

## REPORT TO MAYOR AND COUNCIL

**PRESENTED:** OCTOBER 4, 2021 - REGULAR MEETING  
**FROM:** COMMUNITY DEVELOPMENT DIVISION  
**SUBJECT:** REZONING APPLICATION NO. 100603 AND  
 DEVELOPMENT PERMIT APPLICATION NO. 101160  
 (DEOL / 6869 - 210 STREET)

**REPORT:** 21-109  
**FILE:** 08-13-0084

### PROPOSAL:

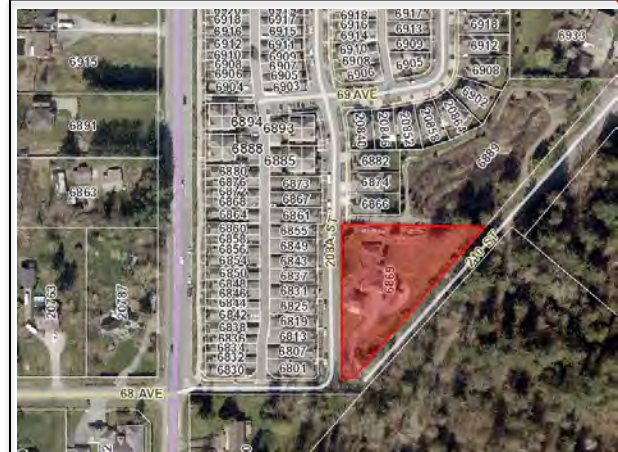
Application to rezone a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to Comprehensive Development Zone CD-131 and issue a Development Permit to facilitate development of 19 townhouse units.

### RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5743 subject to 11 development prerequisites being satisfied prior to final reading; that Council authorize issuance (at time of final reading of Bylaw No. 5743) of Development Permit No. 101160; and that staff be authorized to proceed with the written submission opportunity.

### RATIONALE:

The proposed development is consistent with the Northeast Gordon Estate Neighbourhood Plan's overall objectives.



## RECOMMENDATIONS:

**That** Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Deol) Bylaw 2021 No. 5743, rezoning a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to Comprehensive Development Zone CD-131 to facilitate the development of 19 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw and Northeast Gordon Estate Engineering Services Plan;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements for 210 Street and 208A Street, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan, and the Street Trees and Boulevard Plantings Policy;
4. Construction of the Urban/ALR Interface within the 210 Street road dedication, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security in accordance with the provisions of the Northeast Gordon Estate Neighbourhood Plan;
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
6. Compliance with Age Friendly Amenity Area requirements;
7. Registration of restrictive covenants acceptable to the Township:
  - a. Identifying the units (minimum 5% for townhouses) required to incorporate the Adaptable Housing Requirements;
  - b. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
  - c. Prohibiting garages from being developed for purposes other than parking of vehicles and prohibiting the development of secondary suites within individual townhouse units;
  - d. Notifying property owners of the proximity of the ALR and of the potential for sound, odour, and airborne impact from natural farm activities;
  - e. Securing the 7.5m wide ALR buffer along the east property line;
8. Provision of a 7.5m wide ALR buffer along the east property line;
9. Provision of improvements and upgrades to the existing community detention pond facility north of the subject site;
10. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Roads Completion and Amenity Policy, and the requirements of the 208 Street Area Greenway Amenity Policy;
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

**That** Council at time of final reading of Rezoning Bylaw No. 5743, authorize issuance of Development Permit No. 101160 subject to the following conditions:

- a. Building plans being in compliance with Attachment A - Schedule "A"; and
- b. Landscape plans being in substantial compliance with Attachment A – Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

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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. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
- b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
- c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
- d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
- 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 of Langley General Manager of Engineering and Community Development;

**That** Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5743 in conjunction with proposed Development Permit No. 101160.

#### **EXECUTIVE SUMMARY:**

Paul Deol has applied to rezone 0.46 ha (1.14 ac) of land located at 6869 – 210 Street to Comprehensive Development Zone CD-131 to facilitate development of 19 townhouse units.

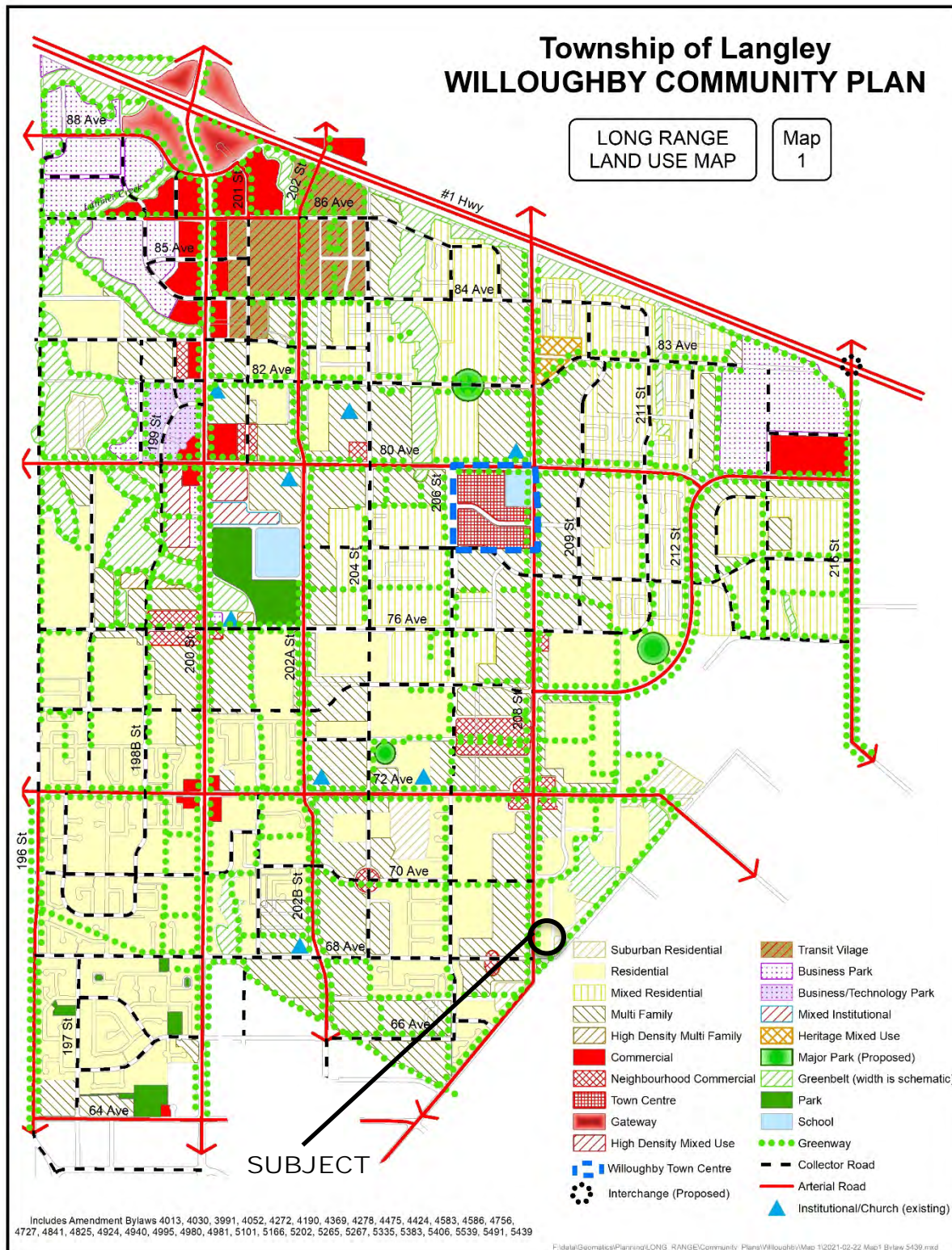
A Development Permit for the site is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form and character of the proposed development.

The proposal is consistent with the overall objectives of the Northeast Gordon Estate Neighbourhood Plan. Staff recommend that Council consider the rezoning request, subject to the completion of 11 development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5743) of Development Permit No. 101160.

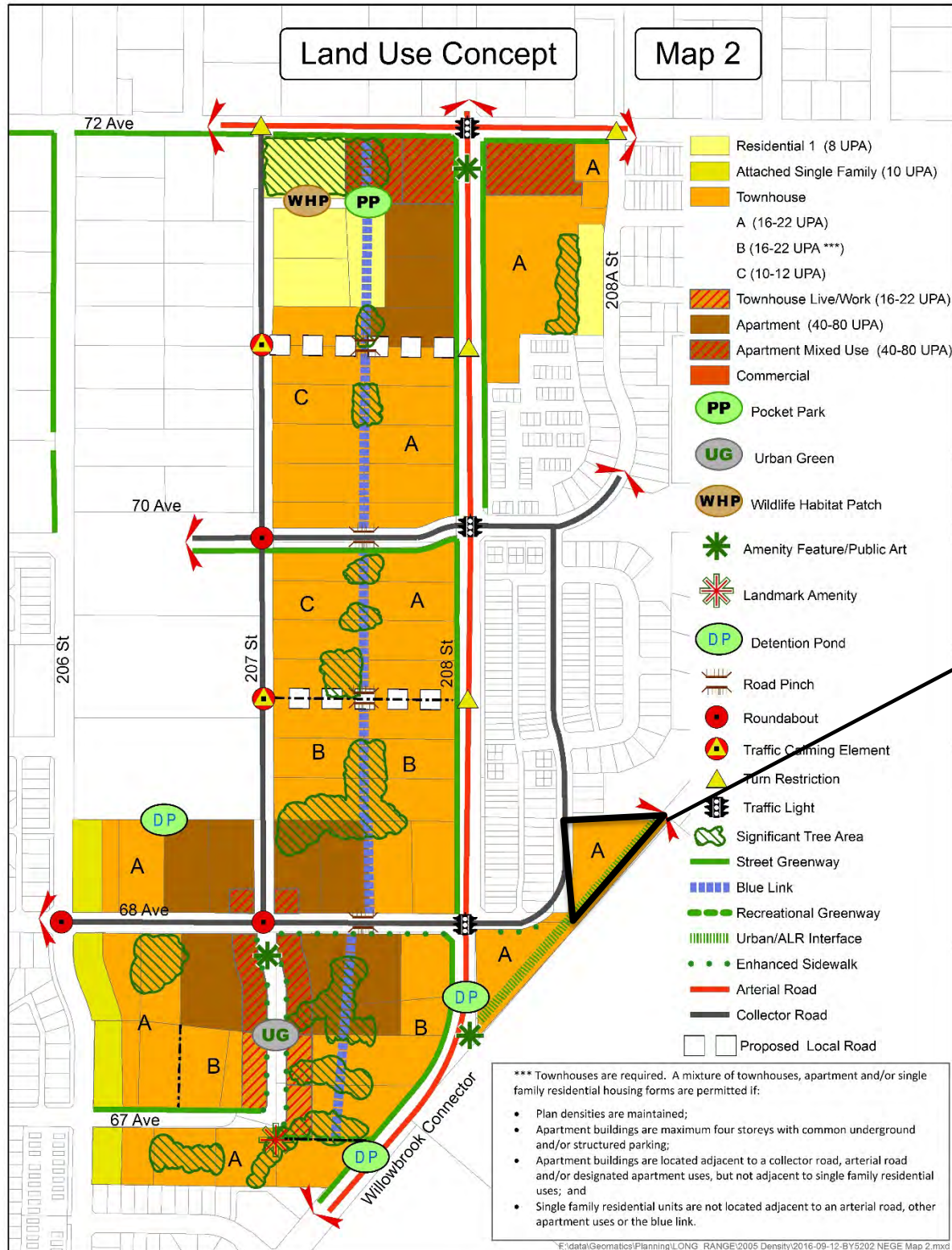
#### **PURPOSE:**

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5743 and Development Permit No. 101160.

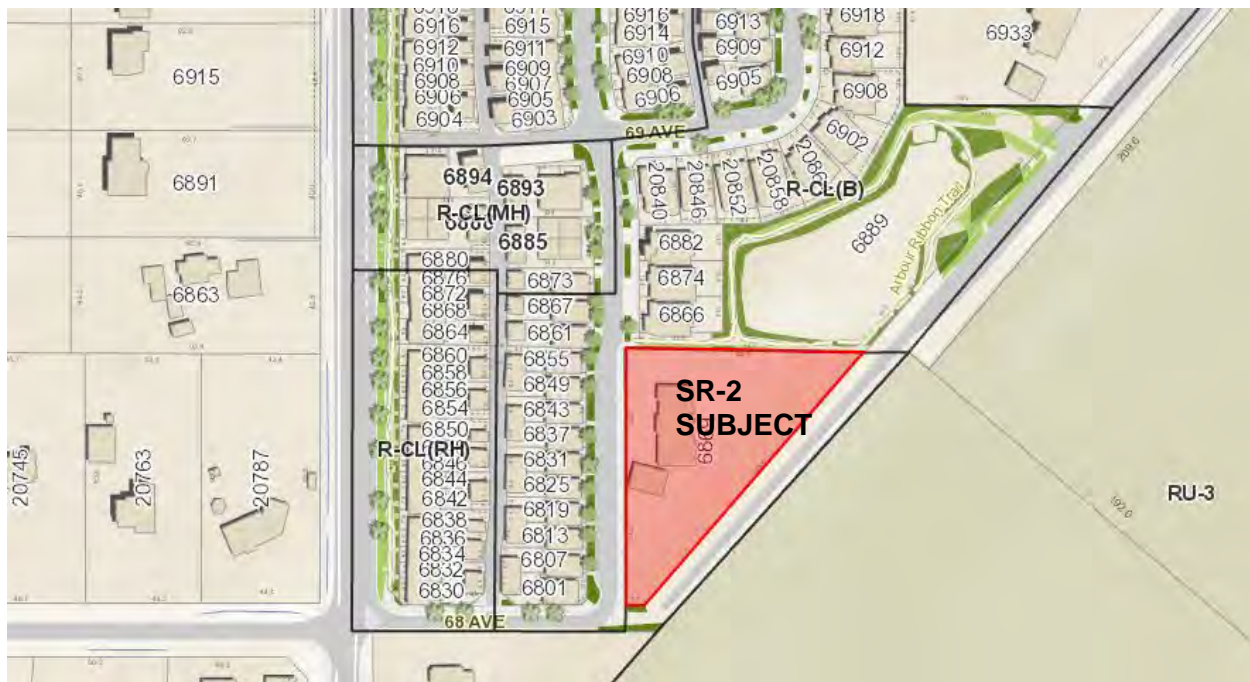








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**ZONING BYLAW NO. 2500**



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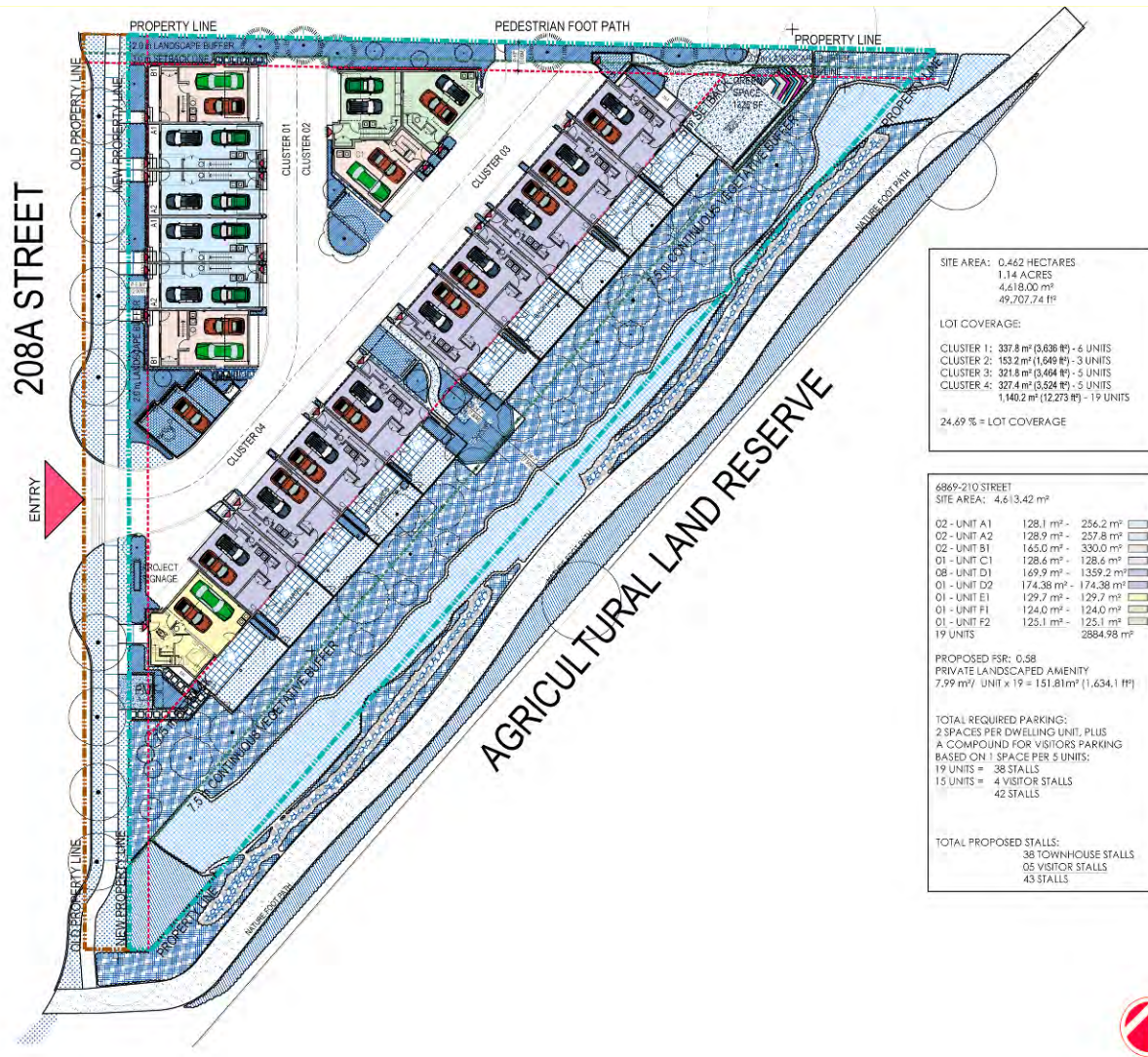
3D VIEW: 208A STREET SOUTH EAST



3D VIEW: 208A STREET NORTH EAST AT ENTRANCE

### RENDERINGS – SUBMITTED BY APPLICANT





**SITE PLAN – SUBMITTED BY APPLICANT**

**REFERENCE:**

<b>Owner / Agent:</b>	Paul Deol 6869 – 210 Street Langley, BC V2Y 2R7
<b>Legal Description:</b>	Lot 41 Section 13 Township 8 NWD Plan 62810
<b>Location:</b>	6869 – 210 Street
<b>Area:</b>	0.46 ha (1.14 ac)
<b>Existing Zoning:</b>	Suburban Residential Zone SR-2
<b>Proposed Zoning:</b>	Comprehensive Development Zone CD-131
<b>Willoughby Community Plan:</b>	Residential
<b>Northeast Gordon Estate Neighbourhood Plan:</b>	Townhouse A (40 – 54 UPH / 16 – 22 UPA)

**BACKGROUND/HISTORY:**

The subject property is currently one (1) of three (3) remaining development properties on the east side of 208 Street within the density review area of the Northeast Gordon Estate Neighbourhood Plan. The subject site borders the Agricultural Land Reserve (ALR) to the east and the developed neighbourhood to the north and west. The property accommodates a single family residence accessed via 210 Street. The proposed development site is zoned Suburban Residential SR-2 and designated Townhouse A in the Northeast Gordon Estate Neighbourhood Plan.

**DISCUSSION/ANALYSIS:**

Paul Deol has applied to rezone a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to accommodate development of 19 townhouse units. The applicant has also applied for a development permit for the site to be processed in conjunction with the rezoning application to provide Council the opportunity to review the form, character, and siting of the development.

The application proposes an overall gross density of 41 UPH (16.6 UPA), which complies with the density provisions of the Northeast Gordon Estate Neighbourhood Plan (40 to 54 UPH (16 to 22 UPA)).

**Adjacent Uses:**

North:	A property accommodating a community detention pond, beyond which is a single family lot zoned Residential Compact Lot Zone R-CL(B), designated Suburban Bonus Density 1 in the Northeast Gordon Estate Neighbourhood Plan;
South:	A 0.65 ha (1.6 ac) residential property zoned Suburban Residential Zone SR-2, designated Townhouse A in the Northeast Gordon Estate Neighbourhood Plan;
East:	210 Street, beyond which is a 40 ha (99 ac) property located within the ALR, zoned Rural Zone RU-3, designated Agriculture/Countryside in the Rural Plan;
West:	208A Street, beyond which are single family residential lots zoned Residential Compact Lot Zone R-CL(B), designated Residential Bonus Density in the Northeast Gordon Estate Neighbourhood Plan.

### **Zoning Amendment:**

The subject development site is currently zoned Suburban Residential Zone SR-2. Bylaw No. 5743 proposes to rezone the site to Comprehensive Development Zone CD-131 to facilitate development of 19 townhouse units. The project complies with the provisions of the site's proposed Comprehensive Development Zone CD-131 zoning in terms of siting, site coverage, parking, height, use, and density.

### **Public Consultation:**

As per Policy 07-164, the applicant held a public meeting on September 1, 2021. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment E.

### **Development Permit:**

The site is designated a mandatory Development Permit Area to provide Council the opportunity to review the form, character, and siting of any proposed development. The site has been considered in accordance with the existing Residential Development Permit Area Guidelines included in the Willoughby Community Plan (see Attachment B) and Development Permit Area "I" – Agricultural Edge and Escarpment Protection guidelines for the area (Attachment C). Proposed Development Permit No. 101160 is attached to this report as Attachment A. The proponent has submitted building elevations and renderings detailing the form, height, exterior finishing and architectural style, and massing of the proposed townhouse site for Council's consideration.

The townhouse development consists of 19 townhouse units with street-oriented units facing 208A Street and the remainder located internally with the age friendly amenity area sited in the northerly portion of the site.

All units are three (3) storeys with floor areas for individual units ranging from 124 to 170 m<sup>2</sup> (1,334 ft<sup>2</sup> to 1,830 ft<sup>2</sup>). The units accommodate second floor living areas (kitchen, dining room, living room, powder room), contain three (3) bedrooms and a mix of tandem (21%) and double car garages.

The street facing elevations feature design elements such as projecting roofs, covered and strongly identifiable entrances. Cladding materials include hardi panel and stone veneer. Variations in colours and materials are proposed to highlight the individual units as well as the architectural features of the buildings. The internal façade's feature an upper and lower deck with privacy glazing panels on the safety railings. The second storey deck wraps the building corners to provide additional outdoor space as well as visual interest. Street facing units are further treated with a projection, extensive glazing, and a hip roof.

The applicant has provided photos, sections, and a view shed analysis attached to this report as Attachment F to demonstrate that the proposed site design, neutral building colours and trees (on and off site) combine to maintain the view of a treed slope from the Milner Valley in compliance with the objectives of the Development Permit Area "I" Guidelines.

Prior to consideration of final reading, the applicant is required to register restrictive covenants securing the required ALR buffer and notifying the future property owners of the proximity to the ALR lands and the potential for sound, odour, and airborne impact from natural farm activities. The proposed building heights (three (3) storeys), site coverage (25%), and siting comply with the requirements of the Comprehensive Development CD-131 zone.



### **Access and Parking:**

Vehicular access is proposed from 208A Street. Pedestrian access will be provided from a greenway along 210 Street and new sidewalks to be constructed along 208A Street.

A total of 43 parking spaces are proposed which meets the minimum requirements of the Zoning Bylaw. A summary of the proposed parking is provided below:

	<b>Parking Spaces Required</b>	<b>Parking Spaces Provided</b>
Residential Spaces (15 side by side garage) (2 spaces required / unit)	30	30
Residential Spaces (4 tandem units) (2.3 spaces required / unit)	9	9
Visitor Parking	4	4
<b>Total</b>	<b>43</b>	<b>43</b>

As a prerequisite of final reading of the rezoning bylaw, the applicant will be required to register a restrictive covenant prohibiting parking on the internal strata roadways and prohibiting garages from being developed for purposes other than the parking of vehicles.

### **Community Amenity Contributions:**

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The applicant has reviewed the policy and has agreed to provide the current target contribution amounts specific to this development which are \$5,776 per townhouse unit for a total of \$109,744.

### **Adaptable Housing:**

In accordance with Section 3.1.9 of the Township's Official Community Plan, a minimum of 5% of townhouse units shall be provided as adaptable housing. Council has chosen to implement this provision through the adoption and implementation of Schedule 2 – Adaptable Housing Requirements of the Official Community Plan. In compliance with the Official Community Plan, one (1) adaptable unit is proposed in the development. As a prerequisite of final reading of the rezoning bylaw, the applicant will be required to register a restrictive covenant identifying / securing the units required to comply with Schedule 2 – Adaptable Housing Requirements.

### **School Sites:**

School District 35 has provided comments (Attachment D) estimating that the proposed development will ultimately generate approximately five (5) new students for Donna Gabriel Robbins Elementary (located 2.1 km northwest of the site), two (2) students for Peter Ewart Middle School (located approximately 2.3 km northwest of the site), and four (4) students for RE Mountain Secondary School (located approximately 2.1 km northwest of the site). The School District notes that there is currently sufficient capacity within the School District to enroll the students as noted above at the present time.

### **Landscaping:**

The landscape plans (Attachment A – Schedule B) proposes planting trees, shrubs, and groundcovers around the perimeter of the site as well as along the internal roadways and the

common areas. The applicant proposes to provide improvements to the existing community detention pond facility adjacent / north of the subject site. The improvements include a new viewing platform as a community amenity and increased depth / capacity. Provision of the above improvements has been included as a condition of rezoning.

#### **Age Friendly Amenity Area:**

Section 111.5 of the Township's Zoning Bylaw requires the provision of 152 m<sup>2</sup> (1,636 ft<sup>2</sup>) Age Friendly Amenity areas (8 m<sup>2</sup> per unit) with two (2) centralized amenity spaces totalling 197 m<sup>2</sup> (2,120 ft<sup>2</sup>) proposed. Final age friendly amenity area plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

#### **Tree Protection/Replacement:**

The tree management plans submitted by the applicant indicate that four (4) significant trees exist on the subject site, with one (1) proposed for retention. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 21 replacement trees are required and 30 are proposed. In addition, approximately eight (8) street trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development, approximately 39 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

#### **Greenways:**

The Northeast Gordon Estate Neighbourhood Plan requires provision of a 7.5 m (25 ft) wide ALR / Urban Interface buffer along the eastern property line with minimum 35 m (115 ft) building setback. Due to the unique shape of the site and in order to meet minimum densities specified in the plan, the applicant proposes a reduced building setback (25 m (82 ft)), while still achieving the full 7.5 m (25 ft) wide ALR buffer to be secured by restrictive covenant.

Additionally, the applicant has provided a site configuration sensitive to the ALR land interface by including rear yards in addition to the 7.5 m (25 ft) ALR buffer rather than access lanes or garages, which would be less compatible with edge planning objectives. Based on the above, staff do not object to the proposal as the proposed building setback and ALR buffer meet the intent of the Northeast Gordon Estate Neighbourhood Plan while maintaining minimum plan density.

Details of the open space improvements (e.g., required landscaping and fencing including the phasing / treatment / construction of the greenways and municipal trails) are required to be finalized prior to final reading to the acceptance of the Manager of Green Infrastructure Services.

#### **Servicing:**

Prior to final reading, improvements to the existing community detention pond will be required in order to accommodate the subject development. The applicant will also be required to dedicate and construct the east half of 208A Street.

The applicant is required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement, improvements to the existing community stormwater detention pond, and utility upgrades and/or extensions to the acceptance of the Township. Road dedications, widening, and necessary traffic improvements (both on-site

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and off-site) will be required in accordance with the Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

#### **Transit:**

Currently, transit service is provided along 208 Street (595 bus) approximately 375 m (1,230 ft<sup>2</sup>) northwest of the site.

#### **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 OCP, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

#### **Policy Considerations:**

The proposed rezoning and Development Permit applications will facilitate the development of 19 townhouse units. The proposed development complies with the land use and density provisions of the Northeast Gordon Estate Neighbourhood Plan, and in staff's opinion is in compliance with the Development Permit Guidelines of the Willoughby Community Plan.

Staff recommend that Council give first and second reading to Bylaw No. 5743 (subject to 11 development prerequisites) and authorize issuance (at time of final reading of Bylaw No. 5743) of accompanying Development Permit No. 101160 and authorize staff to proceed with the written submission opportunity.

Respectfully submitted,

Daniel Graham  
 DEVELOPMENT PLANNER  
 for  
 COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101160
ATTACHMENT B	Willoughby Development Permit Area B – Residential Guidelines
ATTACHMENT C	Willoughby Community Plan Development Permit Area I – Agricultural Edge and Escarpment Protection Guidelines
ATTACHMENT D	School District 35 Comments
ATTACHMENT E	Developer Led Public Information Meeting
ATTACHMENT F	Agricultural Edge and Escarpment Protection – Applicant Rationale



## THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101160

This Permit is issued this \_\_\_\_\_ day of \_\_\_\_\_, 2021 to:

1. NAME: Paul Deol  
 ADDRESS: 6869 – 210 Street  
 Langley, BC V2Y 2R7
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 41 Section 13 Township 8 NWD Plan 62810  
 CIVIC ADDRESS: 6869 – 210 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 Attachment A - Schedule "A"; and
  - b. Landscape plans being in substantial compliance with Attachment A - Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

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. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
  - b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
  - c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
  - d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
  - 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 of Langley General Manager of Engineering and Community Development.
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.

DEVELOPMENT PERMIT NO. 101160  
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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 \_\_\_\_\_, 2021.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings

CONTROL MONUMENT: 8506890

LOT 41, SECTION 13, TOWNSHIP 8, NEW WESTMINSTER DISTRICT, P. NMP2810  
Civic ADDRESS: INTERSECTION OF 268 STREET & 72 AVENUE  
6862 210 STREET, TOWNSHIP OF LANGLEY, BC  
V2Y 2R7

CLIENT  
PAUL DEOL  
6869 210 STREET  
LANGLEY BC V2Y 2T7  
TEL: 604 787 6688  
CONT: PAUL DEOL

ARCHITECT  
WA ARCHITECTS  
301 - 1444 ALBERN STREET  
VANCOUVER B.C. V6G 2Z4  
TEL: 604-866-3629  
CONT: CARL HUMPHREY  
BARRY WEH

LANDSCAPE  
VIZ + A  
102-9181 CHURCH STREET  
P.O BOX 461  
FORT LANGLEY BC V1M 2R8  
TEL: 604-882 0024  
CONT: STEPHEN HELLER

CIVIL ENGINEER  
MCELHANNAY  
13460-10 AVENUE SUITE 2300 CENTRAL  
CITY TOWER  
SURREY BC V1T 5V3  
TEL: 604 424 4886  
CONT: STONEY BRADFORD, EIT

## CONSULTANT:



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NORTH ARROW:

OWNER/CLIENT:

03	02	01	ISSUED FOR RFP	7/6/03	
			SOC COMMENTS RESPONSE	20/1/02	
			INTEGRATED SITE DESIGN CONCEPT	18/4/02	
			NO. ISSUE	Y/M/D	
					REAL

CONSULTANT:

# MA ARCHITECTS

VAN 301 - 1444 Alberni Street, Vancouver, V6G 3Z4  
 VIC 104 - 3212 Jacklin Road, Victoria, V8B 6J5  
 04.680.3020 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:

PROJECT NAME:

NORTH EAST  
GORDAN,  
TOWNSHIP OF  
LANGLEY

SUBJECT ADDRESS

6069 210 STREET.  
TOWNSHIP OF LANGLEY, BC

RESEARCH TITLE:

## FORM + CHARACTER

PROJECT NO: 18013 DRAWN BY: AS

SCALE: A0001



3D VIEW: 208A STREET SOUTH EAST



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NORTH ARSON

OWNER/CLIENT

NO.	DESCRIPTION	DATE
01	PRELIMINARY DESIGN	2019.01
02	SCHEMATIC DESIGN	2019.02
03	CONCEPT DESIGN	2019.03
04	PRELIMINARY DESIGN	2019.04
05	SCHEMATIC DESIGN	2019.05
06	CONCEPT DESIGN	2019.06
07	PRELIMINARY DESIGN	2019.07
08	SCHEMATIC DESIGN	2019.08
09	CONCEPT DESIGN	2019.09
10	PRELIMINARY DESIGN	2019.10
11	SCHEMATIC DESIGN	2019.11
12	CONCEPT DESIGN	2019.12
13	PRELIMINARY DESIGN	2020.01
14	SCHEMATIC DESIGN	2020.02
15	CONCEPT DESIGN	2020.03
16	PRELIMINARY DESIGN	2020.04
17	SCHEMATIC DESIGN	2020.05
18	CONCEPT DESIGN	2020.06
19	PRELIMINARY DESIGN	2020.07
20	SCHEMATIC DESIGN	2020.08
21	CONCEPT DESIGN	2020.09
22	PRELIMINARY DESIGN	2020.10
23	SCHEMATIC DESIGN	2020.11
24	CONCEPT DESIGN	2020.12
25	PRELIMINARY DESIGN	2021.01
26	SCHEMATIC DESIGN	2021.02
27	CONCEPT DESIGN	2021.03
28	PRELIMINARY DESIGN	2021.04
29	SCHEMATIC DESIGN	2021.05
30	CONCEPT DESIGN	2021.06
31	PRELIMINARY DESIGN	2021.07
32	SCHEMATIC DESIGN	2021.08
33	CONCEPT DESIGN	2021.09
34	PRELIMINARY DESIGN	2021.10
35	SCHEMATIC DESIGN	2021.11
36	CONCEPT DESIGN	2021.12
37	PRELIMINARY DESIGN	2022.01
38	SCHEMATIC DESIGN	2022.02
39	CONCEPT DESIGN	2022.03
40	PRELIMINARY DESIGN	2022.04
41	SCHEMATIC DESIGN	2022.05
42	CONCEPT DESIGN	2022.06
43	PRELIMINARY DESIGN	2022.07
44	SCHEMATIC DESIGN	2022.08
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47	SCHEMATIC DESIGN	2022.11
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61	PRELIMINARY DESIGN	2024.01
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63	CONCEPT DESIGN	2024.03
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368		



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INFORMATION STORAGE AND RETRIEVAL SYSTEM,  
WITHOUT PERMISSION IN WRITING FROM WMA ARCHITECTS LTD.

NORTH ARROW

OWNER/CLIENT

NO.	DESCRIPTION	DATE
01	PRELIMINARY DESIGN	2019/01
02	SCHEMATIC DESIGN	2019/02
03	CONCEPT DESIGN	2019/03
04	PRELIMINARY DESIGN	2019/04
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262	PRELIMINARY DESIGN	2040/10
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364	PRELIMINARY DESIGN	2049/04
365	SCHEMATIC DESIGN	2049/05
366	CONCEPT DESIGN	2049/06
367	PRELIMINARY DESIGN	2049/07



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OWNERS/CLIENT:

DATE:

208A STREET

ENTRY

AGRICULTURAL LAND RESERVE

**SITE AREA:** 0.462 HECTARES  
1.14 ACRES  
4,618.00 m<sup>2</sup>  
49,707.74 ft<sup>2</sup>

**LOT COVERAGE:**

CLUSTER 1: 337.8 m<sup>2</sup> (3,636 ft<sup>2</sup>) - 6 UNITS  
CLUSTER 2: 53.2 m<sup>2</sup> (574 ft<sup>2</sup>) - 3 UNITS  
CLUSTER 3: 321.8 m<sup>2</sup> (3,464 ft<sup>2</sup>) - 5 UNITS  
CLUSTER 4: 327.4 m<sup>2</sup> (3,524 ft<sup>2</sup>) - 5 UNITS  
CLUSTER 5: 1,140.2 m<sup>2</sup> (12,273 ft<sup>2</sup>) - 19 UNITS

24.69% = LOT COVERAGE

**6869-210 STREET**  
SITE AREA: 4,613.42 m<sup>2</sup>

02 - UNIT A1	128.1 m <sup>2</sup>	256.2 m <sup>2</sup>
02 - UNIT A2	128.9 m <sup>2</sup>	257.8 m <sup>2</sup>
02 - UNIT B1	165.0 m <sup>2</sup>	330.0 m <sup>2</sup>
01 - UNIT C1	128.6 m <sup>2</sup>	128.6 m <sup>2</sup>
08 - UNIT D1	69.9 m <sup>2</sup>	139.2 m <sup>2</sup>
01 - UNIT D2	174.36 m <sup>2</sup>	174.36 m <sup>2</sup>
01 - UNIT E1	127.7 m <sup>2</sup>	127.7 m <sup>2</sup>
01 - UNIT E2	124.0 m <sup>2</sup>	124.0 m <sup>2</sup>
01 - UNIT F1	125.1 m <sup>2</sup>	125.1 m <sup>2</sup>
01 - UNIT F2	125.1 m <sup>2</sup>	125.1 m <sup>2</sup>
19 UNITS		2,884.98 m <sup>2</sup>

PROPOSED FSR: 0.58  
PRIVATE LANDSCAPED AMENITY  
7.99 m<sup>2</sup>/ UNIT x 19 = 151.81 m<sup>2</sup> (1,634.1 ft<sup>2</sup>)

**TOTAL REQUIRED PARKING:**  
2 SPACES PER DWELLING UNIT, PLUS  
A COMPOUND FOR VISITOR PARKING  
BASED ON 1 SPACE PER 5 UNITS:  
19 UNITS = 38 STALLS  
15 UNITS = 4 VISITOR STALLS  
42 STALLS

**TOTAL PROPOSED STALLS:**  
38 TOWNHOUSE STALLS  
05 VISITOR STALLS  
43 STALLS



WMA ARCHITECTS

100-201 - 1444 Abbott Street Vancouver, V6B 2Z4  
604 683 8828 | office@wma.ca | www.wma.ca

PROJECT NAME:

NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLEY

PROJECT ADDRESS:

6869 210 STREET,  
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:

**F.1**  
SITE PLAN

PROJECT NO: 1803  
SCALE: 1/8"=1'-0"  
DRAWN BY: AS  
REVIEW BY: BW  
DWG NO: A0103





1 CLUSTER 1 – WEST ELEVATION  
3/16"-1"=1'



2 CLUSTER 1 – EAST ELEVATION  
3/16"-1"=1'

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NORTH ARROW

OWNER/CUSTOMER

NO.	DATE	DESCRIPTION	BY	CHECKED
01	2019.03	PRELIMINARY DESIGN	WMA	
02	2019.04	REVISED FOR RFP	WMA	
03	2019.05	REVISED FOR RFP	WMA	
04	2019.06	REVISED FOR RFP	WMA	
05	2019.07	REVISED FOR RFP	WMA	
06	2019.08	REVISED FOR RFP	WMA	
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25	2021.03	REVISED FOR RFP	WMA	
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99	2027.05	REVISED FOR RFP	WMA	
100	2027.06	REVISED FOR RFP	WMA	

CONSULTANT

**WMA ARCHITECTS**  
1444 Abbott Street Vancouver, V6B 2Z4  
604.683.9329 | office@wma.ca | www.wma.ca

PROJECT NAME  
**NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLY**

PROJECT ADDRESS  
**6669 200 STREET,  
TOWNSHIP OF LANGLY, BC**

DRAWING TITLE  
**ELEVATION  
CLUSTER 1**

PROJECT NO. 1803 DRAWN BY: AS  
SCALE: 3/16"=1'-0" REVIEW BY: BW  
DWG NO. A0300



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NORTH ARROW

OWNER/CLIENT

NO.	DESCRIPTION	DATE
01	PRELIMINARY DESIGN	2019.03
02	PRELIMINARY DESIGN	2019.04
03	PRELIMINARY DESIGN	2019.05
04	PRELIMINARY DESIGN	2019.06
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99	PRELIMINARY DESIGN	2027.05
100	PRELIMINARY DESIGN	2027.06

CONSULTANT

**WMA ARCHITECTS**

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604 683 9328 | office@wma.ca | wma.ca

PROJECT NAME  
**NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLEY**

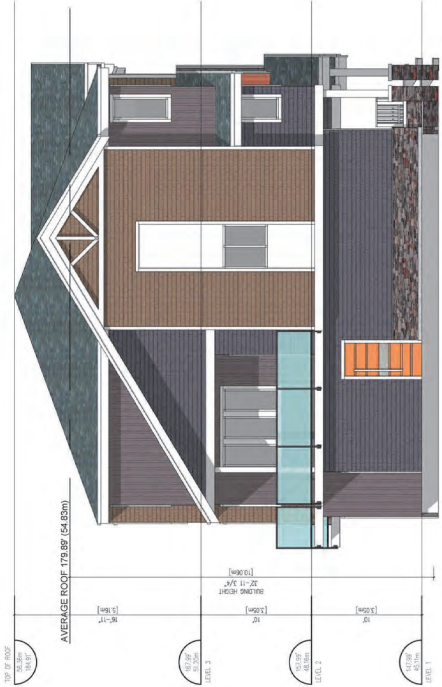
PROJECT ADDRESS  
**6669 200 STREET,  
TOWNSHIP OF LANGLEY, BC**

DRAWING TITLE  
**ELEVATION  
CLUSTER 01**

PROJECT NO. 1803  
SCALE 3/8"=1'-0"  
DRAWN BY: AS  
REVIEW BY: BW  
DWG NO. A0301



**3** CLUSTER 1 – SOUTH ELEVATION  
3/8"=1'-0"



**4** CLUSTER 1 – NORTH ELEVATION  
3/8"=1'-0"



1 CLUSTER 2 – SOUTHEAST ELEVATION  
3/8"=1'-0"



2 CLUSTER 2 – NORTH ELEVATION  
3/8"=1'-0"

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NORTH ARROW

OWNER/CLIENT

NO.	REVISION	DATE
01	PREPARED FOR RUP	2/10/20
02	ISSUED COMMENT RESPONSE	2/10/20
03	INTEGRATED THE DESIGN CONCEPT	2/10/20
04	ISSUE	2/10/20
05	SEAL	2/10/20

CONSULTANT

**WMA ARCHITECTS**

6669 201 STREET, VANCOUVER, BC V6P 2Z4  
604-883-9329 | [info@wma.ca](mailto:info@wma.ca) | [wma.ca](http://wma.ca)

PROJECT NAME

NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLEY

PROJECT ADDRESS

6669 201 STREET,  
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE

ELEVATION  
CLUSTER 02

PROJECT NO. 1803

DRAWN BY: AS

REVIEW BY: BW

SCALE: 3/8"=1'-0"

DWG NO. A0302

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NORTH ARROW

OWNER/CLIENT

NO.	REVISION	DATE
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03	ISSUED FOR RFP	201702
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99	ISSUED FOR RFP	201702
100	ISSUED FOR RFP	201702

CONSULTANT

**WMA ARCHITECTS**

WMA 301 - 1444 Abbott Street Vancouver, V6B 2Z4  
604-683-9228 | [info@wma.ca](mailto:info@wma.ca) | [wma.ca](http://wma.ca)

PROJECT NAME  
NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLY

PROJECT ADDRESS  
6669 200 STREET,  
TOWNSHIP OF LANGLY, BC

DRAWING TITLE  
ELEVATION  
CLUSTER 03

PROJECT NO. 1803 DRAWN BY: AS  
SCALE: 3/8"=1'-0" REVIEW BY: BW  
DWG NO. A0303



3 CLUSTER 2 - WEST ELEVATION



4 CLUSTER 2 - SOUTHWEST ELEVATION



NORTH ARROW;

OWNER/CLIENT:

[illegible]

CONSULTANT:

# MA ARCHITECTS

FAX 301 - 1444 Alberni Street Vancouver, V6G 2Z4  
 IC 104 - 3212 Jacklin Road Victoria, V8B 0J5  
 605 1570 Office Vancouver, BC 1-800-363-2262

PROJECT NAME:

NORTH EAST  
GORDAN,  
TOWNSHIP OF  
LANGLEY

PROJECT ADDRESS: 6869 210 STREET.  
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:  
**ELEVATION**  
**CLUSTER 03**

PROJECT NO: 18013  
SCALE: 3/16"=1'-0"  
DRAWING NO: A0304  
DRAWN BY: AS  
REVIEW BY: BW



1 CLUSTER 3 - NORTHWEST ELEVATION  
3/18/11-07



2 CLUSTER 3 - SOUTHEAST ELEVATION

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INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT  
THE WRITTEN PERMISSION OF WMA ARCHITECTS LTD.

NORTH ARROW

OWNER/CLIENT

NO.	DESCRIPTION	DATE
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100	PRELIMINARY DESIGN	2016.03

CONSULTANT

WMA  
ARCHITECTS

WMA 301 - 1444 Abbott Street Vancouver, V6B 2Z4  
604.681.9329 | office@wma.ca | wma.ca

PROJECT NAME

NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLY

PROJECT ADDRESS

6669 200 STREET,  
TOWNSHIP OF LANGLY, BC

DRAWING TITLE

ELEVATION  
CLUSTER 03

PROJECT NO. 1803

DRAWN BY: AS

SCALE: 3/8"=1'-0"

REVIEW BY: BW

DWG NO. A0305



3 CLUSTER 3 – SOUTHWEST ELEVATION  
3/8"=1'-0"



4 CLUSTER 3 – NORTHEAST ELEVATION  
3/8"=1'-0"



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NORTH ARROW

OWNER/CLIENT

NO.	DESCRIPTION	DATE
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03	CONCEPT DESIGN	2019.03
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358	PRELIMINARY DESIGN	2048.10
359	SCHEMATIC DESIGN	2048.11
360	CONCEPT DESIGN	2048.12
361	PRELIMINARY DESIGN	2049.01
362	SCHEMATIC DESIGN	2049.02
363	CONCEPT DESIGN	2049.03
364	PRELIMINARY DESIGN	2049.04
365	SCHEMATIC DESIGN	2049.05
366	CONCEPT DESIGN	2049.06
367	PRELIMINARY DESIGN	2049.07
368	SCHEMATIC DESIGN	2049.

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NORTH ARROW

OWNER/CLIENT

NO.	REVISION	DATE
01	ISSUED FOR RFP	2020.03
02	ISSUED COMMENT RESPONSE	2020.02
03	INTEGRATED SITE DESIGN CONCEPT	2020.02
04	FINAL	2020.02
05	FINAL	2020.02
06	FINAL	2020.02
07	FINAL	2020.02
08	FINAL	2020.02
09	FINAL	2020.02
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100	FINAL	2020.02

CONSULTANT

**WMA ARCHITECTS**

WMA 301 - 1444 Abbott Street Vancouver, V6B 2Z4  
Tel: 604.683.8828 | Fax: 604.683.8829 | [info@wma.ca](mailto:info@wma.ca) | [wma.ca](http://wma.ca)

PROJECT NAME

**NORTH EAST  
CORDAN,  
TOWNSHIP OF  
LANGLEY**

PROJECT ADDRESS

**6669 200 STREET,  
TOWNSHIP OF LANGLEY, BC**

DRAWING TITLE

**ELEVATION  
CLUSTER 04**

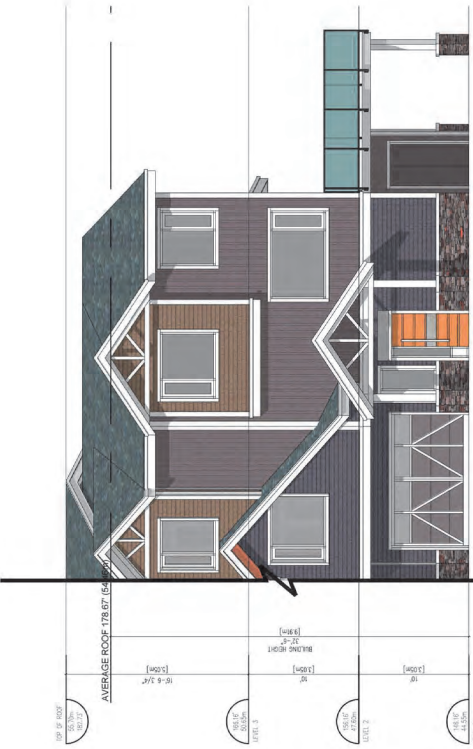
PROJECT NO. 1803

DRAWN BY: AS

SCALE: 3/8"=1'-0"

REVIEW BY: BW

DWG NO. A0307



**3** CLUSTER 4 – WEST ELEVATION



**4** CLUSTER 4 – NORTHEAST ELEVATION



NO. SEAL:

CONCLUSION

VAN 301 - 1444 Alberici Street Vancouver, V6G 2Z4  
VIC 104 - 3212 Jacklin Road Victoria, V9B 0J5  
604.686.3529 | office@wa-arch.ca | wa-arch.ca

Z

PROJECT ADD

DRAWING TITLE

PROJECT NO: 18112 DRAWING BY:

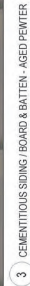
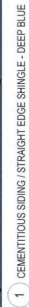
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SCALE:

REVIEW BY:

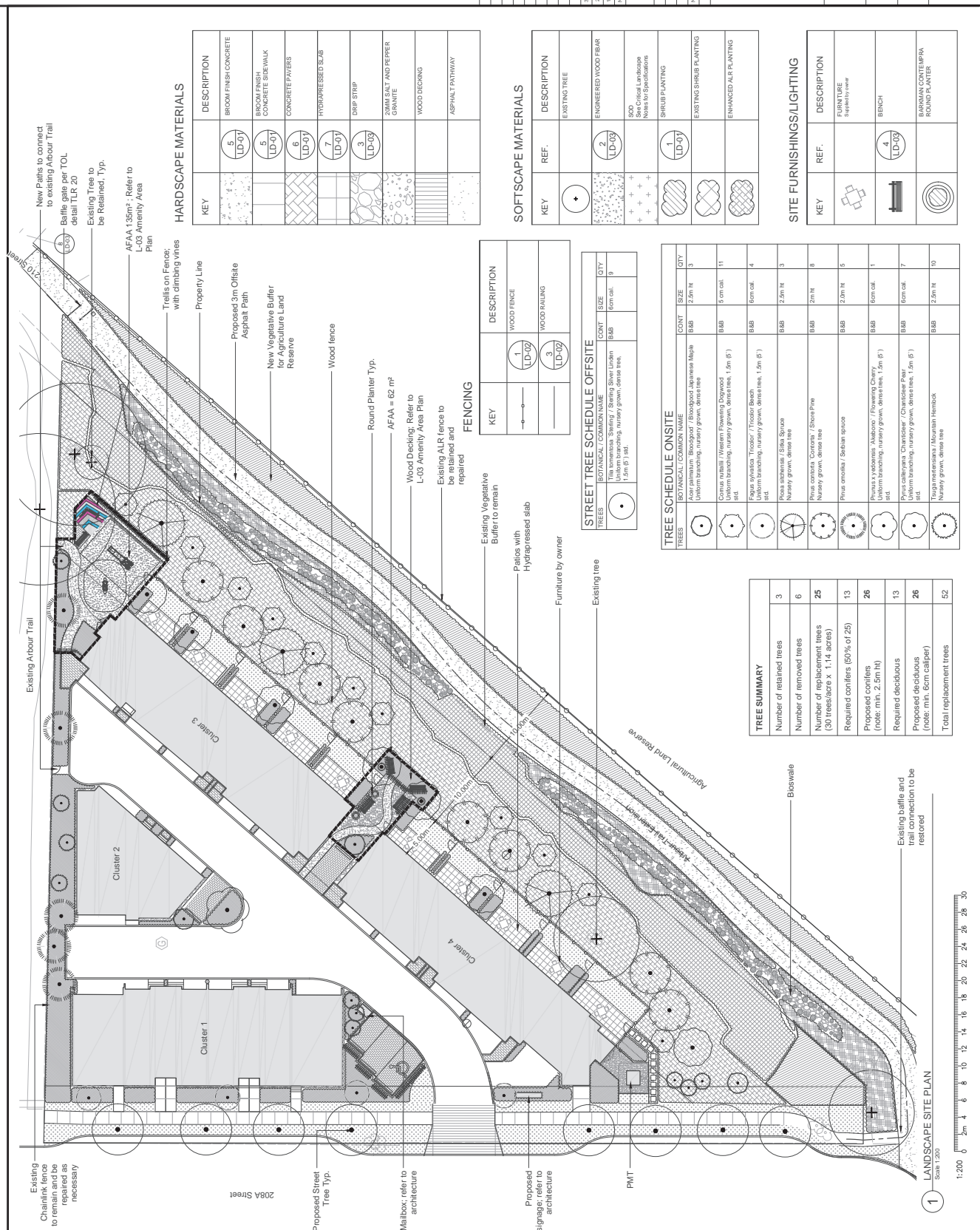
DRAWING BY:

A0308



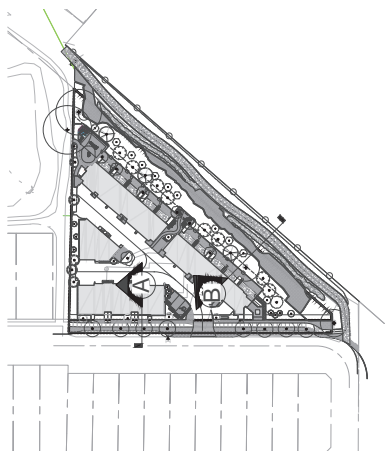
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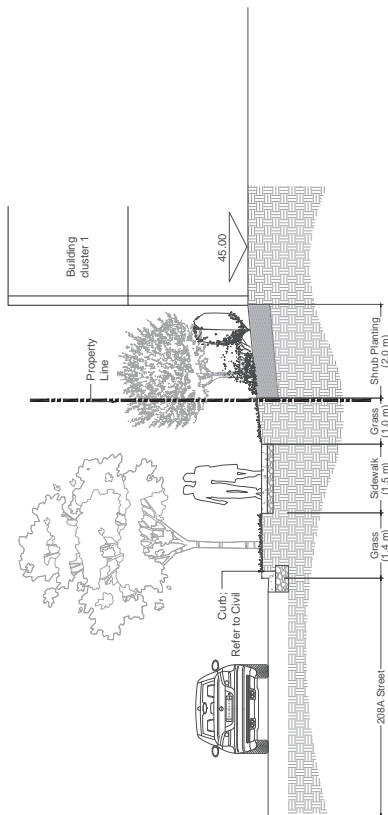




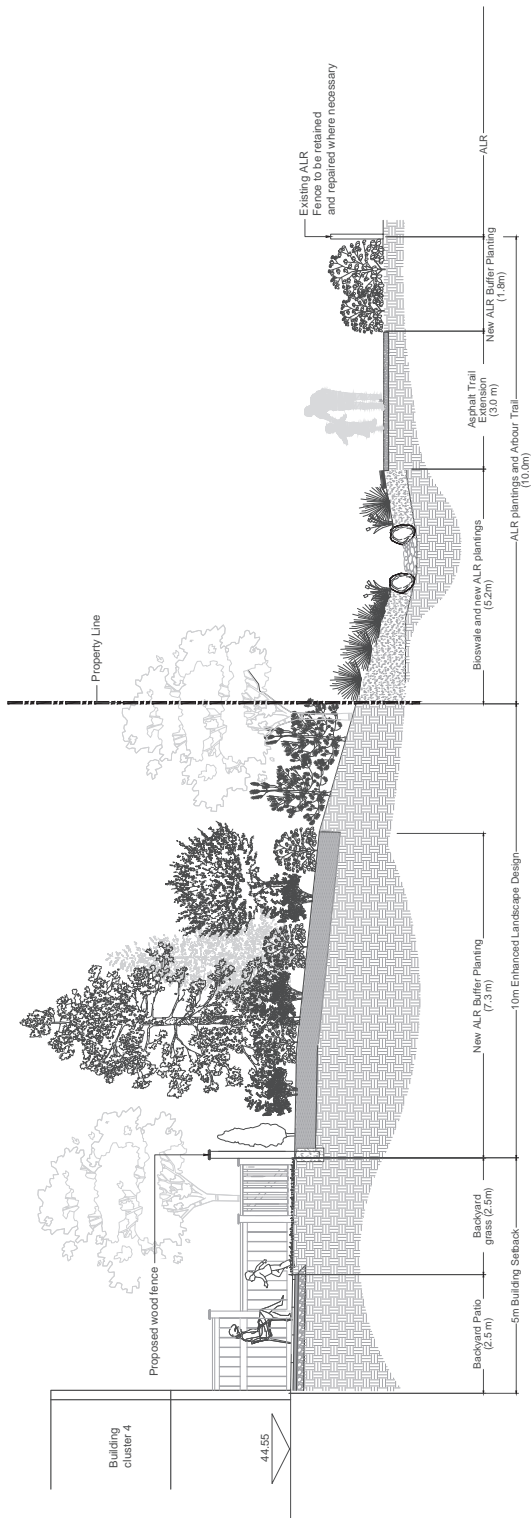




1 KEY MAP



SECTION A: THROUGH BUILDING CLUSTER 1 AND WEST PROPERTY LINE



SECTION B: THROUGH BUILDING CLUSTER 4 AND SOUTH EAST PROPERTY LINE

[illegible]

**Project:**  
North East Gordon,  
Township of Langley

**Location:**  
6869 210 Street  
Township of Langley,

TOL File: 08-13-0084

Stamp:	
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dated:

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24" X 36"

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DRAWINGS MUST BE  
CONSTRUCTION UN

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

#### **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.

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### **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.

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### *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.

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### *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*

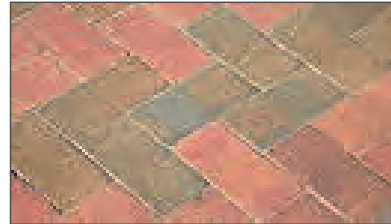
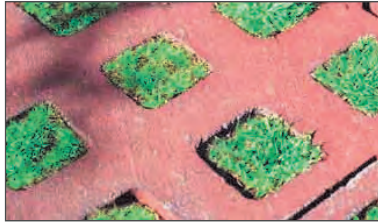
- Significant tree stands and tree corridors shall be incorporated into the development. A Tree Management Plan shall be prepared and submitted in compliance with the Subdivision and Development Servicing Bylaw 2011 No. 4861 (Schedule I – Tree Protection), as amended from time to time.
- Roof top patios 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 from 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.

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### *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.

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#### 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).

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- 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.

#### **4.3.4 DEVELOPMENT PERMIT AREA “H” – BUSINESS/TECHNOLOGY PARK**

4109  
16/08/04

Lands identified as “Development Permit Area “H” – Business/Technology Park” 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 development.

The objective of this development permit area is to provide an overall co-ordinated design theme, ensure attractive business/technology park development along 200 Street, 198A Street, as well as 80 and 82 Avenues, and to reduce conflict with adjacent uses. The development permit guidelines for this area are:

- As contained in the document titled “Design Development Guidelines” prepared by Bunting Coody Associates Inc. (May 2002).

4475  
06/02/06

#### **4.3.5 DEVELOPMENT PERMIT AREA “I” – AGRICULTURAL EDGE AND ESCARPMENT PROTECTION**

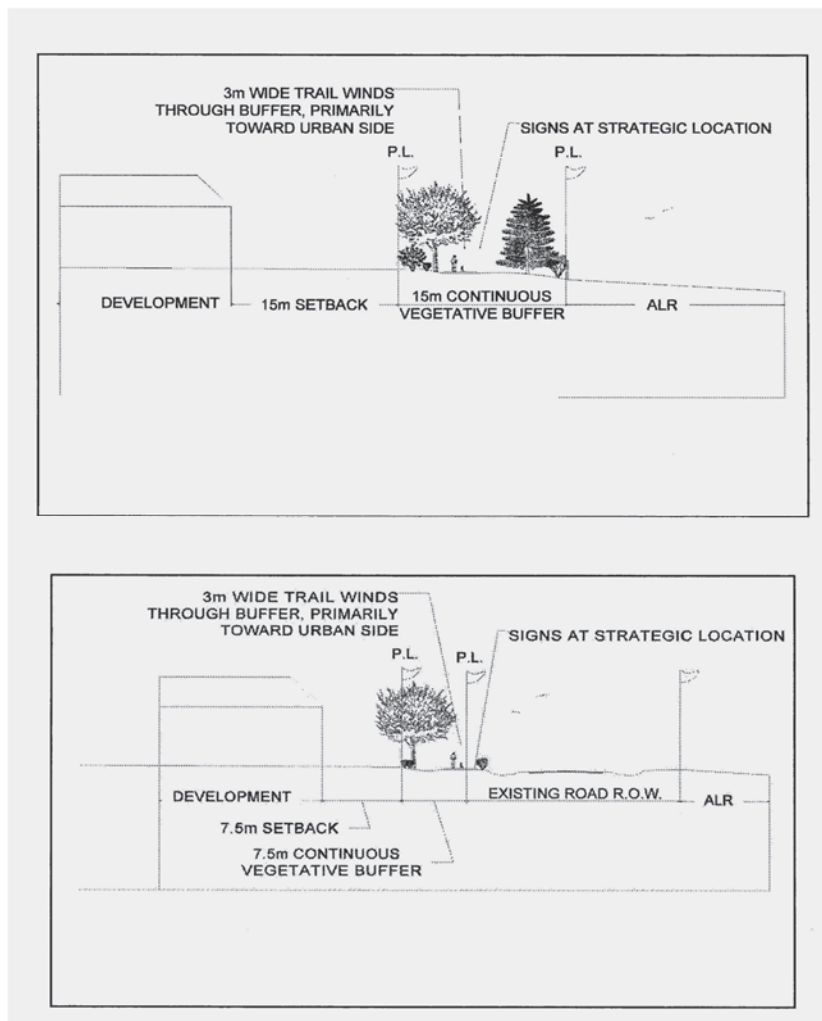
Lands identified as Agricultural Edge and escarpment Protection on Map 4, Development Permit Areas, are hereby designated as development permit areas under Section 488 (1) (c), (e) and (f) of the Local Government Act for protection of farming, the establishment of objectives for the form and character of intensive residential and multi family development.

The eastern edge of the Willoughby area is defined by the Willoughby “Escarpment”, a heavily wooded hillside that provides a landmark cultural landscape from the Milner Valley that is adjacent to land in the Agricultural Land Reserve. The objectives of this development permit area designation are to ensure that new housing:

- Occurs in a manner that respects the environmentally sensitive nature of the area and the adjacent agricultural land,
- Increases agricultural awareness for new property owners,
- Provides guidelines to minimize potential land use conflicts, and
- Minimizes any change in the view of the area from Glover Road.

Development permit guidelines for this area are as follows:

- Residential development shall be ground oriented and in the form of single family, duplex, or townhouse. The materials used for the siding and roofing of new buildings shall be natural earth-tone colours to blend with the natural, treed environment.
- The provisions of the Tree Protection Bylaw shall apply and the location of new trees planted shall take into account the objective of maintaining a treed view from Glover Road.
- A 15 metre landscaped area shall be dedicated adjacent to the ALR boundary (or a 7.5 metre landscaped area where a road exists along the ALR boundary).
- Principal buildings in areas adjacent to the Urban/ALR boundary shall be sited as shown in the following diagrams:



- 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.

4825  
30/05/11

#### 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.

4586  
04/02/08



**ATTACHMENT D**

13 September, 2021

Daniel Graham  
Development Planner  
Township of Langley  
20338 65 Avenue  
Langley, BC V2Y 3J1

**Re: Development Application Project 08-13-0084 / DEOL**

CIVIC: 6869 210 Street

LEGAL: Lot 41 Section 13 Township 8 NWD Plan 62810

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
Townhouses	19	5	2	4

Given the current school catchments this development would impact Donna Gabriel Robins Elementary School, Peter Ewart Middle School and R.E. 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

September 7, 2021

Our File: 2111-05109-00

Township of Langley

Community Development Division

20338 65 Avenue

Langley, BC V2Y 3J1

**Attention: Daniel Graham, Planner**

## Summary Report - Public Information Meeting

### Proposed 19-unit Townhouse Development within the Northeast Gordon Estate Neighbourhood Plan Area, Township of Langley Project No. 08-13-0084

#### INTRODUCTION

This report is submitted to the Township of Langley in accordance with the Developer Held Public Information Meetings Policy (07-164). The policy was amended in May 2021 to include guidelines for conducting virtual Public Information Meetings (PIM) in response to concerns for public health and safety due to COVID-19. The organization and logistics for this PIM are in accordance with this amended policy.

The PIM for development application 08-13-0084 represented lands located at 6869 210 Street in the Northeast Gordon Estate Neighbourhood Plan Area of the Township of Langley, and was held on Wednesday September 1, 2021.

The purpose of the meeting was to introduce the project and project team, present the development plans, and obtain feedback from the community via an online live chat mediated by the project presenters.

## NOTIFICATION

The public was notified in two (2) ways (Attachment 1):

**1. Direct mail-out to neighbouring properties**

*95 mail-out invites mailed on August 13, 2021, 19 days prior to scheduled PIM.*

**2. Two (2) advertisements in the local newspaper (Langley Advanced Times)**

*August 19 and August 26, 2021.*

Township of Langley staff generated and provided a mail-out map and prepared mailing labels. Due to mailing delays for return mail during COVID-19, no notice has been returned as undeliverable at the time of this report.

The notification provided general information, including an overall description of the development and website for the PIM, as well as the subject site. A site location map was included to provide spatial context. Contact information was provided on the invitation, allowing community members unable to attend the meeting to submit questions, comments and inquiries directly to the project team.

## INFORMATION MEETING LOGISTICS

***Due to virtual PIM policies, the logistics are slightly different from in-person PIMs, with certain information and materials made available to the wider public earlier than would be for an in-person PIM.***

### Project Website

The project website serves as the main hub for the various activities that distribute information about the project site once residents receive notice or are aware of the PIM.

The website became publicly available on August 18, 2021. It presents an overview of the proposed project and invites those who are interested to register for the PIM meeting, or to provide early comments to the consultant contact. It was also noted on the website that a questionnaire would be made available starting from the day of the meeting. The deadline to complete the questionnaire was also noted on the website. The project website provided more in-depth information at an earlier point compared to an in-person PIM. This allowed interested residents the opportunity to browse the information on their own time, and provided various methods for submitting comments and feedback.

### Online Meeting

The PIM was held online in a webinar format over Zoom. The meeting was scheduled for 1.5 hours, from 7:00pm – 8:30pm on Wednesday, September 1, 2021. A representative from the Township of Langley Development Services Department and the proponent were in attendance to observe the PIM.



The consulting team in attendance included the following individuals:

<b>James Pernu</b> <i>Senior Planner – McElhanney</i>	<b>Raymond Sull</b> <i>Senior Engineer – McElhanney</i>
<b>Clover Mei</b> <i>Planner – McElhanney</i>	<b>Barry Weih</b> <i>Architect – WA Architects</i>
<b>Stephen Heller</b> <i>Landscape Architect – van der Zalm + Associates</i>	

## PUBLIC INFORMATION MEETING DETAILS

A total of 22 attendees registered for the event between August 18<sup>th</sup> and September 1<sup>st</sup> (*Attachment 2*). However, only 12 registrants were present at the virtual meeting session.

The meeting was organized as follows:

- 30min live presentation
- 1 hour Question & Answer (Q&A) session

A total of 22 slides were presented at the PIM (*Attachment 3*). Attendees were informed that all questions submitted will be answered during the Q&A period, and that they are able to utilize either “Raise Hand” to ask question verbally, or to submit a text through the Q&A box provided on Zoom.

The following display boards were presented via PowerPoint in the meeting space in the following information categories:

<i>Welcome &amp; Housekeeping</i>	<i>Tree Management</i>
<i>Project Team</i>	<i>Servicing</i>
<i>Project Overview</i>	<i>Landscape Profiles</i>
<i>Community Context</i>	<i>Site Rendering</i>
<i>Site Plan</i>	<i>Thank you</i>

An online questionnaire was also made available at the beginning of the meeting, and attendees were directed to the questionnaire during and at the end of the meeting to provide their inputs.

## PUBLIC INFORMATION MEETING RESULTS



A questionnaire was prepared to gather public input on the proposed development. The questionnaire included five (5) questions that pertain to the development, and community members were given an opportunity to provide additional comments. Based on responses received, all respondents appear to reside in the Township of Langley.

It should be noted that while most responses are attributed to those who have registered or attended the online meeting, due to the online public nature of the questionnaire, there are some responses that come from those who could not attend the meeting on September 1<sup>st</sup>. Despite the majority of people having completed the questionnaire in full, there are several who may have missed, or intentionally opted out of one or more of the questions, this is noted in the question breakdown below.

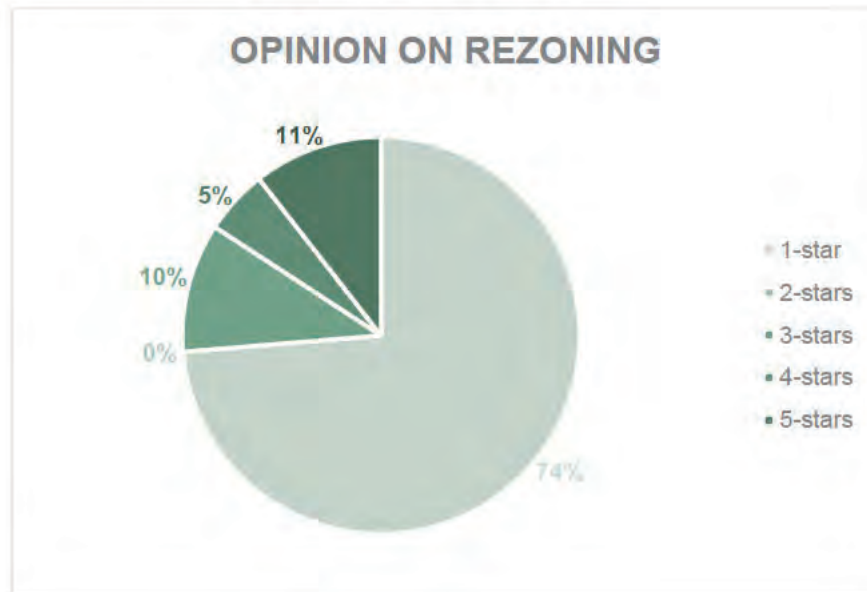
**Two types of questions are presented:**

5-star rating scale	Short Answer
<p>Four (4) questions are presented in this style, where:</p> <p><i>1 star = Strongly Disagree</i></p> <p><i>3 stars = No Opinion</i></p> <p><i>5 stars = Strongly Agree</i></p>	<p>One (1) question is presented in this style, where users can select more than one answer.</p>

The information collected from the questionnaires is summarized below for the five (5) questions.

**Question 1**

*Please rate your opinion on the proposed application to rezone existing Suburban Residential (SR-2) zoning to Comprehensive Development (CD) for development of 19 townhouse units. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.*

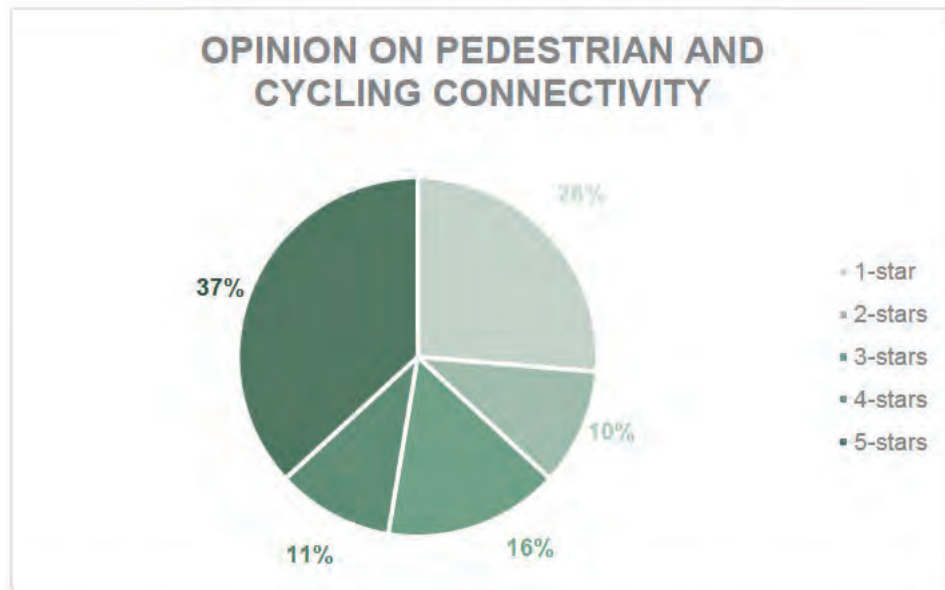


Of 19 respondents to Question 1, a 74% majority or 14 respondents, are in opposition with the proposed rezoning. An additional three (3) respondents indicated support or somewhat support; and two (2) had no opinion to the rezoning.



## Question 2

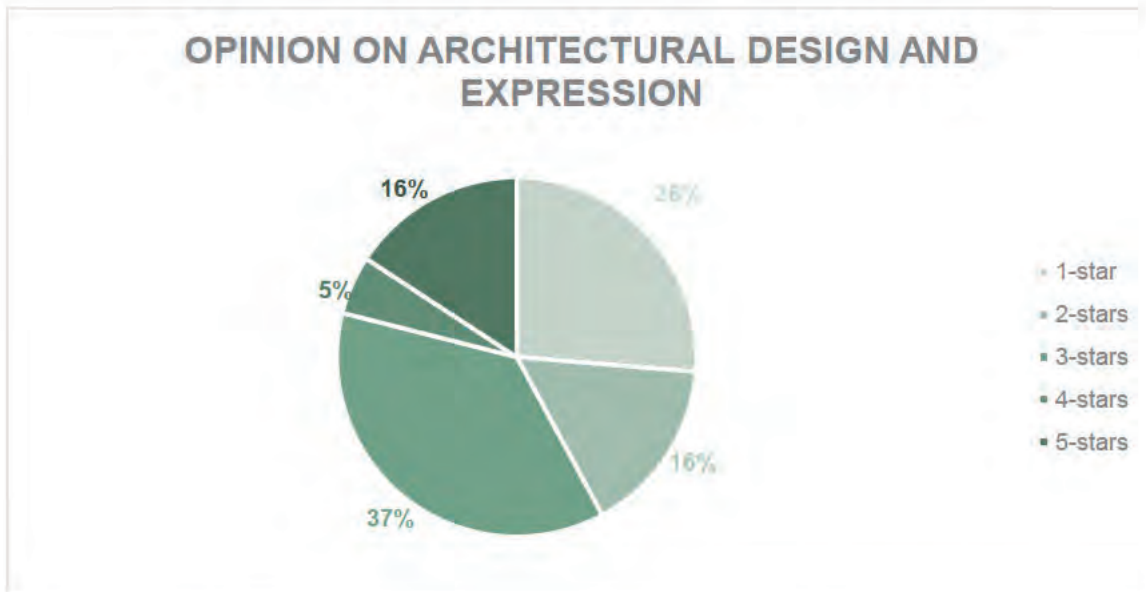
Please rate your opinion on the proposed pedestrian and cycling connectivity proposed along 210 Street. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 2 received some support, with 49% (9 respondents) in full or somewhat support of the pedestrian and cycling connectivity along 210 Street. Three (3) respondents have no opinion, and seven (7) in opposition or partial opposition to the uses.

**Question 3**

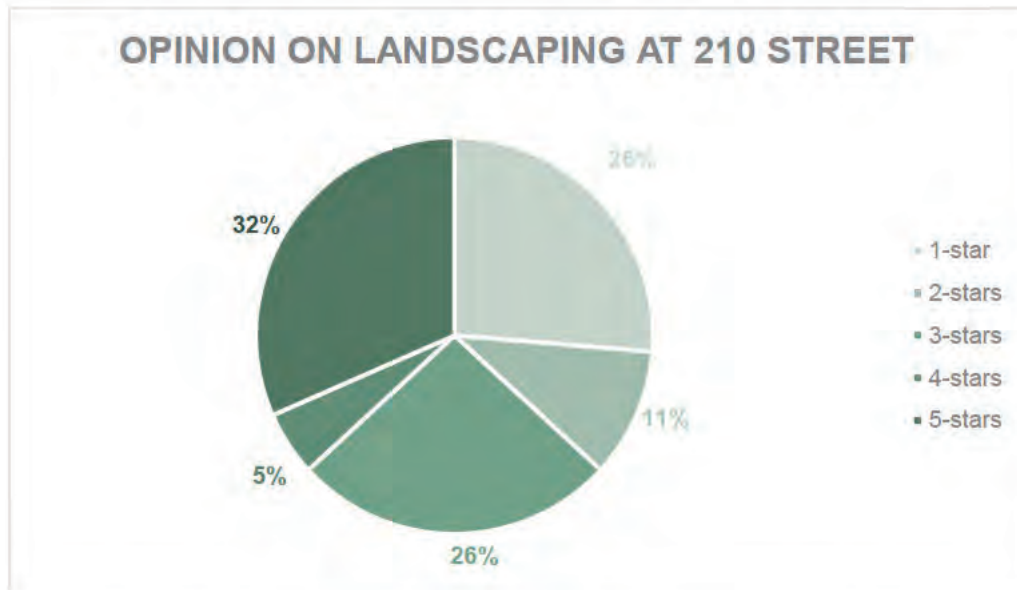
*Please rate your opinion on the proposed architectural design and expression. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.*



Question 3 received 37% (7) respondents having no opinion on the proposed architectural design and expression. 21% (4) respondents indicated full and partial support, and 42% (8) respondents in partial or full opposition.

#### Question 4

Please rate your opinion on proposed landscaping interface along 210 Street. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 5 received some support, with seven (7) respondents, or 37%, in full or somewhat support of the proposed 210 St landscape interface. An additional five (5) respondents with no opinion, and seven (7) respondents in opposition or partial opposition to the proposed.



## Question 5

*What are your thoughts on the improvements to the detention pond area and viewing platform?*

This is a short-answer question. The majority of feedback is regarding maintenance of the area surrounding the pond. The following comments are submitted:

- Useless. This is not a good spot, the corner near 210 adjacent to the property would be a much better location.
- Good improvements if it will be maintained.
- It hasn't been maintained by Vesta which is the developer that first installed it. I expect a few years after installation it will be overgrown once again.
- nice to have improvements but moving forward who will maintain ?
- Happy... its appears to be well designed
- I like the proposed improvements and the fact the concrete deck won't be slippery
- A platform was built when originally put in. It's overgrown and TOL advised it was left "natural" so wouldn't be cleaned up. Just another dressed up promise to get approval and then left to deteriorate.
- This I support
- A clean up improvement is needed
- Viewing Platform is a joke. Can you actually see anything?
- Neither positive or negative. The area doesn't necessarily need a new observation deck, but someone to take ownership of the trees, bushes and blackberries. Unless this removed them from the property a new observation deck isn't going to solve that.
- Will be great for the neighborhood
- I have lived in the area almost 10 years and have witnessed kids along with parents throwing rocks in the pond at duck hatching season. Dogs chasing ducks and duckings, I once witnessed an off leash dog kill a duck. The pond is for nature not for our enjoyment, we have messed their space up enough. Leave them the pond, plant more trees around it, give the birds and duck more of a buffer "from us" not expand it for our selfish destruction. Not to mention the weed smoking and dial a dope meetings that are a regular meeting destination.
- Great. It is overgrown so it will be nice to have it cleaned up. Will this be maintained for years to come?
- Not sure how necessary this is.
- Nice if it actually gets maintained regularly...unlike the pond currently.

## COMMENTS SECTION

The questionnaire included space to provide additional comments. Additional comments were provided on 17 of the questionnaires. One (1) additional email inquiry has been received prior to the date of the meeting, the consultant team has provided response to the inquirer and the email conversation is attached as shown in Appendix 4, separate from the list of comments below.

Comments below are directly quoted from questionnaires:

- I think the proposed townhouse site fits with the development in the area
- Looking forward this development. Fits the neighborhood very well.
- The presentation was good, unfortunately I don't believe that adding a 19 unit project with the probability of 38 new vehicles on the road, is the right project in that location. There is already a problem with cars making illegal left hand u-turns from the 68 Ave slip road. People are too impatient to drive a sensible speed along 208A to 71st to get out of the neighborhood. And then the parking implications are horrendous to consider. I like the widening of 208A to allow for extra street parking, but it is just not enough.
- My opposition to this proposal is primarily due to two reasons:
  - 1) The lack of on-site visitor parking proposed in the plan.  
I live on FOIPPA s.22(1) and there already is a challenge to find parking spots on 208A street during evenings/weekends. Visitors to our home often struggle to find parking or have to walk long distances. With this proposed development, the parking situation would undoubtedly become worse. The township has made poor decisions in approving the Milner Heights neighbourhood plan with very few visitor parking stalls (ex. The 27 Row homes on 208st from 68 to 69 avenue have 3 designated visitor parking stalls and no option for on-street parking). As a result, visitors to these row homes use 208A street for parking...if they are lucky enough to get a spot). Approving this project as proposed would only add to an already stressed situation.
  - 2) Increased traffic flow on 208A. With only one entrance/route to this development, all traffic will have to travel on 208A street. Putting a high density development at the end of a residential street just doesn't make sense in terms of traffic flow. High density development should be done closer to the entrance of the neighbourhood (like the Radius and Lattice developments in Milner Heights) to minimize traffic flow through narrow residential streets. Putting a high density development in the proposed location is poor planning. This site should be zoned for "residential compact lot" like all the other properties surrounding it.

If such a project as the one proposed is to be completed, I would like to see a reduced density. Instead of squeezing 19 townhouses onto the lot to maximize profits, why not reduce the density and ensure that all visitor parking can be contained on site to minimize the impact on the existing neighborhood.

- This site seems too small and awkwardly shaped to squeeze in this many units, despite what zoning permits. It seems much more conducive to single family homes with actual yards but of course that would affect the revenue stream. The already dismal parking situation in this neighbourhood will only get worse. Densely packed rowhouses with one-sided street parking and too-small garages for all of the trucks and SUVs most people drive, show a complete lack of

foresight in planning this neighbourhood. Opening both sides of the 6800 block of 208A to parking might (might!) alleviate the current shortage- until you add a 19 unit complex with undoubtedly 2 cars per unit. Not to mention rowhome density along 208 with no street parking at all, so the overflow is on 208A. A townhouse complex added to 208A will only make it worse.

- I understand the development is about the money associated to selling 19 units for the developers and taxes for the township. Parking along 208A is already at a premium and with the addition of 19 units and on average 2 cars per unit the already crowded 208A will be a disaster. I understand there will be parking on the east side of the street but that will certainly not account for the increase in vehicles looking for parking. Many townhouse owners will use their garage as storage (strata will no doubt allow) many vehicles cannot fit into the small garages and many vehicle owners will not want to park behind another vehicle. These situations already exist with the current townhouse owners in the neighborhood which has lead them to park on 208A blocks away from where they live. I certainly doubt the developers would have any interest in decreasing the number of units to increase the size of the garages and/or parking pads within the development. What about creating parking on 210 [Street]? It would be important rather than putting focus on so called improvements which are cosmetic to the area (pond, path, landscape) to focus on the real issue which is parking and be proactive and create some viable solutions at the start. There is no doubt once the developer is finished with this project they will wash their hands of the parking mess and be onto their next project leaving the residents to deal with the mess and the resultant headaches. As a result 208A will just be another parking nightmare in Langley for residents who will then complain to township.

On a different topic I hope access for trucks will be 210 as 208A with parking on one side of the street is already very narrow for vehicles to pass each other. I cannot imagine how it will be with trucks using that route.
- First off, residents were not aware of this plan until someone got a whiff of it and shared. TOL has a duty to advise residents of anything that will affect our neighborhood.

This proposed complex will affect the whole of Milner with a lot of extra traffic, gross parking issues and noise. This definitely shows the lack of parking on site.

This site is more suitable to single houses and would fit in with the surrounding area. Please consider these concerns before proceeding. "
- Our neighbourhood and street of 208a cannot handle a 19 unit development. There already is not enough street parking and at times the people driving down our streets are doing so at such a speed that it compromises safety. With how narrow the streets are and the existing congestion it's difficult to see. Our dog was run over by a car out front of our house on 208a and the driver didn't stop. Additionally a few days ago a 12 year old on his scooter was hit in the alley way off 208a and had to be taken to the hospital. The proposed parking in the complex will not facilitate the needs of the owners. Each [unit] will have at least two cars, more if there are kids of driving age. Not to mention most people with garages don't even use their garage for parking but rather for storage. Just drive through our neighbourhood or any neighbourhood and you will see all the cars parked in driveways and on the road and just how congested we already are. For this complex to only have 4 visitor spots is unrealistic. Even if there will be additional street parking there is not enough on our small street. I don't understand why the access isn't from 210 which is the ACTUAL lot address for the proposed complex. Or why it has to be townhouses at all? Why not follow the existing layout of the neighbourhood and put two or three executive homes on the property AND have the access come off 210 street? To follow with the existing design it should be below grade basement with main floor and top floor above grade. How would you feel to have



lived in the neighbourhood for the last 10 years to soon have to look at a development of this nature?? Not to mention most, if not all owners when they bought were told that this specific property was not zoned for multi family. Had we known I'm sure we would have found another neighbourhood. We have created a wonderful neighbourhood and this proposal just does not fit.

- 208A street can not handle more traffic and/or parking. Having an entrance to this new complex on 208A is ridiculous. Our current residents have no visitor parking to begin with. Adding more homes will not help. Why have only four visitor parking for 19 units? Common sense is needed here.
- There is too much congestion in and around this neighborhood already and NO PARKING!
- Main access to the property needs to be from 210th not 208A where there is not enough parking and extra traffic would be a headache
- Traffic will increase on 208A. Already difficult to get through with cars parked on one side and barely wide enough for two cars to drive through. Parking on the street is already really hard to find and if you add 19 more homes and their guests will also be competing for street parking!
- I am opposed to the entrance being on 208A St. I am opposed to the construction vehicles proposed route on 208A St. Currently there is not enough space for construction vehicles to drive safely down 208A St.

The townhomes that face 208A St with tandem garages will not use both parking spaces in their garage as parking. Tandem garages are not 2 parking spaces, they are a storage space and 1 parking space. I have also seen too many tandem garages turned into a bedroom for rent (especially with a front door right there, with street parking as the illegal tenants parking space) plus one car parking for the home owner in the garage. With emphasis on building larger townhomes, this creates opportunity for families with teen children, with teen children come a 3rd or 4th car for the same townhome. There is not enough room for a 2 vehicle home to park their cars let alone a 3rd or 4th resident. Let alone visitors. Parking is already a problem, why are we adding more problems to the area.

Saying that the East side of 208A St north of the project would turn into parking on both sides of the street narrowing the already narrow street as the only way to widen that part of the street is to take away the rain gardens. Which was not spoken about. If parking is on both sides of that section of street there isn't enough space to drive one car safely to 68 Ave.

The residence have already seen what it is like with film trucks here and construction trucks are bigger, here longer and do not care nor respect the neighbours. This is a poorly placed townhome complex with no regard for the neighbourhood that it is being plopped into. "

- The renderings we were shown on Sept 1st showed quite a deep backyard, could the yard be shortened to allow for potential driveways? In my opinion I believe a selling feature of a driveway is more appealing than an extra long backyard. Everyone wants to have the ability to park at their door and with people loading garages a driveway would be an absolute selling bonus!
- We would strongly be in support of providing access and parking to the townhouse development via 210 street in addition to 208A to alleviate congestion and to ease the issue of limited parking as it is. If possible, have 210 street become a through road out to 208 street.  
We are concerned about the increase in traffic, congestion and limited parking spots. We are concerned regarding safety of our once quiet street as more people, traffic, etc. would be introduced with this development. We have a 17 month old at home who will be playing in the streets.

We will be facing these townhouses directly as we live at [FOIPPA s.22(1)]. We currently have a lovely view of green hedges; this privacy and quiet nature of the street will be compromised. The development of townhouses in this corner unit does not cohesively fit within the look/design of the street with single detached houses.

- I don't agree with this [complex's] entrance being on 208A Street (despite the address being 210th). This street is already congested without proper access on 68th. Consideration will need to be made for traffic calming on 208A Street.
- I have concern over the few parking spaces shown in the development proposal. Parking is already a big issue in Milner Heights with many cars having to park illegally or too close to stop signs because of the lack of parking spaces/street parking put into the development of the neighborhood. Along with this, driving can be challenging as it is hard to see around corners....accidents have happened, kids have been hit, it is just a poorly planned neighborhood. I can only imagine how much worse it will get with increased traffic flow through these narrow streets on top of things. So I would like to see more dedicated on site parking spaces in any development plan. Plan seems odd as well in the overall design of the neighborhood. Honestly, other than trying to squeeze as much profit out of that piece of land as possible, is there any good reason to put townhouses at the end of the street?

## DISCUSSION

Based on the comments, the majority of concerns are with regard to the rezoning to higher density and subsequent access, parking and congestion on 208A Street. Email inquiry received prior to the meeting was also with regard to the closure of 210 Street. The following are responses to address the concern/issues raised for this project:

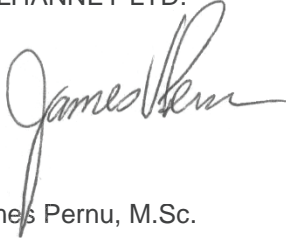
- The proposed townhouse rezoning conforms to the land use plan and density required within the Willoughby Community Plan (CP) and the Northeast Gordon Estate Neighbourhood Plan (NP), the latter of which was adopted by Township of Langley in February 2006.
- Agriculture Land Reserve (ALR) buffer is a prerequisite of rezoning approval for properties abutting the ALR. Proposed closure of 210 Street provides such buffer per design as shown in the Plans. The access from 208A Street is in response to the closure of 210 Street.
- While currently 68 Avenue is currently right-out only, future development of 6790 208 Street will require additional dedication to complete the full two-way road and intersection at 68 Avenue and 208 Street.
- Five (5) visitor's parking has been provided on-site, the calculation of which has followed Township requirements of one (1) parking space per five (5) townhouse units. Each townhouse unit includes two (2) garage parking spaces as required.

## CONCLUSION

The completed questionnaires and neighbour opinions shows a majority of concerns regarding future lack of street parking associated with the proposed development, despite the proposal being in accordance with existing plans and bylaw requirements. If you have questions about this report, please do not hesitate to contact me.

Yours truly,

McELHANNEY LTD.

A handwritten signature in black ink, appearing to read 'James Pernu', with a stylized, flowing script.

James Pernu, M.Sc.

Division Manager, Planning

jpernu@mcelhanney.com

### Attachments:

1. Mail-out and Newspaper Advertisement
2. Registration and attendance data
3. Powerpoint slides
4. Questionnaire responses & received email inquiry



		Question 1	Question 2	Question 3	Question 4
		Please rate your opinion on the proposed application to rezone existing Suburban Residential (SR-2) zoning to Comprehensive Development (CD) for development of 19 townhouse units.	Please rate your opinion on the proposed pedestrian and cycling connectivity proposed along 210 Street.	Please rate your opinion on the proposed architectural design and expression, along 210 Street.	Please rate your opinion on proposed landscaping interface along 210 Street.
Name2	Residential Address				

Question 5	
What are your thoughts on the improvements to the detention pond area and viewing platform?	
FOI/PA s.22(1)	Useless. This is not a good spot, the corner near 210 adjacent to the property would be a much better location.
FOI/PA s.22(1)	Good improvements if it will be maintained.
FOI/PA s.22(1)	It hasn't been maintained by Vesta which is the developer that first installed it. I expect a few years after installation it will be overgrown once again.
FOI/PA s.22(1)	nice to have improvements but moving forward who will maintain ?
FOI/PA s.22(1)	Happy... its appears to be well designed
FOI/PA s.22(1)	I like the proposed improvements and the fact the concrete deck won't be slippery
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FOI/PA s.22(1)	Viewing Platform is a joke. Can you actually see anything?
FOI/PA s.22(1)	Neither positive or negative. The area doesn't necessarily need a new observation deck, but someone to take ownership of the trees, bushes and blackberries. Unless this removed them from the property a new observation deck isn't going to solve that.
FOI/PA s.22(1)	Will be great for the neighborhood
FOI/PA s.22(1)	I have lived in the area almost 10 years and have witnessed kids along with parents throwing rocks in the pond at duck hatching season. Dogs chasing ducks and duckings. I once witnessed an off leash dog kill a duck. The pond is for nature not for our enjoyment, we have messed their space up enough. Leave them the pond, plant more trees around it, give the birds and duck more of a buffer "from us" not expand it for our selfish destruction. Not to mention the weed smoking and dial a dope meetings that are a regular meeting destination.
FOI/PA s.22(1)	Great. It is overgrown so it will be nice to have it cleaned up. Will this be maintained for years to come?
FOI/PA s.22(1)	Not sure how necessary this is.
FOI/PA s.22(1)	Nice if it actually gets maintained regularly...unlike the pond currently.



Name	Please provide us with any additional comments you may have, or elaboration to your responses for any of the previous questions.
FOIPPA s.22(1)	<p>The presentation was good, unfortunately I don't believe that adding a 19 unit project with the probability of 38 new vehicles on the road, is the right project in that location. There is already a problem with cars making illegal left had u-turns from the 68 Ave slip road. People are too impatient to drive a sensible speed along 208a to 71st to get out of the neighborhood. And then the parking implications are horrendous to consider. I like the widening of 208a to allow for extra street parking, but it is just not enough.</p> <p>My opposition to this proposal is primarily due to two reasons:</p> <ol style="list-style-type: none"> <li>1) The lack of on-site visitor parking proposed in the plan. FOIPPA s.22(1) and there already is a challenge to find parking spots on 208A street during evenings/weekends. Visitors to our home often struggle to find parking or have to walk long distances. With this proposed development, the parking situation would undoubtedly become worse. The township has made poor decisions in approving the Milner Heights neighbourhood plan with very few visitor parking stalls (ex. The 27 Row homes on 208st from 68 to 69 avenue have 3 designated visitor parking stalls and no option for on-street parking). As a result, visitors to these row homes use 208A street for parking...if they are lucky enough to get a spot). Approving this project as proposed would only add to an already stressed situation.</li> <li>2) Increased traffic flow on 208A. With only one entrance/route to this development, all traffic will have to travel on 208A street. Putting a high density development at the end of a residential street just doesn't make sense in terms of traffic flow. High density development should be done closer to the entrance of the neighbourhood (like the Radius and Lattice developments in Milner Heights) to minimize traffic flow through narrow residential streets. Putting a high density development in the proposed location is poor planning. This site should be zoned for "residential compact lot" like all the other properties surrounding it.</li> </ol> <p>If such a project as the one proposed is to be completed, I would like to see a reduced density. Instead of squeezing 19 townhouses onto the lot to maximize profits, why not reduce the density and ensure that all visitor parking can be contained on site to minimize the impact on the existing neighbourhood.</p>
FOIPPA s.22(1)	<p>This site seems too small and awkwardly shaped to squeeze in this many units, despite what zoning permits. It seems much more conducive to single family homes with actual yards but of course that would affect the revenue stream. The already dismal parking situation in this neighbourhood will only get worse. Densely packed rowhouses with one-sided street parking and too-small garages for all of the trucks and SUVs most people drive, show a complete lack of foresight in planning this neighbourhood. Opening both sides of the 6800 block of 208A to parking might (might!) alleviate the current shortage- until you add a 19 unit complex with undoubtedly 2 cars per unit. Not to mention rowhome density along 208 with no street parking at all, so the overflow is on 208A. A townhouse complex added to 208A will only make it worse.</p>
FOIPPA s.22(1)	<p>I understand the development is about the money associated to selling 19 units for the developers and taxes for the township. Parking along 208A is already at a premium and with the addition of 19 units and on average 2 cars per unit the already crowded 208A will be a disaster. I understand there will be parking on the east side of the street but that will certainly not account for the increase in vehicles looking for parking. Many townhouse owners will use their garage as storage (strata will no doubt allow) many vehicles cannot fit into the small garages and many vehicle owners will not want to park behind another vehicle. These situations already exist with the current townhouse owners in the neighborhood which has lead them to park on 208A blocks away from where they live. I certainly doubt the developers would have any interest in decreasing the number of units to increase the size of the garages and/or parking pads within the development. What about creating parking on 210? It would be important rather than putting focus on so called improvements which are cosmetic to the area (pond, path, landscape) to focus on the real issue which is parking and be proactive and create some viable solutions at the start. There is no doubt once the developer is finished with this project they will wash their hands of the parking mess and be onto their next project leaving the residents to deal with the mess and the resultant headaches. As a result 208A will just be another parking nightmare in Langley for residents who will then complain to township.</p>
FOIPPA s.22(1)	<p>On a different topic I hope access for trucks will be 210 as 208A with parking on one side of the street is already very narrow for vehicles to pass each other. I cannot imagine how it will be with trucks using that route.</p>
FOIPPA s.22(1)	<p>I think the proposed townhouse site fits with the development in the area</p>
FOIPPA s.22(1)	<p>First off, residents were not aware of this plan until someone got a whiff of it and shared. TOL has a duty to advise residents of anything that will affect our neighborhood. This proposed complex will affect the whole of Milner with a lot of extra traffic, gross parking issues and noise. This definitely shows the lack of parking on site. This site is more suitable to single houses and would fit in with the surrounding area. Please consider these concerns before proceeding.</p>



Our neighborhood and street of 2000 cannot handle a 13 mile development, there already is not enough street parking and at times the people driving down our streets are doing so at such a speed that it compromises safety. With how narrow the streets are and the existing congestion it's difficult to see. Our dog was run over by a car out front of (FOIPA: 221)

There is too much congestion in and around this neighborhood already and NO PARKING!

Main access to the property needs to be from 210th not 208a where there is not enough parking and extra traffic would be a headache

Traffic will increase on 208A. Already difficult to get through with cars parked on one side and barely wide enough for two cars to drive through. Parking on the street is already really hard to find and if you add 19 more homes and their guests will also be competing for street parking!

I am opposed to the entrance being on 200A St. Currently there is not enough space for construction vehicles to drive safely down 208A st.

The townhomes that face 208A St with tandem garages will not use both parking spaces in their garage as parking. Tandem garages are not 2 parking spaces, they are a storage space and 1 parking space. I have also seen too many tandem garages turned into a bedroom for rent (especially with a front door right there, with street parking as the illegal tenants parking space) plus one car parking for the home owner in the garage.

With emphasis on building larger townhomes, this creates opportunity for families with teen children, with teen children come a 3rd or 4th car for the same townhome. There is not enough room for a 2 vehicle home to park their cars let alone a 3rd or 4th resident. Let alone visitors. Parking is already a problem, why are we adding more problems to the area.

Saying that the East side of 208A st north of the project would turn into parking on both sides of the street narrowing the already narrow street as the only way to widen that part of the street would be to take away the sidewalk on the East side of the street. This is not a good idea. The project would not take away the sidewalk on the East side of the street. The project would be looking forward this development. Fits the neighborhood very well.

The renderings we were shown on Sept. 1st showed quite a deep backyard, could the yard be shortened to allow for potential driveways? In my opinion I believe a selling feature of a driveway is more appealing than an extra long backyard. Everyone wants to have the ability to park at their door and with people loading garages a driveway would be an absolute selling bonus!

We would strongly be in support of providing access and parking to the townhouse development via 210 street in addition to 208A to alleviate congestion and to ease the issue of limited parking as it is, if possible, have 210 street become a through road out to 208 street.

We are concerned about the increase in traffic, congestion and limited parking spots. We are concerned regarding safety of our once quiet street as more people, traffic, etc would be introduced with this development. We have a 17 month old at home who will be playing in the streets.

We will be facing these townhouses directly as we live at [REDACTED] FOIPPA s.2(1) We currently have a lovely view of green hedges; this privacy and quiet nature of the street will be compromised.

The development of townhouses in this corner unit does not cohesively fit within the look/design of the street with single detached houses.

I don't agree with this complex entrance being on 208A Street (despite the address being 210th). This street is already congested without proper access on 68th. Consideration will need to be made for traffic calming on 208A Street.

I have concern over the few parking spaces shown in the development proposal. Parking is already a big issue in Milner Heights with many cars having to park illegally or too close to stop signs because of the lack of parking spaces/street parking put into the development of the neighborhood. Along with this, driving can be challenging as it is hard to see around corners....accidents have happened). I can only imagine how much worse it will get with increased traffic flow through these narrow streets on top of things. So I would like to see more dedicated on site parking spaces in any development plan. Plan seems odd as well in the overall design of the neighborhood. Honestly, other than trying to squeeze as much profit out of that piece of land as possible, is there any good reason to put townhouses at the end of the street?



**From:** FOIPPA s.22(1)  
**To:** FOIPPA s.22(1)  
**Subject:** FW: Proposed Development 6869 210 Street ,  
**Date:** August 23, 2021 7:15:54 AM

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-----Original Message-----

**From:** FOIPPA s.22(1)  
**Sent:** Wednesday, August 18, 2021 2:59 PM  
**To:** James Pernu <jpernu@mcelhanney.com>  
**Subject:** Re: Proposed Development 6869 210 Street ,

[EXTERNAL EMAIL] Check email address, links, and attachments

Thank you for your response to my questions.

I wish you every success .

Sent from my iPhone

> On Aug 18, 2021, at 1:01 PM, James Pernu <jpernu@mcelhanney.com> wrote:

>

> Thank you FOIPPA s.22(1) for your email and inquiry. I will do my best to answer your questions below.

>

> 1. The subject site is currently addressed off of 210 Street as that is where access was historically provided for prior to the construction of 208A Street. In a way, I have to reflect the current property address in correspondence noting that the access to the proposed development will be located off 208A Street. There is no plan or no possibility for this site to be considered a future phase. The 19 townhouse units proposed are all that can be accommodated on the site.

> 2. The Township of Langley has planned within the Northeast Gordon Neighbourhood Plan that 210 Street fronting the subject site be 'converted' into a pedestrian only greenway. To our knowledge, the Township does not have any plans to extend 210 Street to achieve a road connection to 208A Street at 68 Avenue. They have asked the applicant to landscape the 210 Street road portion in front of the subject to enhance a landscape buffer for the ALR lands to the east.

> 3. The details for improvements to the detention pond area to the north of the subject site are included on the website which is up and running now. Please check on the "site Details" tab where there are 2 landscape plans that you will find in the set of plans when you scroll with the 'arrows'. The applicant will be adding a view area with benches, a small amount of additional surfacing, some decorative boulders, an interpretive sign and infill shrub and ground cover. This is located in the north corner of the pond lands. Let me know if you cannot access/locate the drawings on the website.

>

> Thanks again for your inquiry and let me know if you need any further clarification.

>

> Cheers,

>

> James Pernu, M.Sc.

> Division Manager, Planning

> McElhanney Ltd.

> Suite 2300 Central City Tower | 13450 - 102 Ave | Surrey BC V3T 5X3 D

> 604 424 4889 jpernu@mcelhanney.com | www.mcelhanney.com

>

>

> -----Original Message-----

> **From:** FOIPPA s.22(1)

> Sent: Tuesday, August 17, 2021 9:49 PM  
> To: James Pernu <jpernu@mcelhanney.com>  
> Subject: Proposed Development 6869 210 Street ,  
>  
> [EXTERNAL EMAIL] Check email address, links, and attachments  
>  
> Mr . Pernu  
>  
> I have some requests for further information after reading your information on this development .  
>  
> The project is identified as 6869 210 Street , yet the entrance is from 208A Street . Why is 210 Street mentioned ?  
Is a subsequent phase of construction planned , which will include an entrance to the homesites from 210 Street ?  
>  
> When the development has an entrance to 210 Street , then will you request that 210 Street be extended to allow  
traffic to proceed to 208A Street ?  
>  
> Will you provide me with details of the improvements proposed for the retention pond located adjacent to your  
development site ?  
>  
> I will look forward to this information . Thank you .  
>  
> FOIPPA s.22(1)  
>  
>  
> Sent from my iPad  
> [McElhanney]  
>  
> This message and attachment may contain privileged and confidential information. If you are not the intended  
recipient, please notify us of our error, do not disseminate or copy this communication, and destroy all copies.



Our File: 2111-05109-00

Project:08-13-0084

Folder: DE102371

January 22, 2021

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

Attention: Daniel Graham, Planner

## 6869 210 Street – Stormwater Detention Requirements & View Impact Analysis

### BACKGROUND

The subject property is located within the Gordon Estates Neighborhood (GEN) and located in DP Area "I" - Agricultural Edge and Escarpment Protection. Key objectives of section 4.3.5 – Development Permit Area "I" are to ensure that new housing:

- Occurs in a manner that respects the environmentally sensitive nature of the area and adjacent agricultural land
- Increases agricultural awareness for new owners,
- Provides guidelines to minimize potential land use conflicts, and
- Minimize any change in view of the area from Glover Road (Milner area)

### CURRENT DISCUSSION & CONCERNS

The proposed development meets each of the key objectives 4.3.5 of the of Willoughby Community Plan. To demonstrate this, we will provide the rationale and supporting material for each objective below:

#### **Occurs in a manner that respects the environmentally sensitive nature of the area and adjacent agricultural land.**

The proposed development respects the environmentally sensitive nature of the area, through many themes. These include:

- A 17.5m wide vegetative buffer is proposed between the sensitive ALR lands and the rear yards of the development. This width exceeds the vegetative buffer objective of the Urban/ALR interface.
- Stormwater that sheet flows from the site towards the ALR is captured and treated through a bioswale prior to entering the 210 Street roadside ditch.
- An interpretive sign is proposed in the Pond 3 expansion area to educate new and existing owners on the hydrologic cycle, purpose of the detention pond and the need to protect our storm sewers from pollutants as they eventually discharge to our natural environment.
- The exterior colour treatments have been revised to better fit with the surrounding homes and environment.

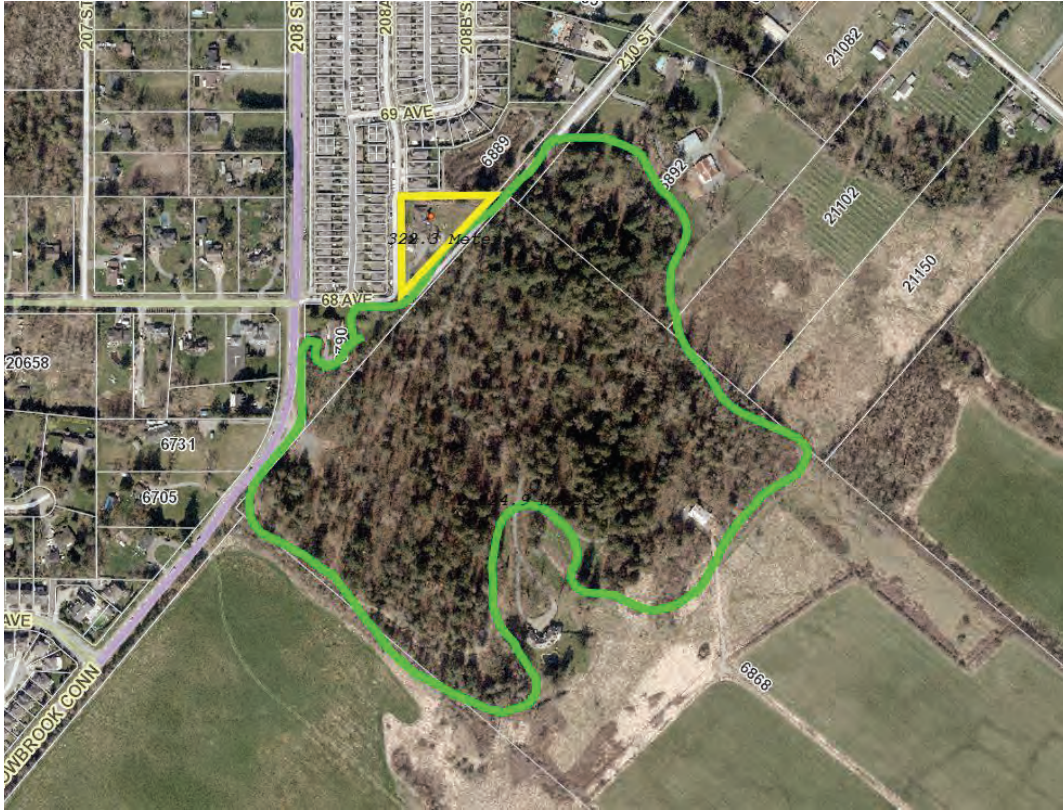
#### **Increases agricultural awareness for new owners**

The Development will include agricultural awareness signs along the proposed Arbour Trail Extension and on the fence separating the nature path and the ALR.

If requested, an additional interpretive sign can be included to educate new owners on the history of the Milner Area and the value of having a thriving local agricultural community. This signage can be included in the amenity greenspace, along Arbour Ribbon Trail or within the expanded viewing platform proposed at existing Pond 3.

#### **Provides guidelines to minimize potential land use conflicts**

A vegetative buffer is proposed between the development and the ALR and within this buffer a meandering path for the Arbour Ribbon Trail is proposed. A fence with signage is proposed to along the ALR boundary. It should be noted that currently there is no farming or agricultural use occurring within 100 meters of the development site due to the existence of a heavily wooded area as shown in the image below.



*Picture above shows the development site in yellow and the heavily wooded area in green that is further buffering the development site from agricultural conflicts.*

#### **Minimize any change in view of the area from Glover Road**

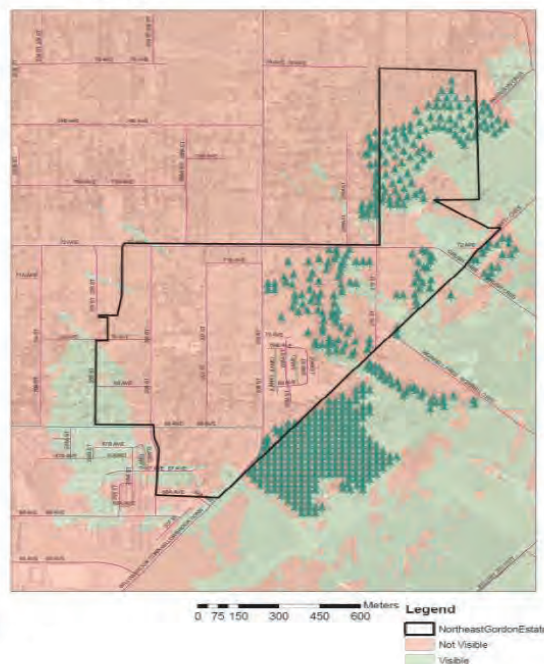
As noted, a heavily wooded area surrounds the site with various tree species included tall conifers. These stand well above the development height and section 2.1.4 of the North East Gordon Neighbourhood Plan confirms that the existing trees can block up to 5 to 6 storeys from the valley view. See excerpt below that shows the visible areas shaded in green and the not visible areas shaded in red.



### 2.1.4 Views

The treed escarpment along the eastern edge of Northeast Gordon Estate provides an impressive view from the Milner Valley and contributes to the Township's long-held rural and agricultural character. The Hudson's Bay Farm was located in the Milner Valley in 1833, one of the most fertile sites in the Fraser Valley. The view of the treed escarpment is a very important landscape for residents. The Northeast Gordon Estate escarpment also offers dynamic views of the Milner agricultural lowlands and the coastal mountains (including Mount Baker) to the southeast. The 208 Street Density Review reaffirmed the value of the views from the Milner valley. Although it is expected some buildings will be visible from the valley, the majority of the buildings, including the higher buildings, will be screened from view by the existing trees. The location of higher buildings were determined with view retention in mind. Tree retention and replacement will aid in protecting and enhancing the views of the treed escarpment from the Milner valley.

Map showing that existing trees can block up to 5-6 storeys from view from portions of the Milner Valley



To confirm the findings of section 2.1.4 above, site photos from the development looking toward the valley and from various location throughout the valley to the development site are provided below.



*From the site looking towards Worrell Crescent*



*From the site looking towards Glover Road*





*View towards development site (center of photo). To provide a height perspective the “Lattice 2” development which is located at the top of the hill, has retail space plus 5 residential floors and a roof top amenity, which can be seen just to the right of center and is matching the tree heights but does not benefit from the dense wooded area that the subject site has.*



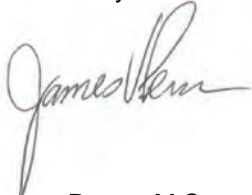
*This photo best illustrates and confirms that the proposed development will not change the view area from Glover Road. The 3 storey home (6868 210 Street) is in front of the heavily wooded and the development sits behind this home. This home is also seen on the ariel photo on page 3, providing another perspective.*

In addition to the site photos, we created a 3D model based off our LiDAR surface and inserted the proposed development in bright pink 12 meter tall buildings to demonstrate there is no impact to views of the escarpment from standing height along Glover Road. The location of the development is depicted by the green conical dome in the renderings attached.

## CLOSING

We trust the above provides necessary additional information to confirm the proposed development meets the Key objectives of section 4.3.5 – Development Permit Area “I” with respect to the Agricultural Edge and Escarpment Protection. Should there be any questions regarding the above or the need for additional discussion, please don't hesitate to contact the undersigned.

Sincerely,  
McElhanney Ltd.

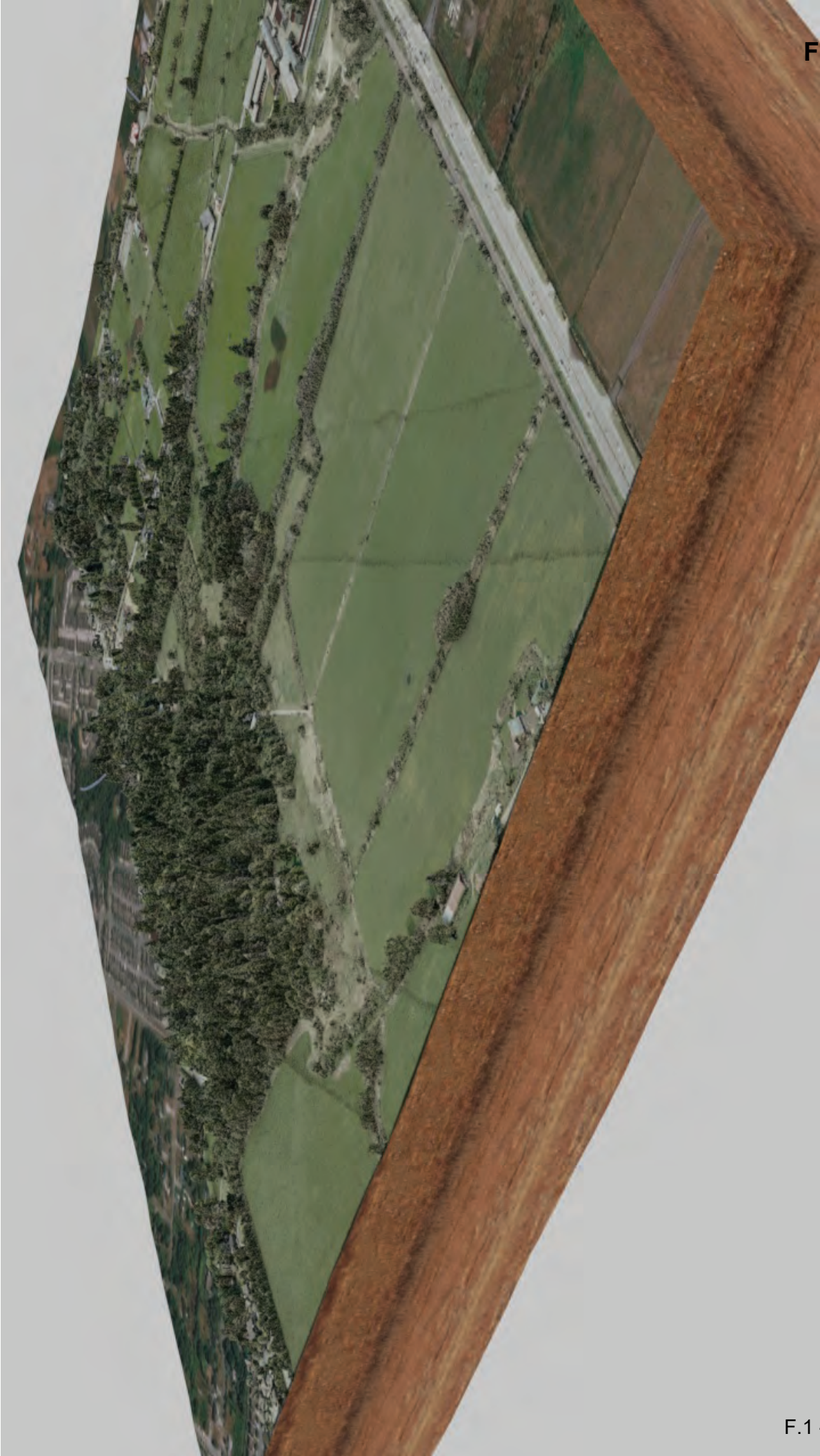
A handwritten signature in black ink, appearing to read 'James Pernu', written over a light blue circular stamp.

James Pernu, M.Sc

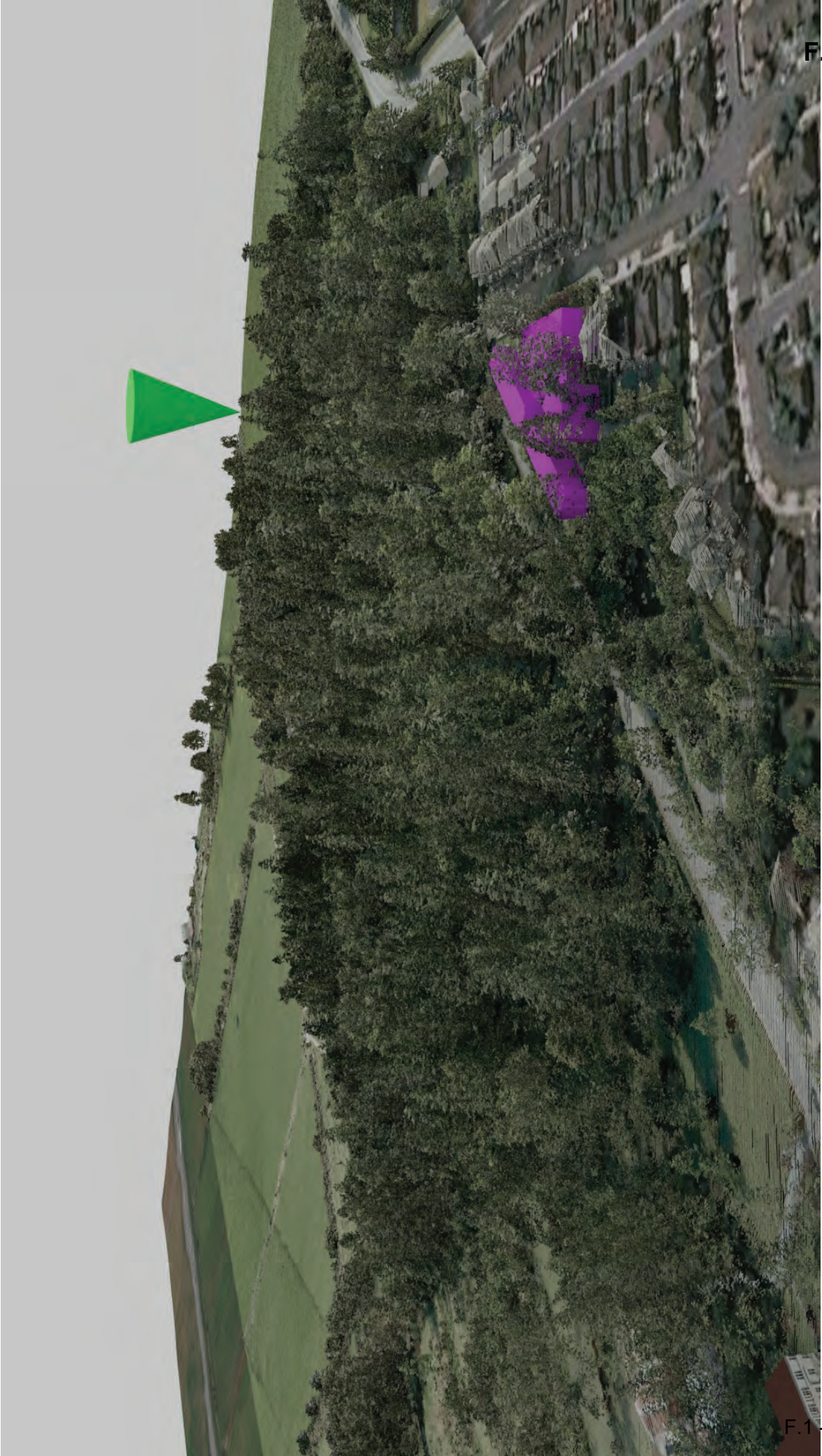
cc: Paul Deol, PEng

Enclosures: Renderings.

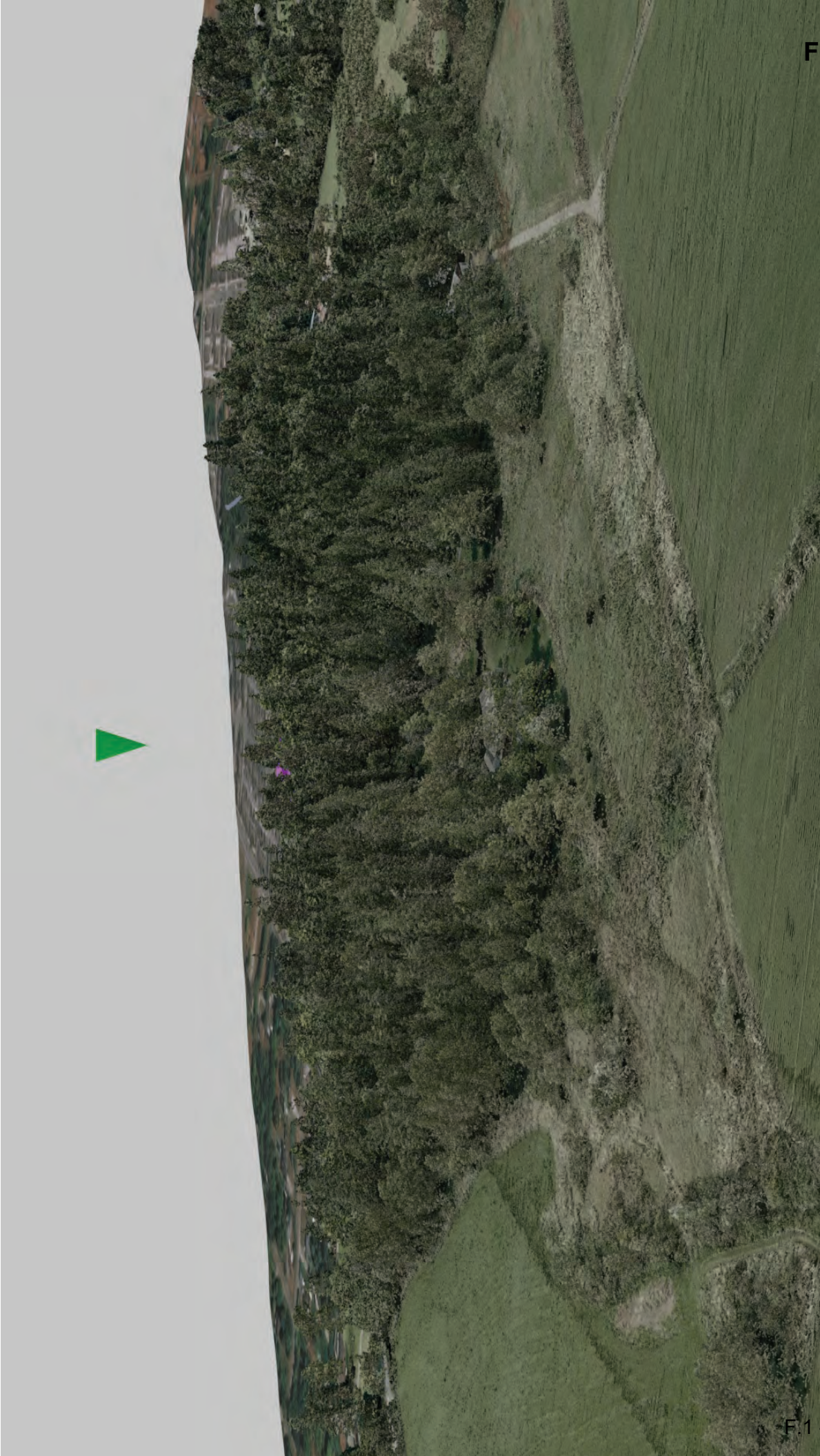
















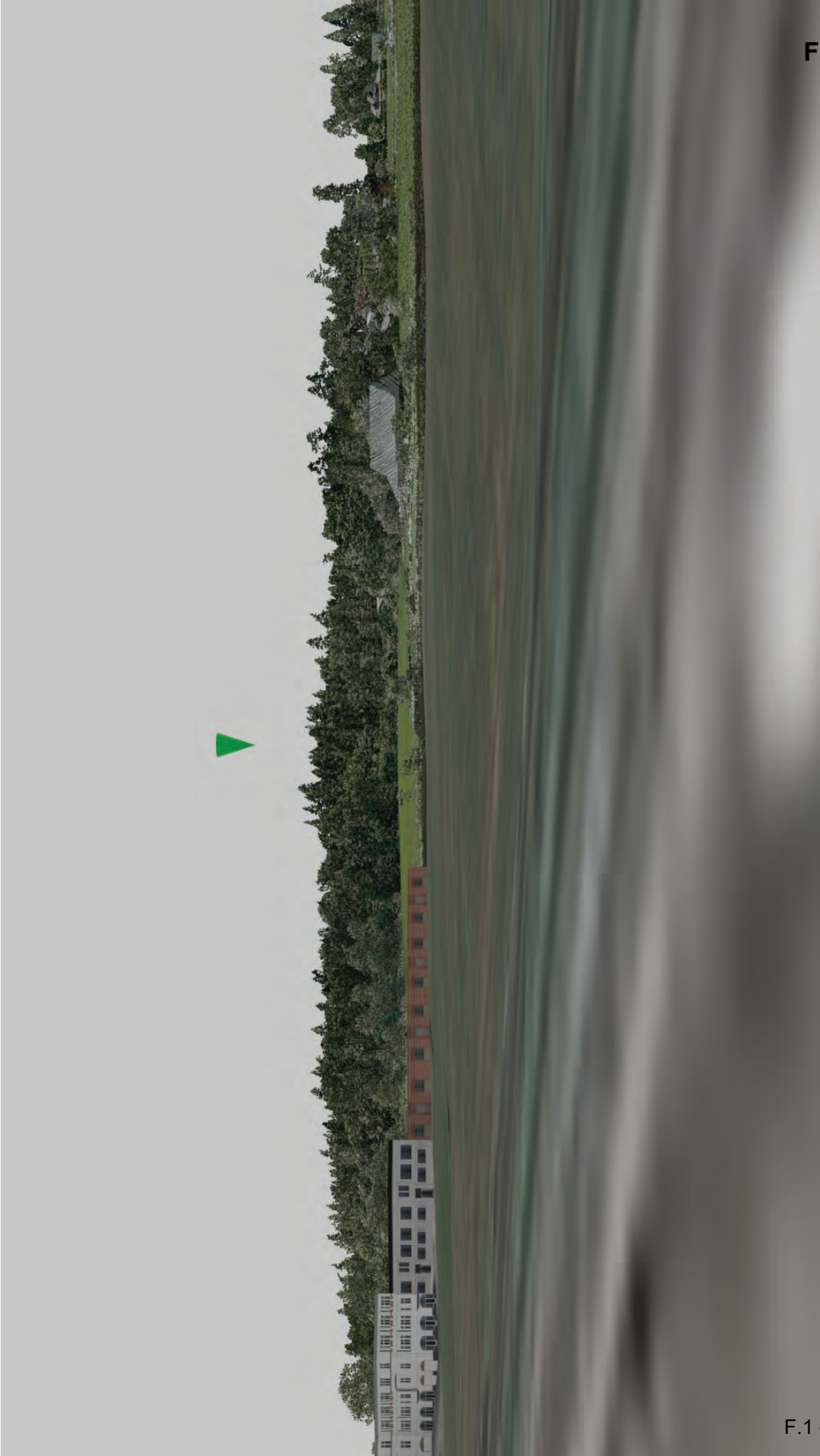












**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**  
**TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500**  
**AMENDMENT (DEOL) BYLAW 2021 NO. 5743**

**EXPLANATORY NOTE**

Bylaw 2021 No. 5743 rezones the property located at 6869 – 210 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-131 to accommodate 19 Townhouse units.



**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500**

**AMENDMENT (DEOL) BYLAW 2021 NO. 5743**

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

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

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Deol) Bylaw 2021 No. 5743”.
2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

Lot 41 Section 13 Township 8 New Westminster District Plan 62810

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-131.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
NOTICE WAS ADVERTISED the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

\_\_\_\_\_ Mayor \_\_\_\_\_ Township Clerk

# SCHEDULE 'A' BYLAW NO. 5743

