Building Elevations Rowhouse 3
SCHEDULE L	Building Elevations Duplex 4
SCHEDULE M	Building Elevations Rowhouse 4
SCHEDULE N	Building Elevations Duplex 5
SCHEDULE O	Building Elevations Rowhouse 5
SCHEDULE P	Building Elevations Duplex 6
SCHEDULE Q	Building Elevations Rowhouse 6
SCHEDULE R	Building Elevations Duplex 7
SCHEDULE S	Building Elevations Rowhouse 7
SCHEDULE T	Building Elevations Duplex 8
SCHEDULE U	Building Elevations Rowhouse 8
SCHEDULE V	Building Elevations Duplex 9
SCHEDULE W	Building Elevations Duplex 10
SCHEDULE X	Building Elevations Duplex 11
SCHEDULE Y	Building Elevations Duplex 12

DEVELOPMENT PERMIT NO.101025 QUALICO DEVELOPMENTS (VANCOUVER) INC. / 7800 BLOCK OF 204 STREET) Page 3 . . .

SCHEDULE Z SCHEDULE AA SCHEDULE BB	Building Elevations Duplex 13 Building Elevations Garages 1 Building Elevations Garages 2
SCHEDULE CC	Materials and Colour Schemes A,B,C, and D
SCHEDULE DD	Materials and Colour Schemes A and E
SCHEDULE EE	Materials and Colour Schemes F and G
SCHEDULE FF	Streetscape Along 204 Street
SCHEDULE GG	Landscape Plans
SCHEDULE HH	Landscape Sections
SCHEDULE II	Landscape Details 1
SCHEDULE JJ	Landscape Details 2
SCHEDULE KK	Landscape Details 3



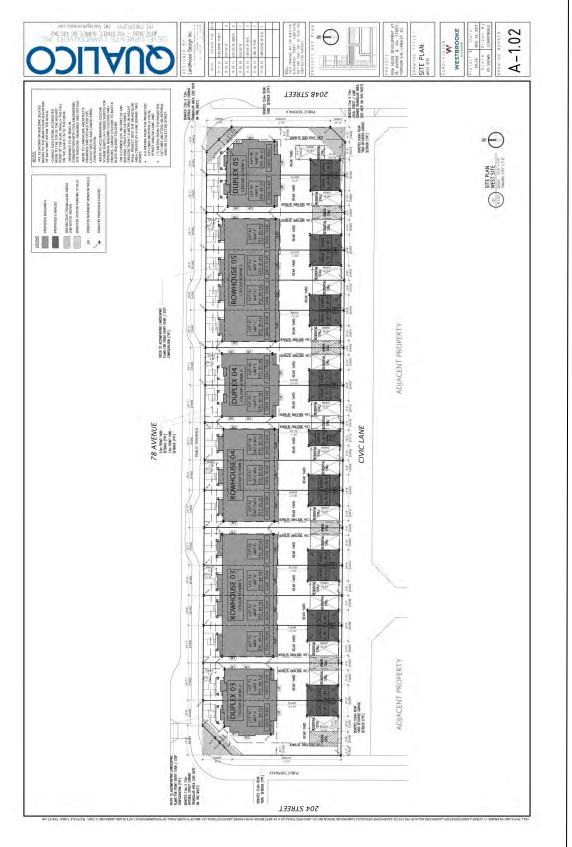
SCHEDULE A RENDERING



SCHEDULE B SITE PLAN NORTH

Est. 1873

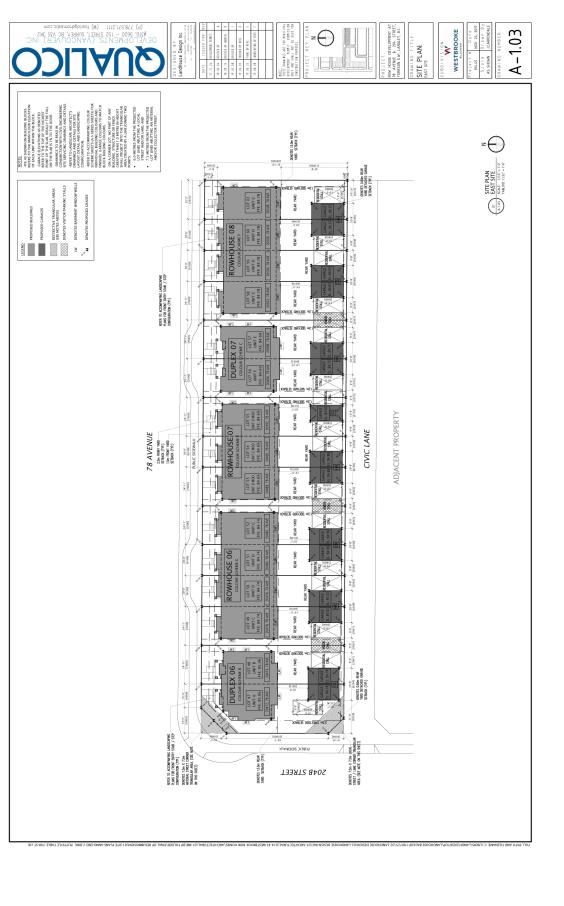
B.2 - Page 15

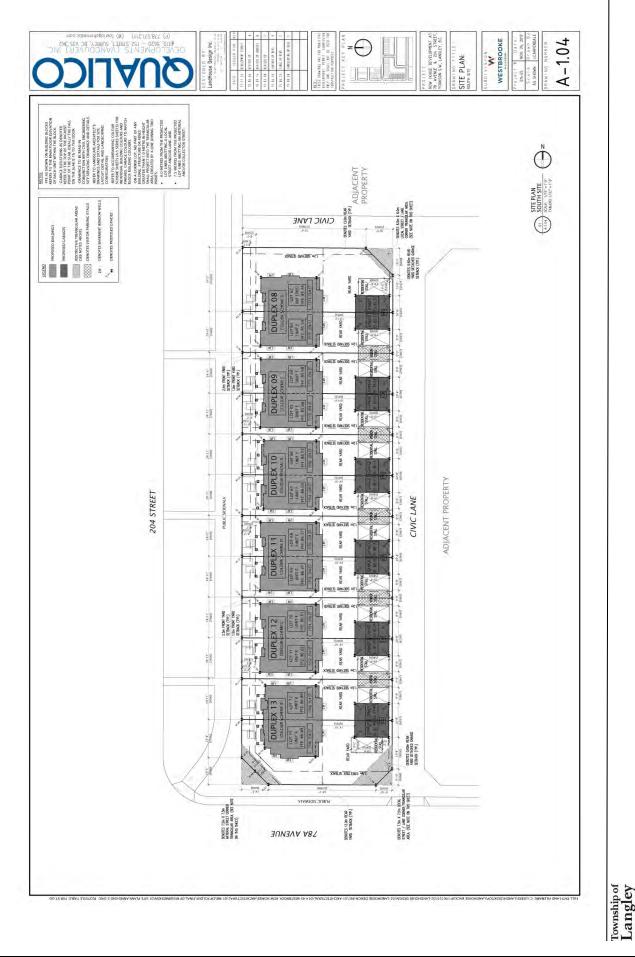


SCHEDULE C SITE PLAN WEST



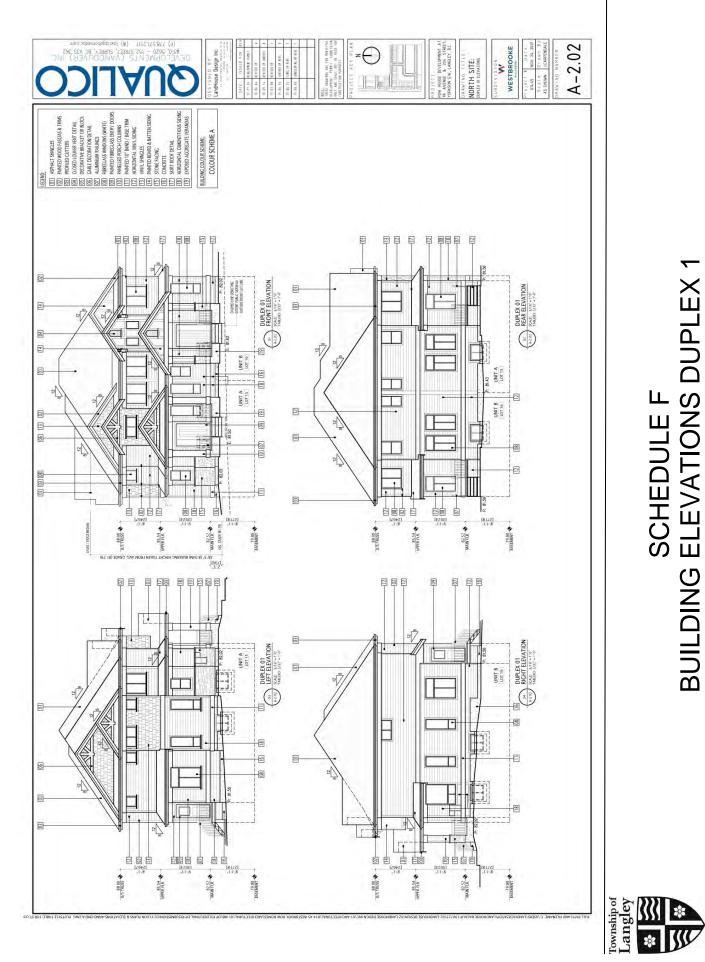






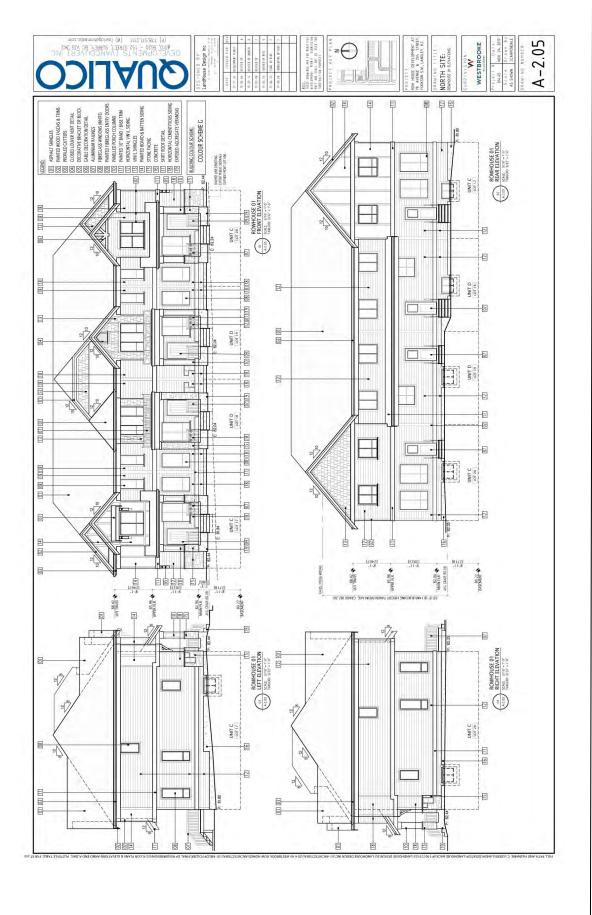


Est. 1873



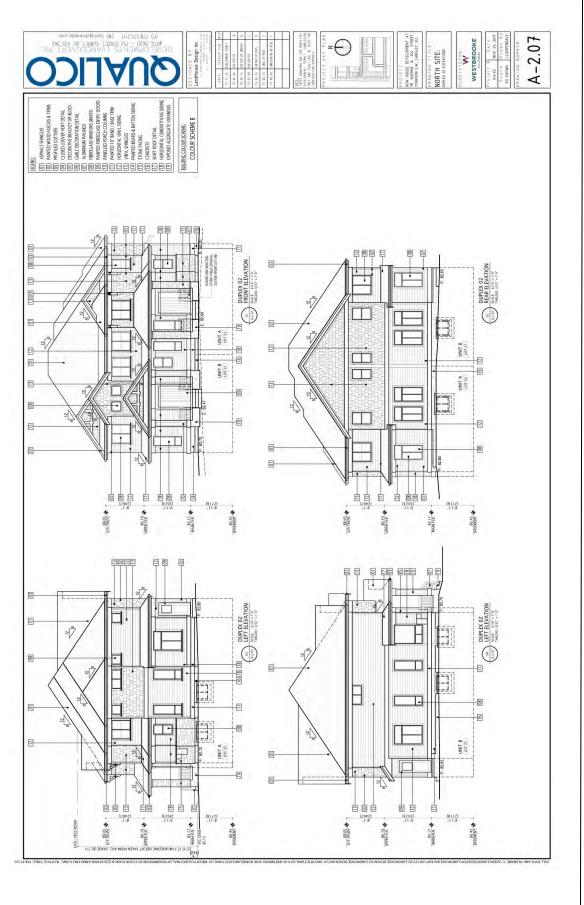
B.2

Est. 1873

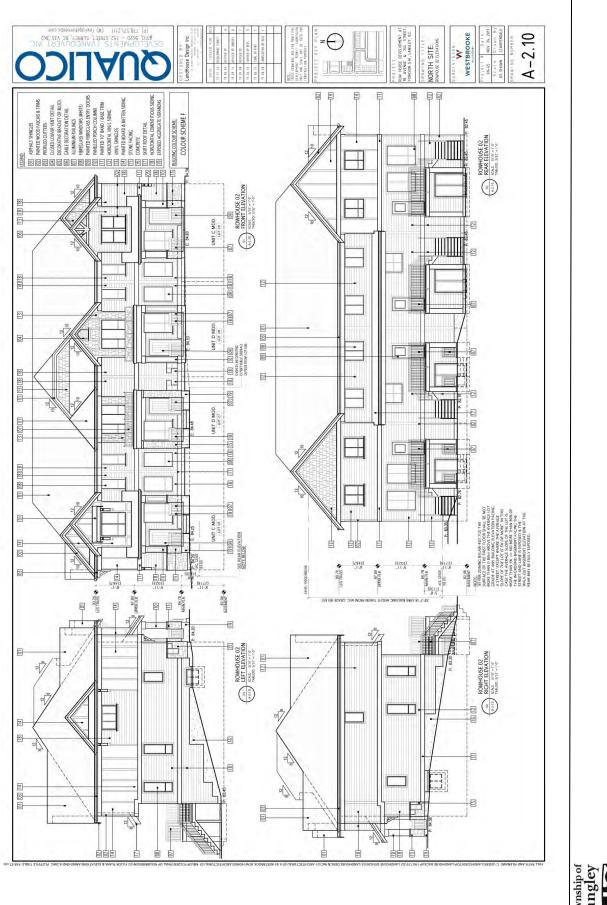




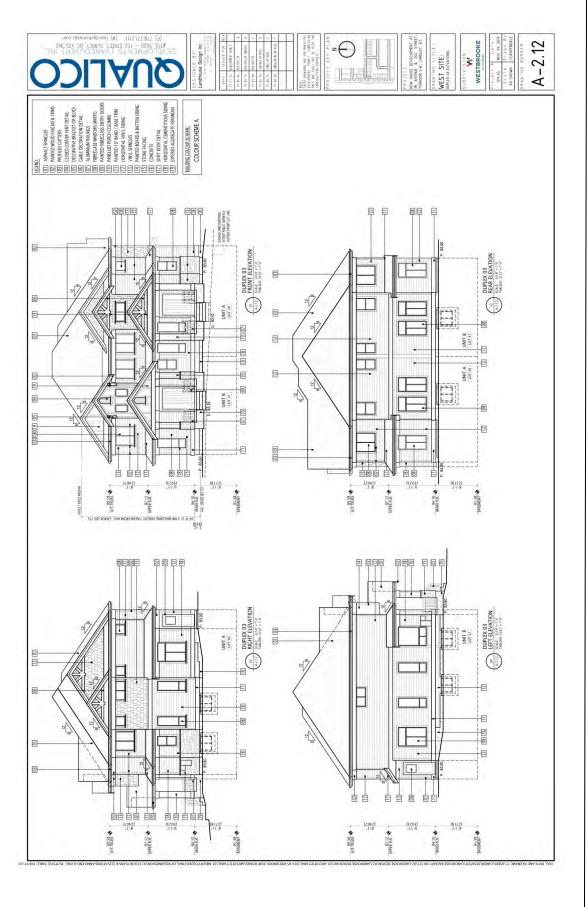




SCHEDULE H BUILDING ELEVATIONS DUPLEX 2

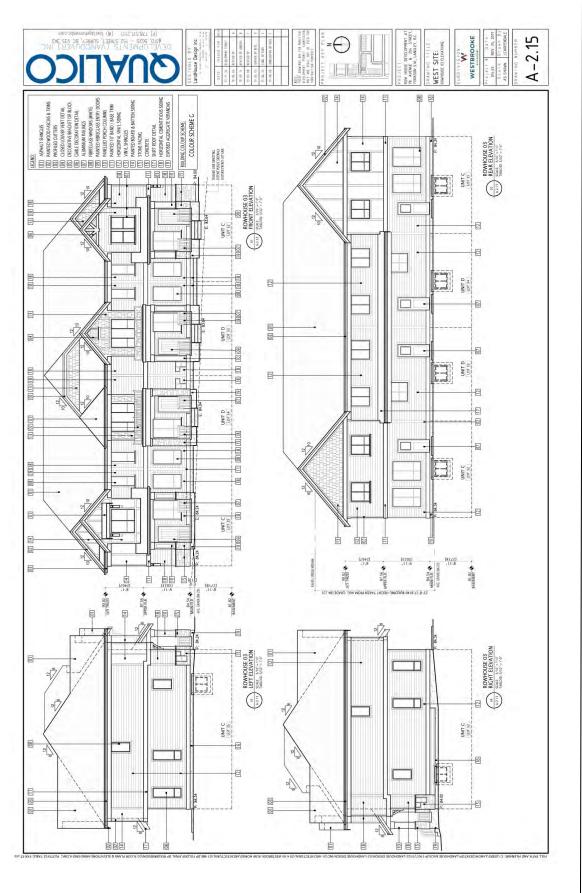


SCHEDULE I BUILDING ELEVATIONS ROWHOUSE 2



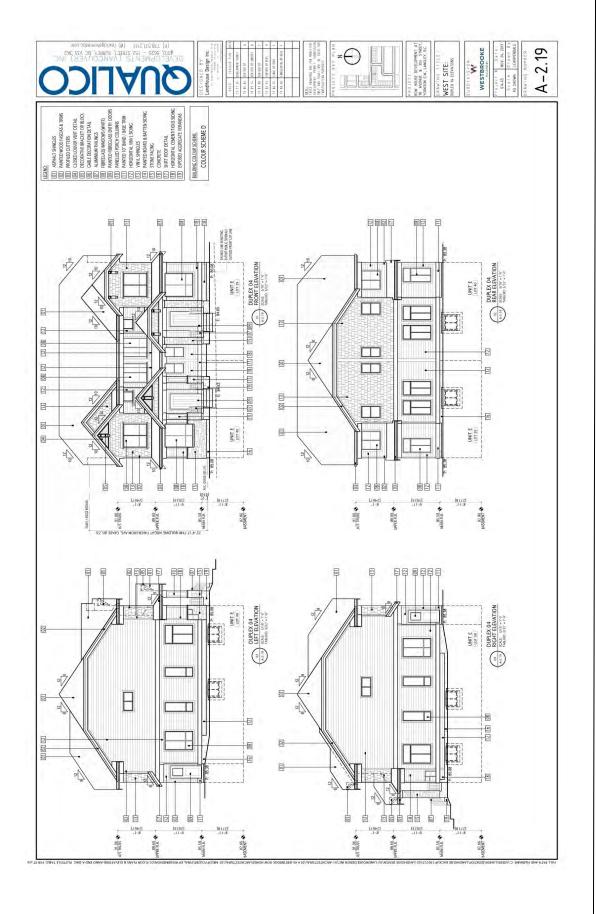
SCHEDULE J BUILDING ELEVATIONS DUPLEX 3





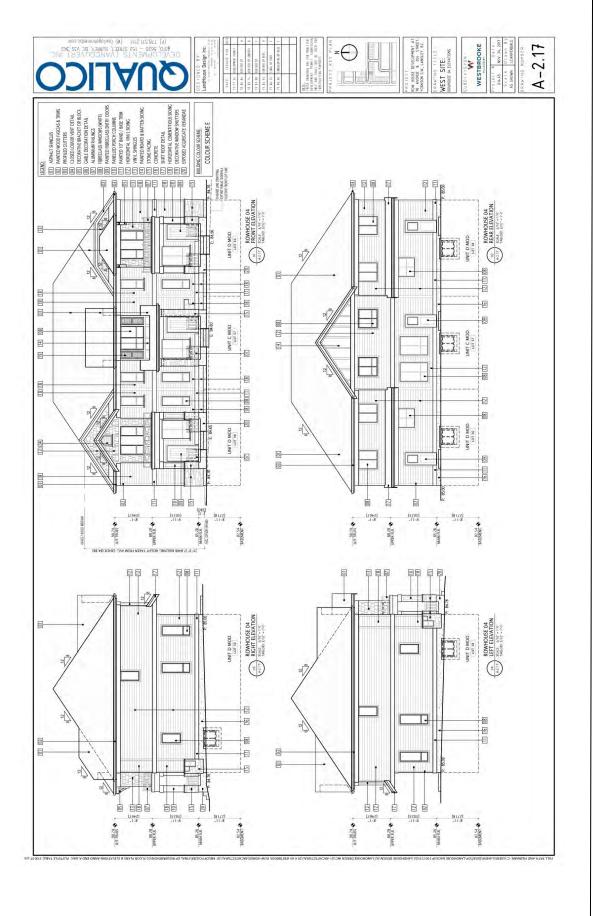
SCHEDULE K BUILDING ELEVATIONS ROWHOUSE 3



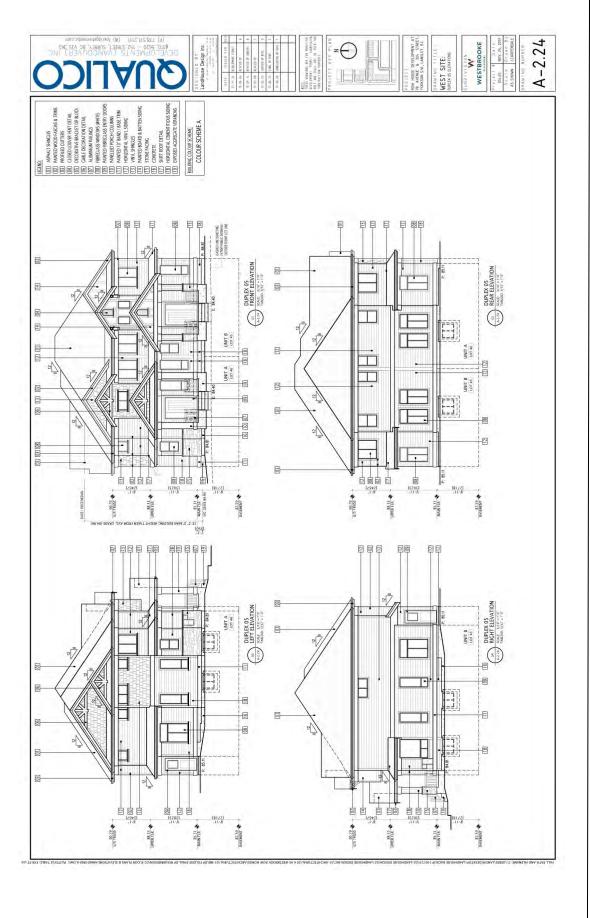


SCHEDULE L BUILDING ELEVATIONS DUPLEX 4

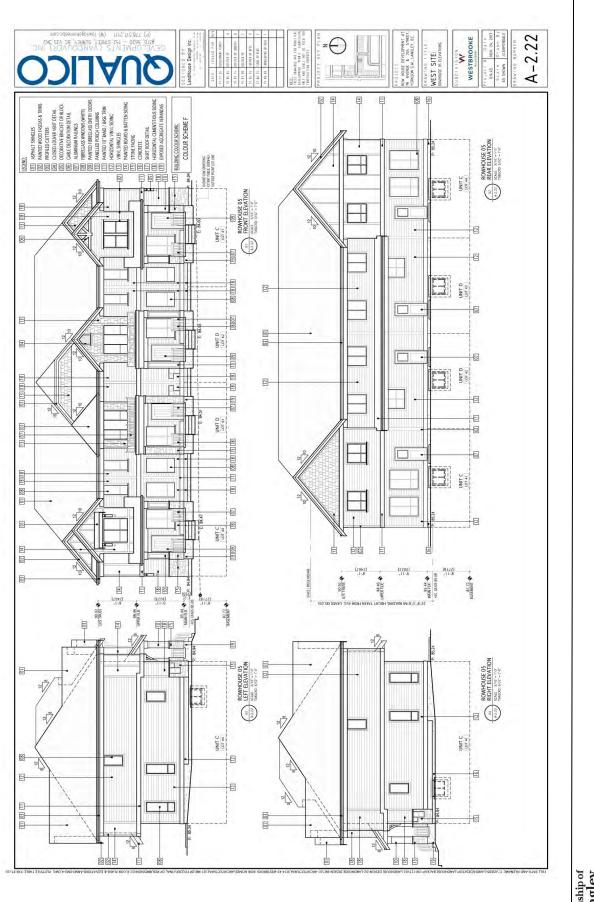




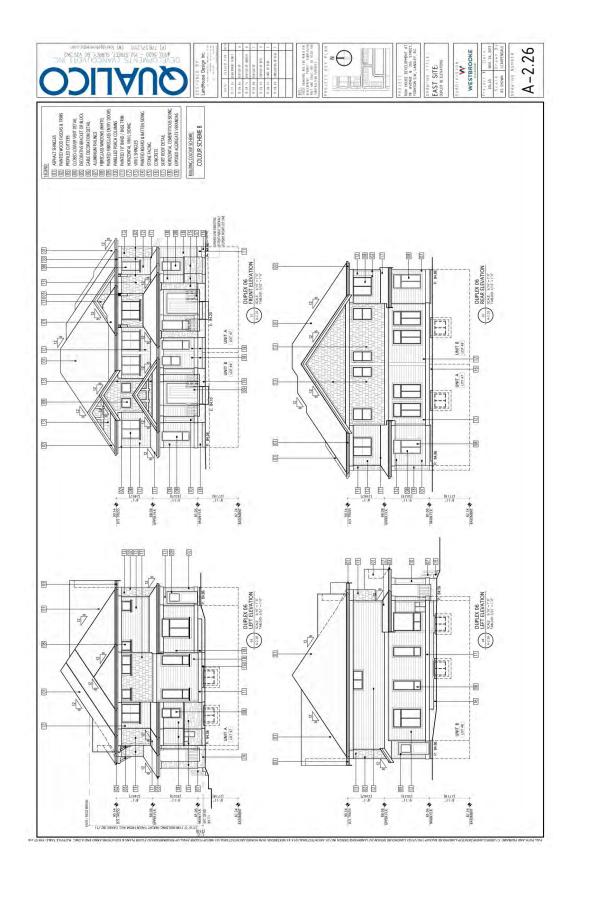






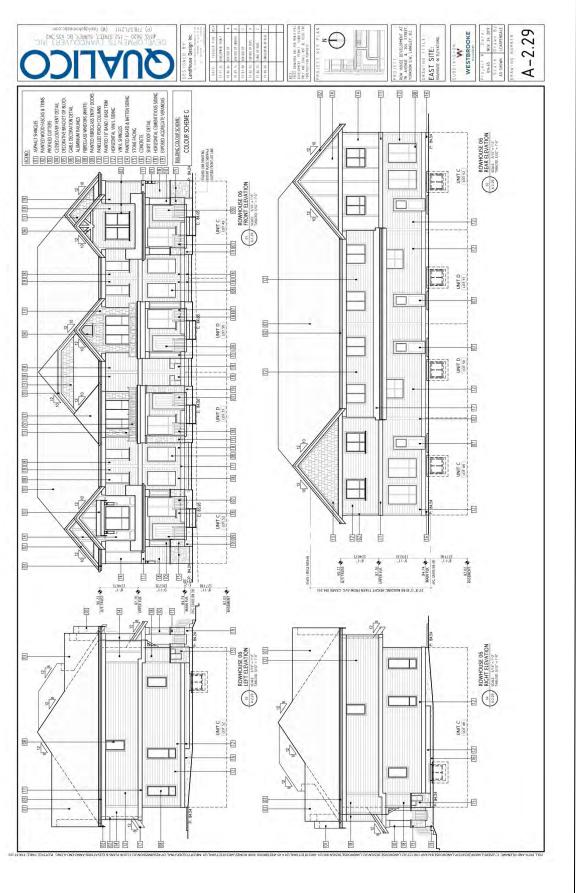




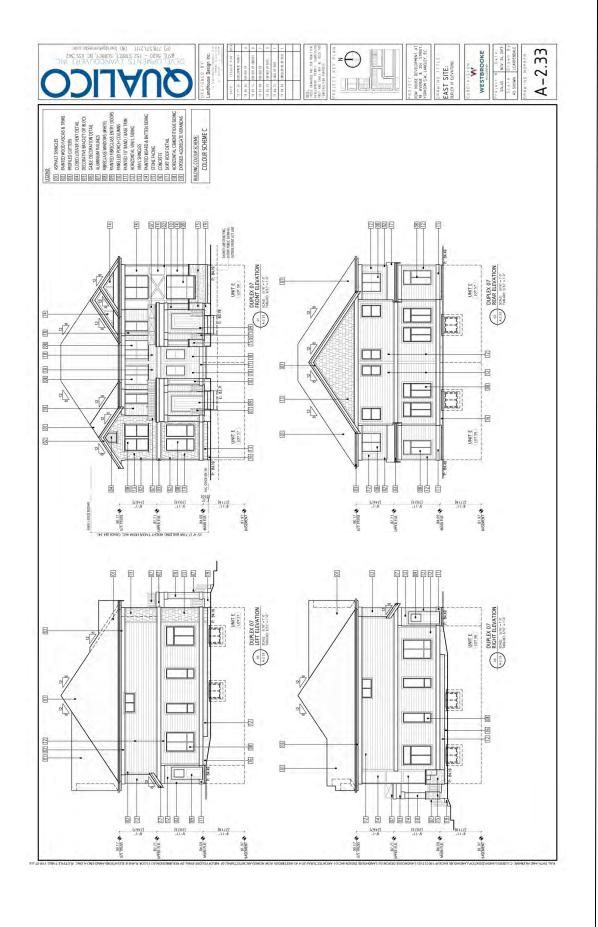


SCHEDULE P BUILDING ELEVATIONS DUPLEX 6

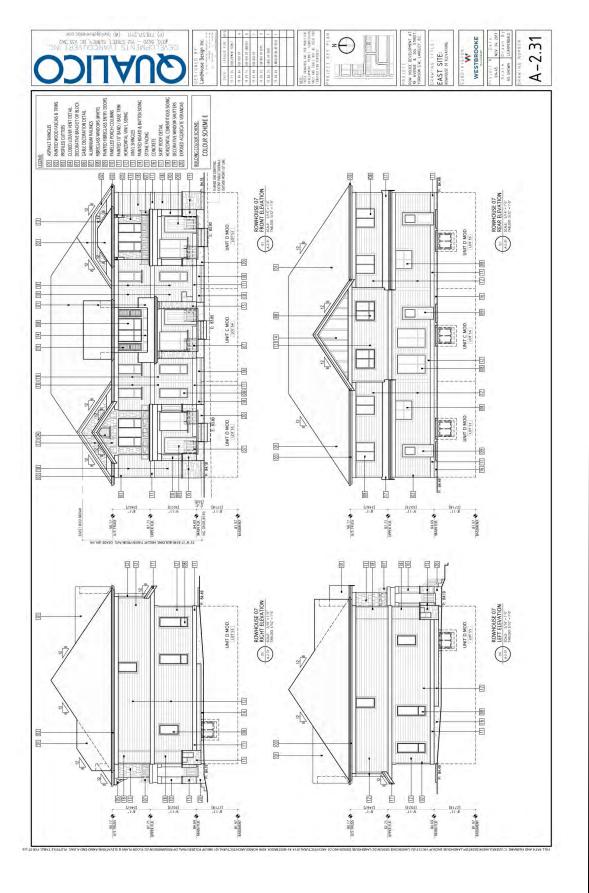




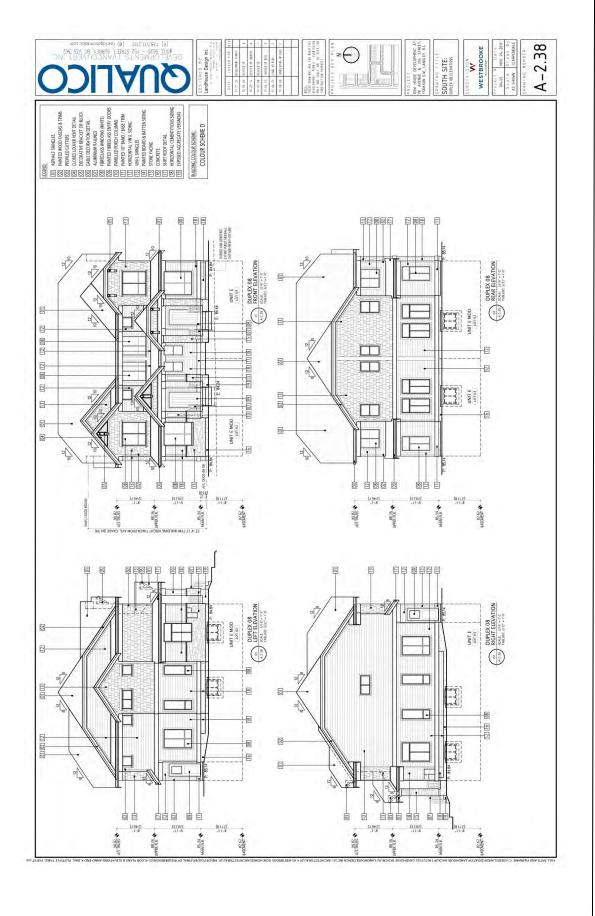
SCHEDULE Q BUILDING ELEVATIONS ROWHOUSE 6





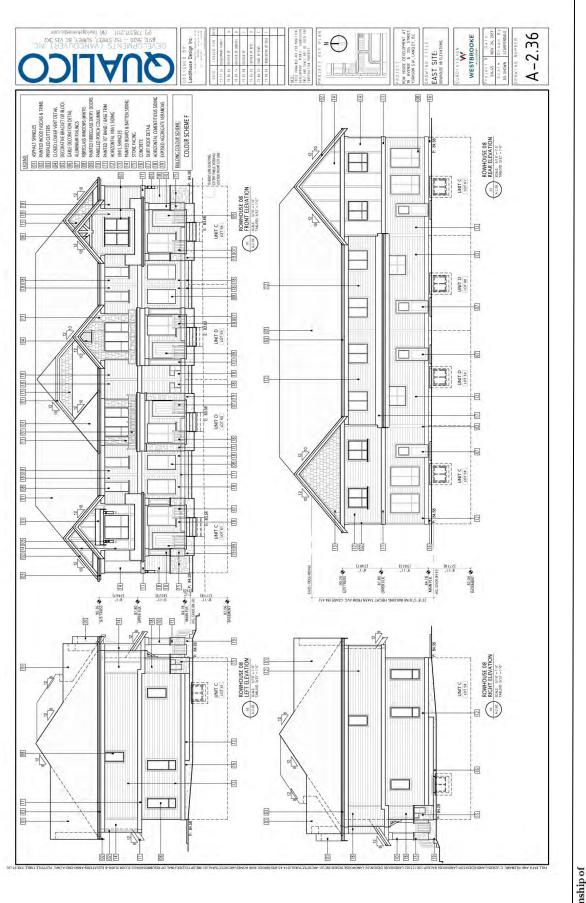




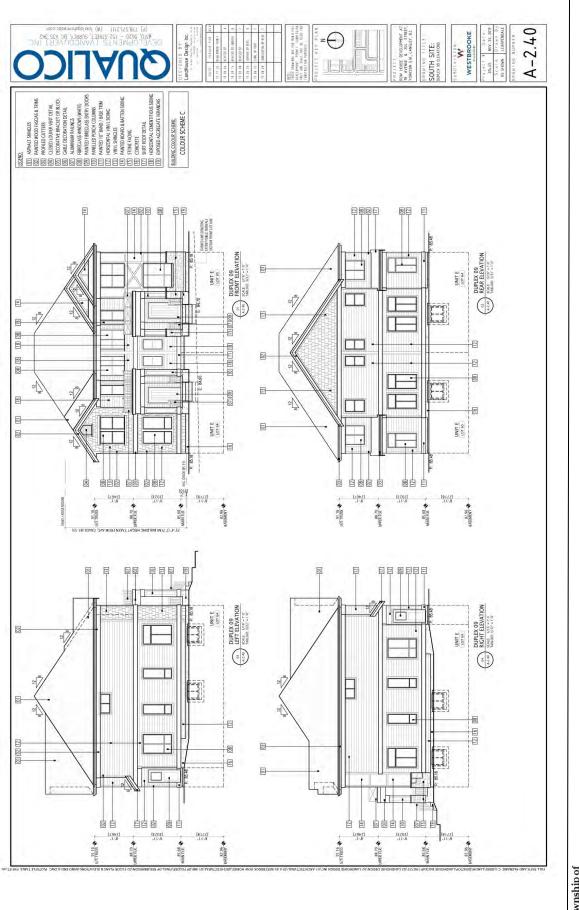


SCHEDULE T BUILDING ELEVATIONS DUPLEX 8

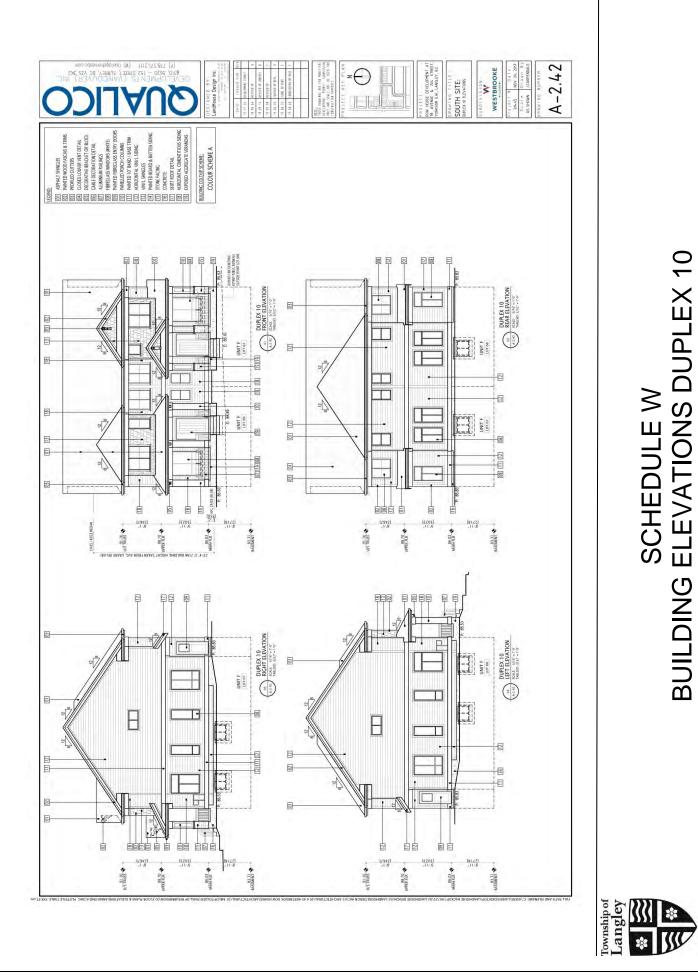




SCHEDULE U BUILDING ELEVATIONS ROWHOUSE 8

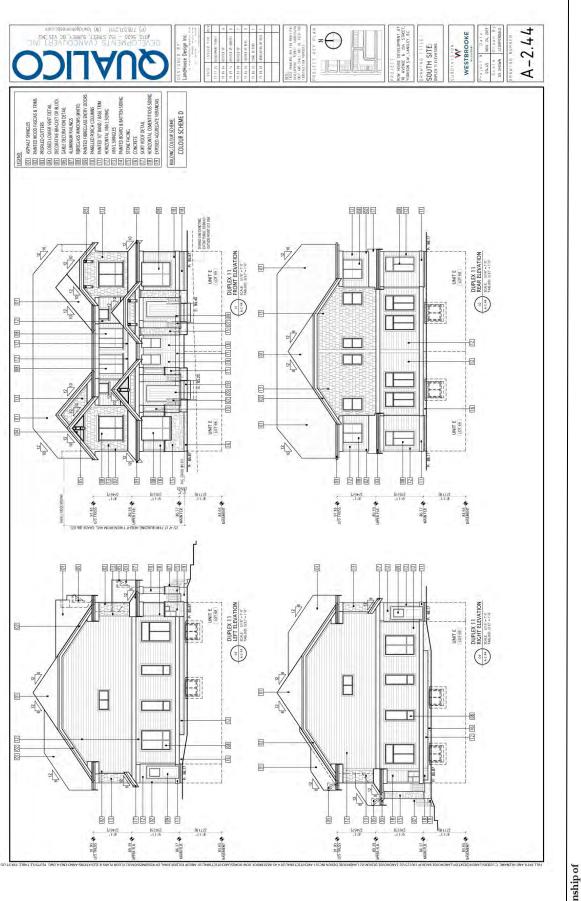






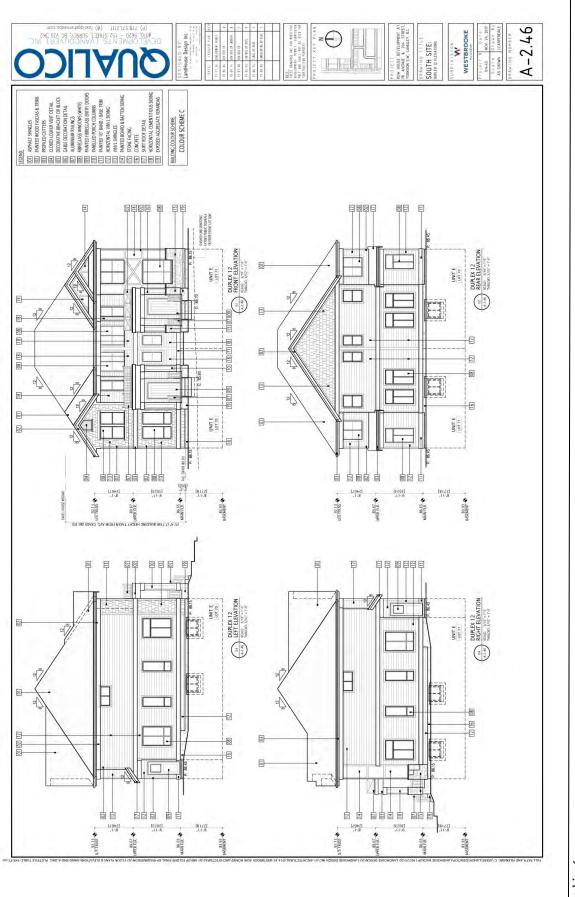
B.2

Est. 1873



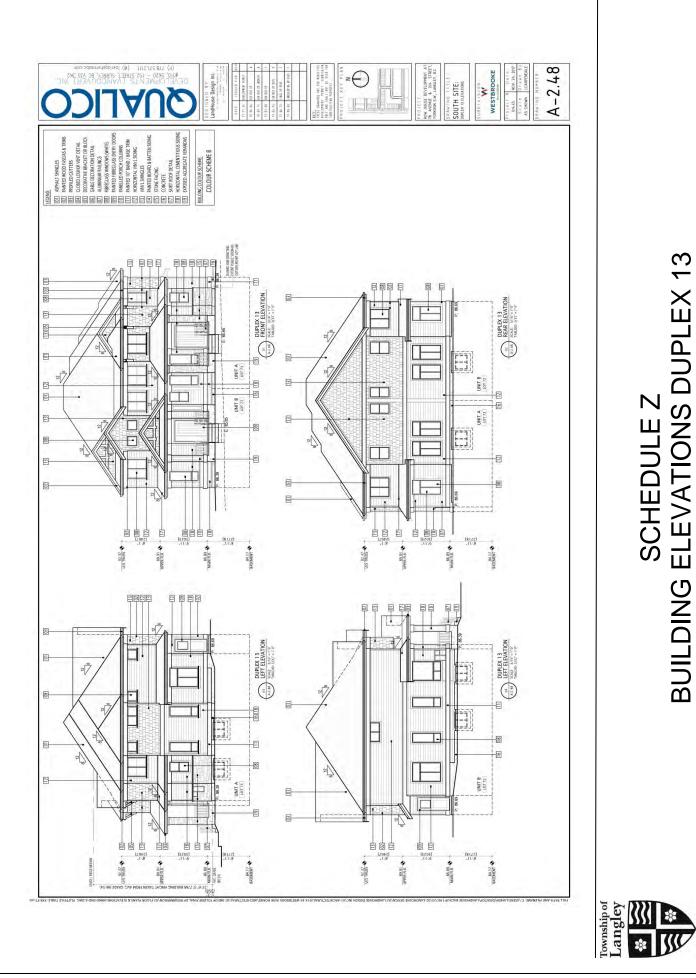
SCHEDULE X BUILDING ELEVATIONS DUPLEX 11

B.2 - Page 37

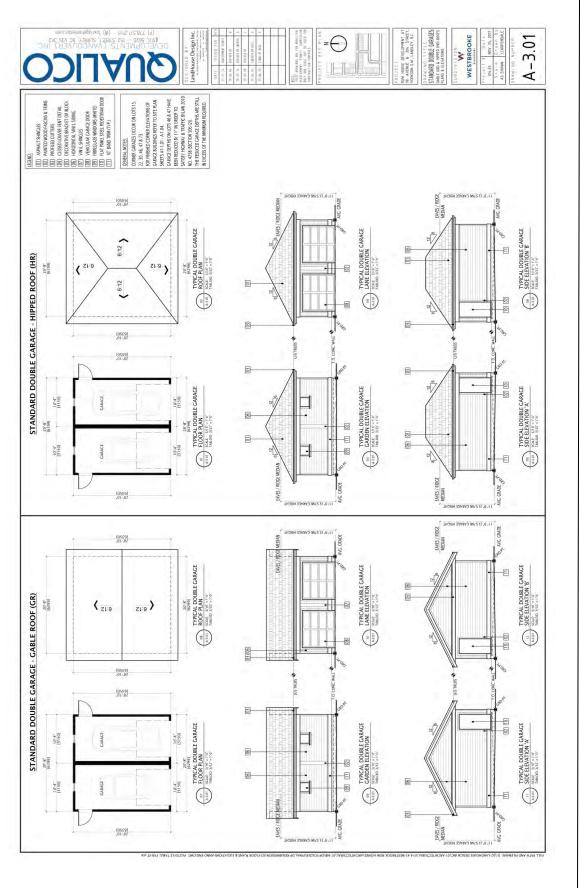


SCHEDULE Y BUILDING ELEVATIONS DUPLEX 12

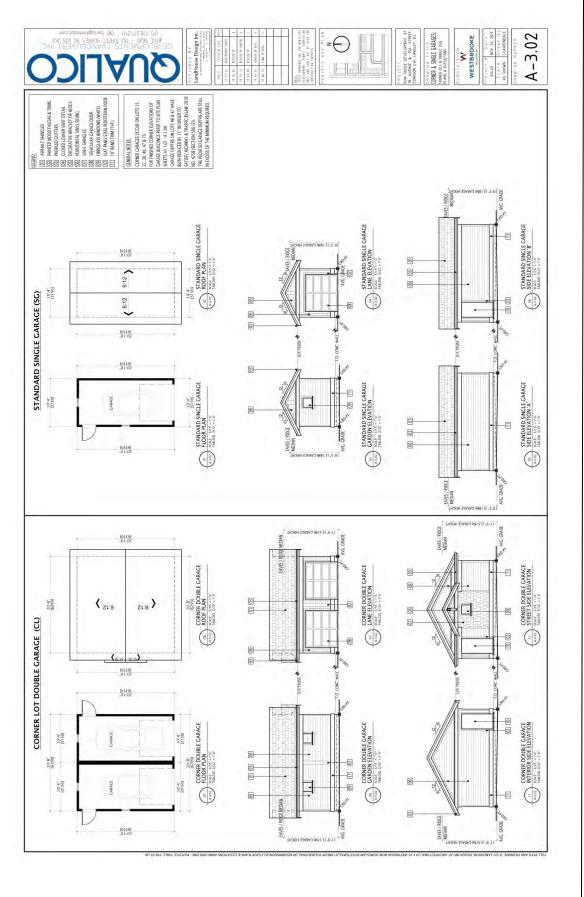
B.2 - Page 38



Est. 1873



SCHEDULE AA BUILDING ELEVATIONS GARAGES 1



SCHEDULE BB BUILDING ELEVATIONS GARAGES 2



B.2

MATERIALS AND COLOUR SCHEMES A, B, C, AND D SCHEDULE CC





SCHEDULE DD MATERIALS AND COLOUR SCHEMES A AND E



B.2 - Page 43



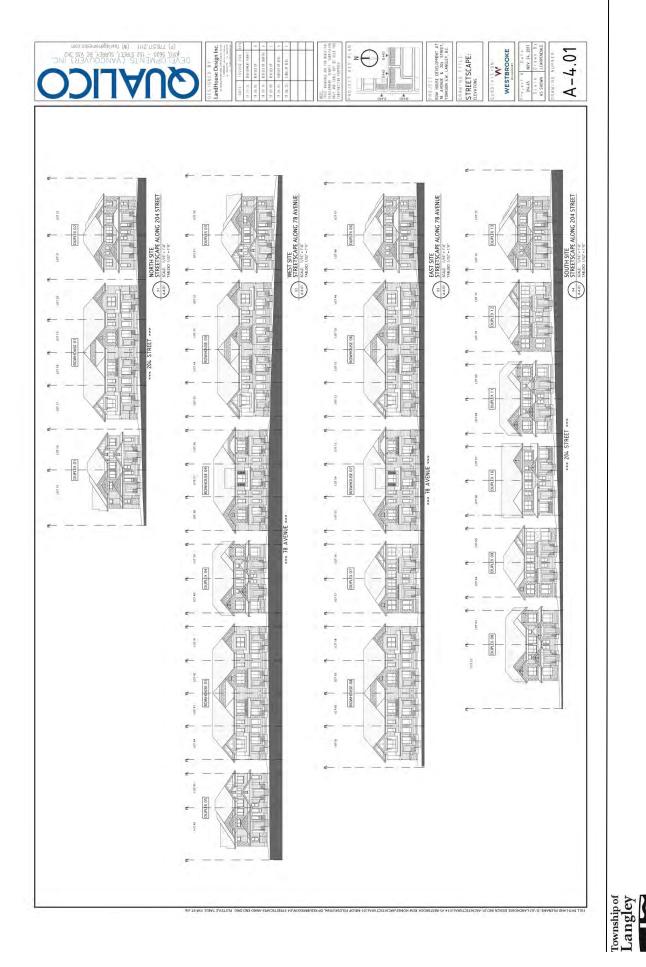
SCHEDULE EE MATERIALS AND COLOUR SCHEMES F AND G





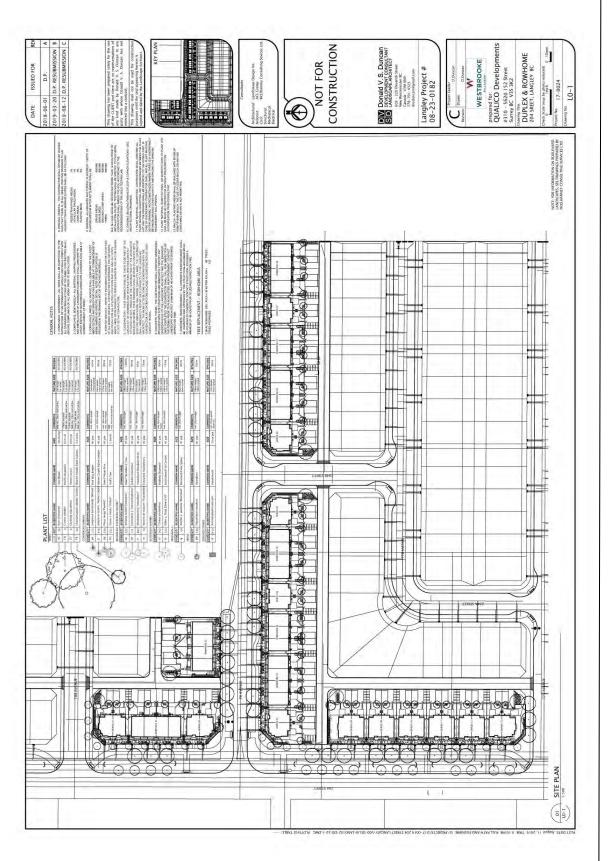
B.2 - Page 44

B.2



SCHEDULE FF STREETSCAPE

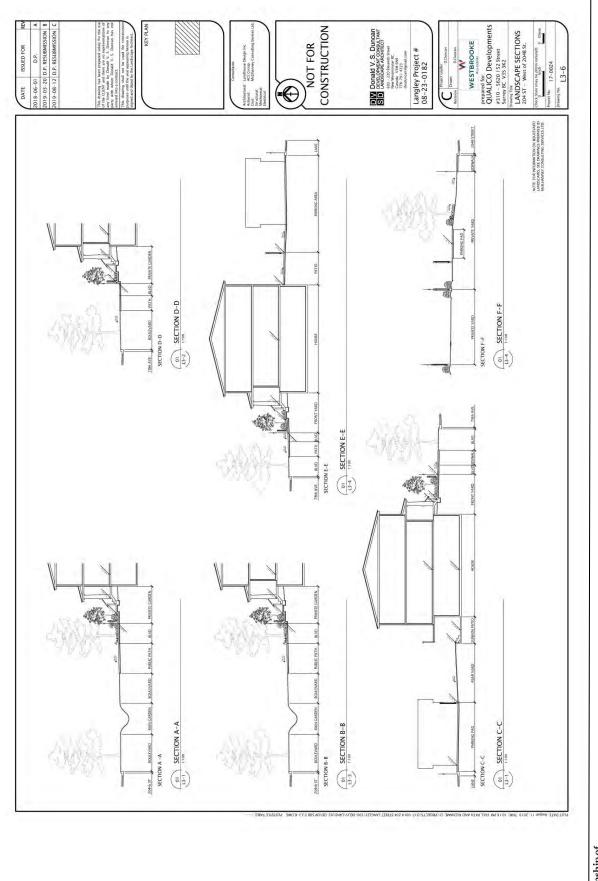
Est. 1873



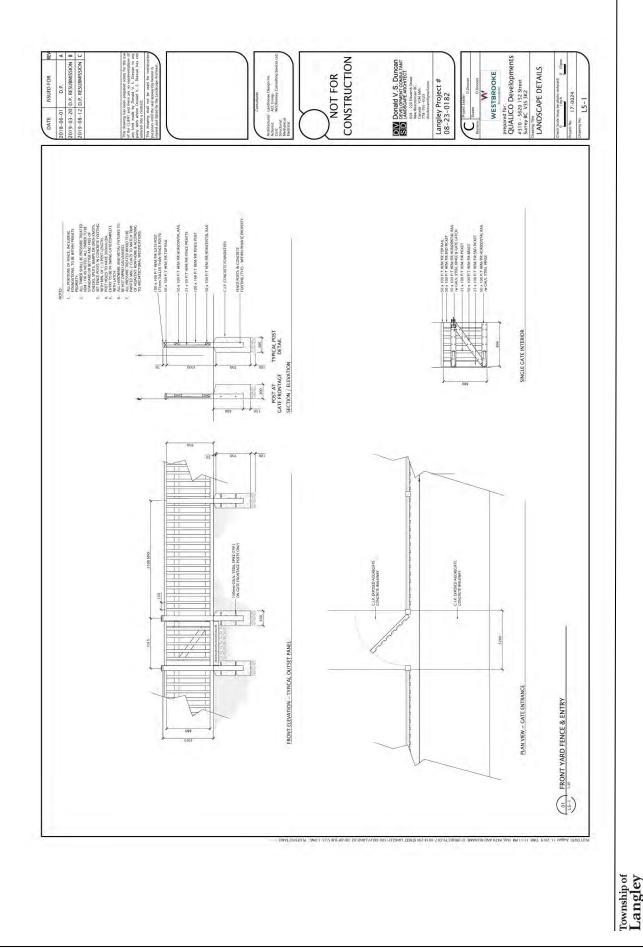
SCHEDULE GG LANDSCAPE PLAN



B.2

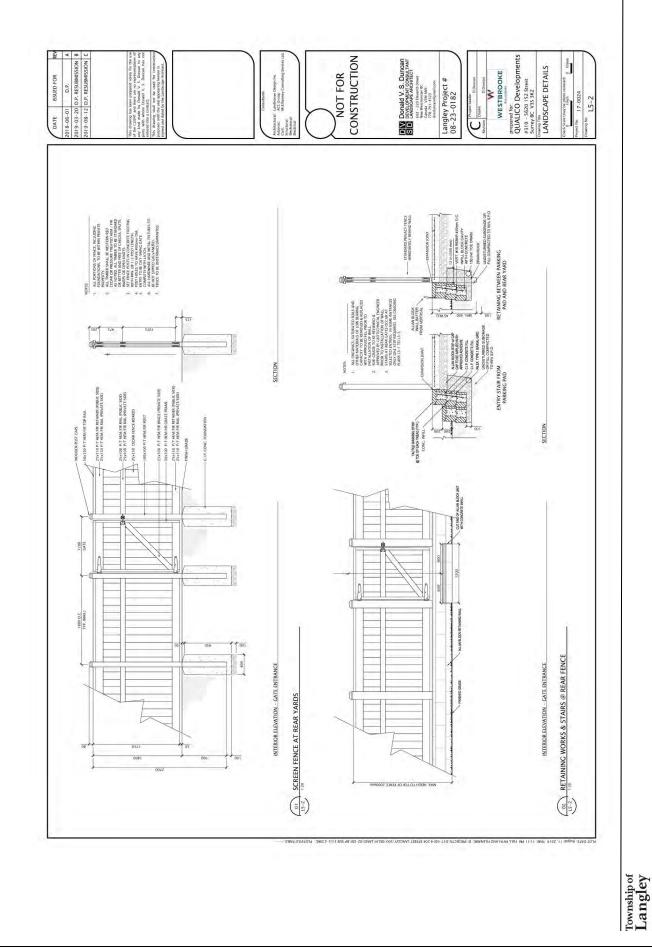


SCHEDULE HH LANDSCAPE SECTIONS



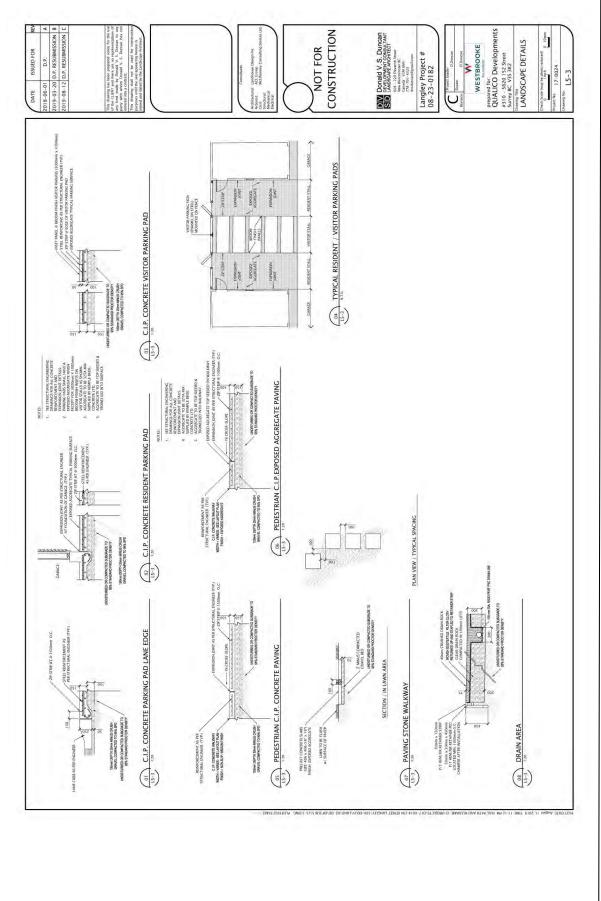
SCHEDULE II LANDSCAPE DETAILS 1

Est. 1873



SCHEDULE JJ LANDSCAPE DETAILS 2

Est. 1873



SCHEDULE KK LANDSCAPE DETAILS 3 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 919.1(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.

30/05/11 4.1.2.3 MULTIPLE UNIT DEVELOPMENT

General

4825

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.

Page 26

- 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.

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.

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.

5101 28/09/15

- 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

- 5101 28/09/15
- 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

Page 28

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.

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.

5101

- 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.
- o 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).
- 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

4825 30/05/11 • 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, portecochere 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.
- o 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.
- o 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 919.1(1) (f) of the Local Government Act. Act to establish objectives and provide guidelines for the form and character of development.

4825 30/05/11

4475 06/02/06

The objective of this development permit area designation is to encourage development of attractive and safe commercial areas and reduce conflict with adjacent land uses.

Development permit guidelines are as follows:

- Developments in each commercial node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
- The architectural and landscape design should be appropriate for the local context. Architectural design should draw inspiration from Langley's rural heritage.

B.2

ATTACHMENT C



23 September 2019

Zorica Andjelic Development Planner Township of Langley 20338 65 Avenue Langley, BC V2Y 3J1

Re: Development Application Project 08-23-0182/QUALICO DEVELOPMENTS (VCR) INC

CIVIC: 7800 Block of 204 Street

LEGAL: Lots 30 to 73; all of Plan EPP70171 Section 23 Township 8 NWD

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	Elementary	Middle	Secondary
	Units	K-5	6-8	9-12
Rowhomes	30	10	4	7
Duplexes	26	8	4	6

Given the current school catchments this development would impact WilloughbyElementary School, Peter Ewart Middle School and RE Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA Secretary Treasurer