

REPORT TO MAYOR AND COUNCIL

PRESENTED: MAY 30, 2022 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: REZONING APPLICATION NO. 100553 AND
 DEVELOPMENT PERMIT APPLICATION NO. 101048
 (ISLE OF MANN PROPERTY GROUP / 20200 BLOCK OF 86 AVENUE)

REPORT: 22-52
FILE: 08-26-0213

PROPOSAL:

Application to rezone approximately 0.95 ha (2.35 ac) of land located in the 20200 Block of 86 Avenue to Comprehensive Development Zone CD-171, with an accompanying Development Permit application to facilitate development of a mixed use development consisting of 203 condominium units and 354 m² commercial space.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5783 subject to nine (9) development prerequisites being satisfied prior to final reading, and authorize issuance (at time of final reading of Bylaw No. 5783) of Development Permit No. 101048; and that staff be authorized to proceed with the written submission opportunity.

RATIONALE:

The proposed development is consistent with the Carvolth Neighbourhood Plan.



RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Isle of Mann Property Group) Bylaw No. 5783, rezoning 0.95 ha (2.35 ac) of land located in the 20200 Block of 86 Avenue to Comprehensive Development Zone CD-171 to facilitate development of 203 condominium units and 354 m² commercial space 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;
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 in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Carvolth Neighbourhood Plan including the north half of 85 Avenue, the south half of 86 Avenue, the west half of 202B Street, and full width east-west lane;
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Approval of Rezoning Bylaw No. 5783 by the Ministry of Transportation and Infrastructure;
6. Registration of restrictive covenants:
 - a. Securing a statutory right of way for the east-west lane; and
 - b. Identifying the units (minimum 10% for apartments) required to comply with the adaptable housing requirements;
7. Completion of a lot line adjustment with 20224 – 86 Avenue;
8. Compliance with the Community Amenity Contributions Policy; and
9. Payment of applicable Carvolth Neighbourhood Planning Administration fees, Carvolth Greenway Amenity Zoning Policy fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration 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. 5783 authorize issuance of Development Permit No. 101048 subject to the following conditions:

- a. Building plans being in substantial compliance with Schedule "A";
- b. On-site landscaping plans being in substantial compliance with Schedule "B", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy;
- c. All signage being in substantial compliance with Schedule "A" and the Township's Sign Bylaw;
- d. All rooftop mechanical equipment to be screened from view; and
- e. All refuse areas to be located in an enclosure and screened.

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:

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- a. Issuance of an Energy Conservation and Green House Gas Emissions Reduction Development Permit;
- b. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
- c. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
- d. On-site landscaping to be secured by letter of credit at building permit stage;
- e. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
- f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees; and further

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5783 in conjunction with proposed Development Permit No. 101048.

EXECUTIVE SUMMARY:

Isle of Mann Property Group has applied to rezone 0.95 ha (2.35 ac) of land located in the 20200 Block of 86 Avenue to Comprehensive Development Zone CD-171 to facilitate a mixed use development consisting of three buildings (two 5-storey residential and one 6-storey mixed use building) with 203 condominium units and 354 m² commercial space.

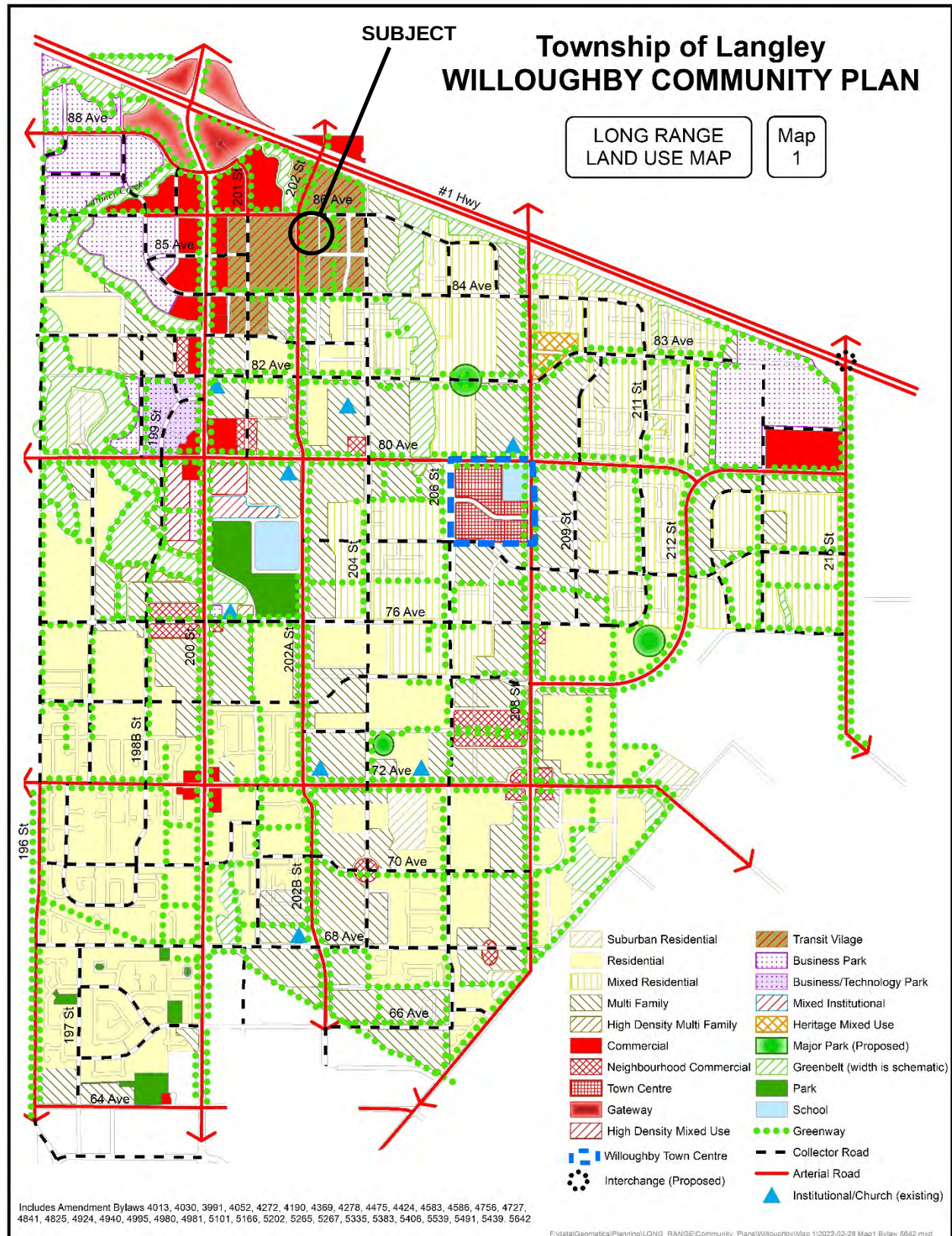
The proponent's application also includes a development permit to provide Council the opportunity to review the form, character, and siting of the development. A separate delegated development permit is being processed concurrently with this application to address the energy conservation and greenhouse gas emissions reduction objectives of the Carvolth Neighbourhood Plan.

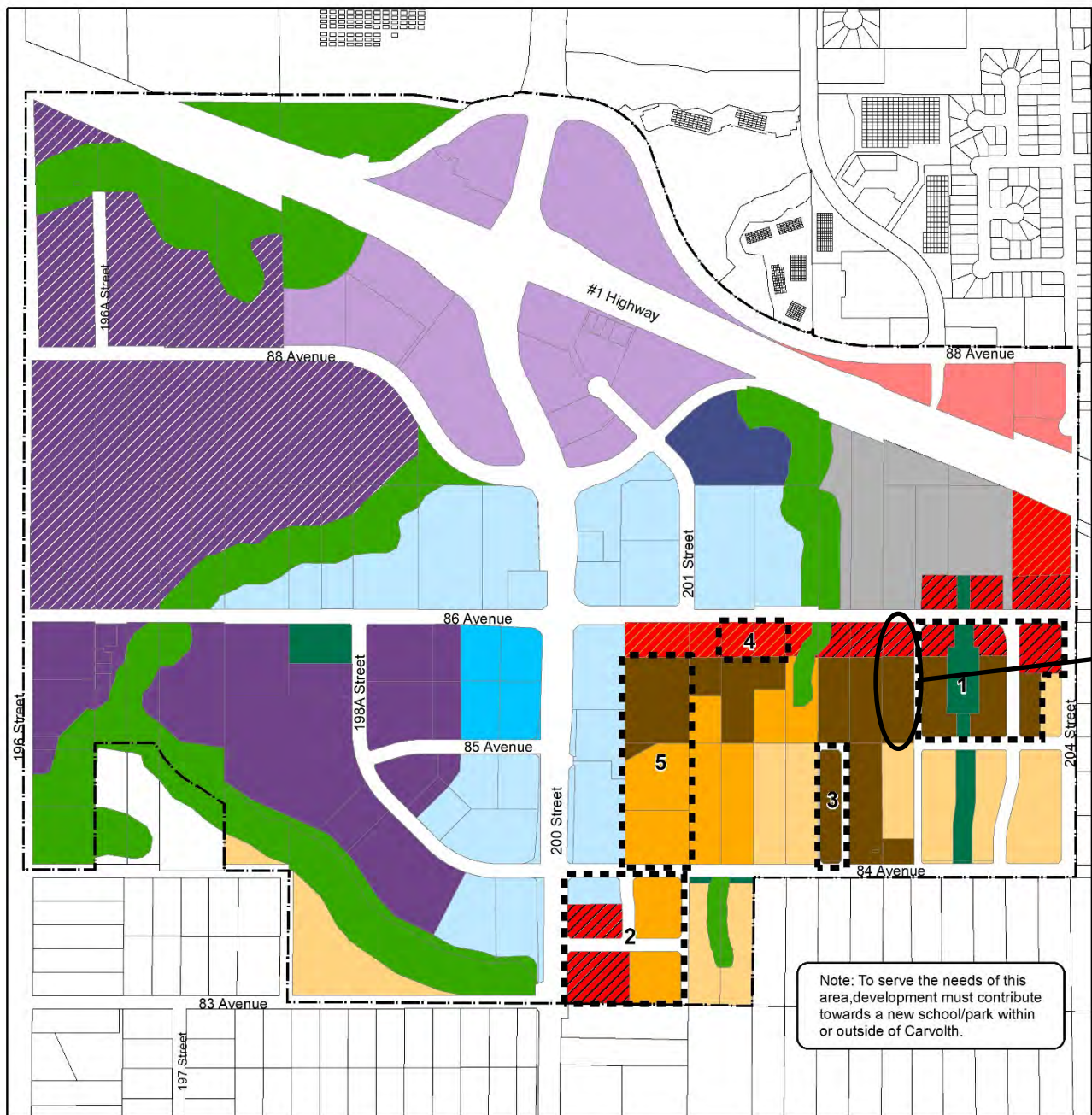
The proposal is consistent with the overall objectives of the Carvolth Neighbourhood Plan. Staff recommend that Council consider the rezoning request, subject to the completion of nine (9) development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5783) of Development Permit No. 101048.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5783 and Development Permit No. 101048.

REZONING APPLICATION NO. 100553 AND
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 (ISLE OF MANN PROPERTY GROUP / 20200 BLOCK OF 86 AVENUE)
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SUBJECT



Land Use Plan

Carvolth Neighbourhood Plan

- | | | |
|-------------------------|-----------------------|----------------------------|
| Gateway | Flex Employment II | High Density Residential |
| Office/Mixed Use I | Service Commercial | Medium Density Residential |
| Office/Mixed Use II | High Street Mixed Use | Townhouse Residential |
| Office/Mixed Use III | Work/Live Flex Use | Conservation Area |
| Flex Employment I | Transit Exchange | Integrated Open Space |
| Refer to Section 2.4.18 | | |



0 0.05 0.1 0.2
Km

Includes Amendment Bylaw: 5374, 5398, 5362, 5528, 5394

2020-12-07 Fig 8 Land Use Plan Bylaw 5394

REZONING APPLICATION NO. 100553 AND
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ZONING BYLAW NO. 2500

REZONING APPLICATION NO. 100553 AND
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(ISLE OF MANN PROPERTY GROUP / 20200 BLOCK OF 86 AVENUE)
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PERSPECTIVE FROM 85 AVE & 202B STREET

RENDERINGS - BUILDING A

LANGLEY CONDOS
20264 - 86TH AVENUE, LANGLEY BC

PR. 10/17
10/15/21 7003

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

Q048 / 202 8440
www.istc-metals.com

Chilbrook
8400 Young Rd
V3P 6G3

Abacus/and
2010-2780 W. Kallway St
V3S 2J2

station on
architect

DP0



PERSPECTIVE FROM 202B STREET



PERSPECTIVE FROM 202B STREET & PROPOSED LANEWAY



PERSPECTIVE FROM PROPOSED LANEWAY



PERSPECTIVE OF PARKADE ENTRANCE

RENDERINGS - BUILDING B

LANGLEY CONDOS
20264 - 86TH AVENUE, LANGLEY BC

SCALE
JAN 16/21 17003

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

Q048 / 202 8440
www.istc-metals.com

Chilbrook
8400 Young Rd
V3P 6G3

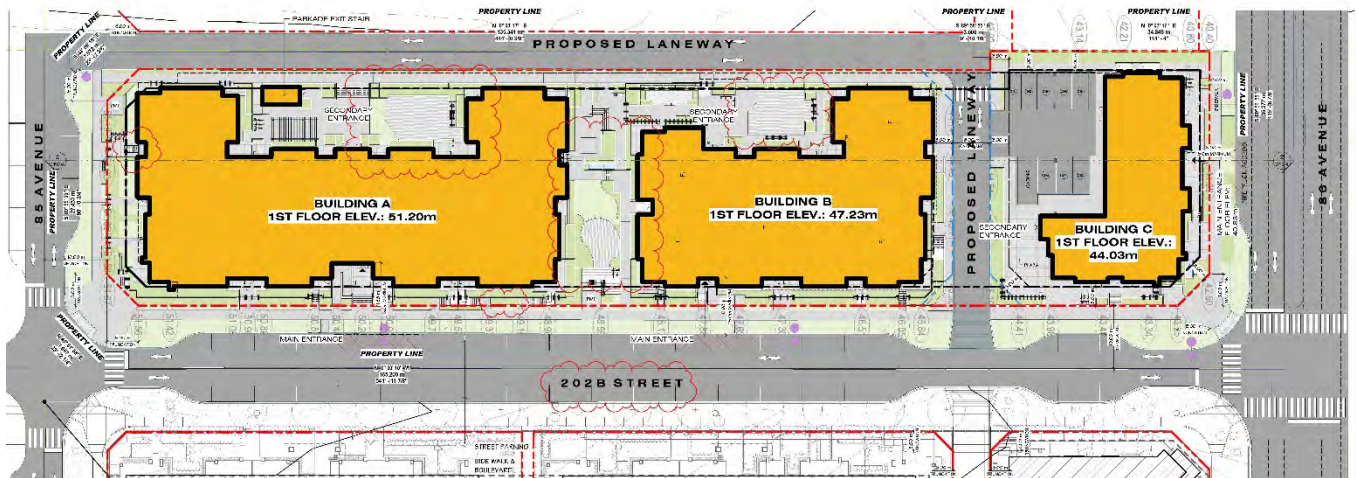
Abacus/and
2010-2780 W. Kallway St
V3S 2J2

station on
architect

DP0.

RENDERINGS – SUBMITTED BY APPLICANT

REZONING APPLICATION NO. 100553 AND
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SITE PLAN- SUBMITTED BY APPLICANT

REZONING APPLICATION NO. 100553 AND
 DEVELOPMENT PERMIT APPLICATION NO. 101048
 (ISLE OF MANN PROPERTY GROUP / 20200 BLOCK OF 86 AVENUE)
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REFERENCE:

Owner:	1100027 BC Ltd. 401, 15336 – 31 Avenue Surrey, BC V3Z 0X2
Legal Description:	Lot 1 Section 26 Township 8 NWD Plan EPP103521
Location:	20200 Block of 86 Avenue
Area:	0.95 ha (2.35 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-171
Carvolth Neighbourhood Plan:	High Density Residential (1.5 – 2.8 FSR) and High Street Mixed Use (max 2.5 FSR)

BACKGROUND / HISTORY:

The subject property is currently zoned Suburban Residential Zone SR-2 and is designated High Density Residential (1.5 – 2.8 Floor Space Ratio (FSR)) and High Street Mixed Use (2.5 FSR maximum) in the Carvolth Neighbourhood Plan. The property was recently subdivided off from a larger parcel that was part of a development to the south (ToL Project No. 08-26-0173 given third reading by Council on February 28, 2022). As a condition of development, ToL Project No. 08-26-0173 was required to subdivide off the subject parcel and has subsequently done so. The existing property is currently used for suburban residential purposes and the overall site slopes down towards the north.

DISCUSSION/ANALYSIS:

Isle of Mann Property Group has applied to rezone 0.95 ha (2.35 ac) of land located in the 20200 Block of 86 Avenue to facilitate development of 203 condominium units and 354 m² of commercial space in three buildings (two 5-storey residential buildings and one 6-storey mixed use building). The 5-storey residential buildings are designated High Density Residential (1.5 – 2.8 FSR) and have a proposed density of 2.7 FSR consistent with the Carvolth Neighbourhood Plan. The 6-storey mixed use building is designated High Street Mixed Use (max 2.5 FSR) and has a proposed density of 2.1 FSR consistent with the Carvolth Neighbourhood Plan. A Development Permit for the site is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form, character, and siting of the development.

A lot line adjustment with the property to the west (20224 – 86 Avenue, ToL Project No. 08-26-0165) is included as a condition of development. The shared lot line is proposed to be adjusted so that a future north-south lane is part of 20224 – 86 Avenue. The adjustment will ensure vehicle access is available to 20224 – 86 Avenue. The future lane will be secured by public access right-of-way as part of ToL Project No. 08-26-0165.

Adjacent Uses:

North:	86 Avenue, beyond which is Carvolth Transit Exchange;
South:	A development composed of 220 condominium units and 20 townhouses (ToL Project No. 08-26-0173) currently at third reading;

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East: A development composed of 622 condominium units, 13 townhouses and 1,900 m² of commercial space, currently under construction by Quadra Developments (ToL Project No. 08-26-0168); and

West: A development composed of 170 condominium units and 3,632 m² of commercial / office space, currently under staff review (ToL Project No. 08-26-0165).

Zoning Amendment:

The subject land is currently zoned Suburban Residential Zone SR-2. Bylaw No. 5783 proposes to rezone the site to Comprehensive Development Zone CD-171 to accommodate the proposed development. The project complies with the provisions of the site's proposed CD-171 zoning in terms of siting, site coverage, parking, height, use, and density (2.7 and 2.1 FSR proposed).

Public Consultation:

The developer hosted a Public Information Meeting (PIM) April 12, 2022. In total, 808 notices were sent out and no members of the public attended. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment D.

Development Permit:

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

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

The Carvolth Neighbourhood Plan specifies development permit area guidelines for the subject site (Attachment B). In accordance with Council policy, supporting materials have been submitted detailing the proposed development's form, character, and siting. The supporting materials also address the measures implemented to promote water conservation. Proposed Development Permit No. 101048 is attached to this report (Attachment A).

Development Permit Area M guidelines establish objectives to promote energy conservation and reduction of greenhouse gas (GHG) emissions through the issuance of a development permit. Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Energy Conservation and GHG Emissions Development Permits to the delegated official (defined in the bylaw as the General Manager of Engineering and Community Development or Approving Officer, or designates).

Staff note that the required Energy Conservation and GHG Emissions Development Permits are being processed concurrently with the overall application and that issuance of these development permits is required prior to issuance of a building permit as indicated in Development Permit No. 101048.

The development is comprised of three buildings. The northern-most building, designated High Street Mixed Use, is proposed to be 6-storeys and include ground floor commercial uses facing 86 Avenue and 202B Street with 35 condominium units located above the ground floor. The building also features at grade parking behind the building for the commercial units, accessed from the rear lane. The southern two condominium buildings are both proposed to be 5-storeys in height and contain a total of 168 condominium units.

The site borders 202B Street, future 85 Avenue, 86 Avenue and a future lane, and includes street fronting units along the street frontages, stepping with the grade of 202B Street and includes varied roof forms and a variety of colours and materials to break up the massing of the buildings and individual units.

The proposed density (2.7 and 2.1 FSR) building heights (5- and 6-storeys), lot coverage, parking, and building siting, comply with the CD-171 zoning provisions.

Access and Parking

As a development prerequisite consistent with the Carvolth Neighbourhood Plan, the applicant is required to construct the west half of 202B Street, the north half of 85 Avenue, the south half of 86 Avenue, and a lane. Access to the site is proposed from the new east/west lane. Pedestrian access will be provided from the sidewalks surrounding the site. Parking in compliance with the Zoning Bylaw requirements is proposed as follows:

	Parking Spaces Required	Parking Spaces Provided
Apartment: 1 studio unit @ 1.0 spaces / unit 202 units @ 1.5 spaces / unit 10% of total = dedicated visitor	304 (of which 30 are dedicated visitor)	308 (of which 31 are dedicated visitor)
Commercial: 354 m ² 1 space / 35 m ²	10	10
Total	314	318

Landscaping, Tree Protection and Replacement:

The landscape plans propose planting trees, shrubs, and groundcovers around the perimeter of the site. The streetscape landscaping includes low picket fencing for the front yards of the condominium units to define the private and public realm.

The tree management plans submitted by the applicant indicate that one significant tree exists within the subject site and is not proposed for retention.

In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 70 replacement trees are required. The applicant is proposing to plant 92 replacement trees. In addition, approximately 21 street trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development, approximately 113 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.

Staff note that approximately 45 trees were removed as part of the development of an adjacent site. While the trees were located within the road alignment and would ultimately have been removed, removal should have occurred as part of the subject application rather than prematurely as part of

development on the neighbouring site. Accordingly, and pursuant to Tree Protection provisions of Township bylaws, the applicant is making a voluntary contribution of \$41,400 towards replacement tree planting.

Age Friendly Amenity Area:

Section 111.5 of the Township's Zoning Bylaw requires provision of Age Friendly Amenity areas (4 m² per residential unit for apartment developments), resulting in a requirement of 812 m² (8,740 ft²) with 1,019 m² (10,968 ft²) proposed. Three amenity areas are proposed to be located on the site and include play equipment, open space, and outdoor exercise equipment for the use of residents. 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.

Adaptable Housing:

In accordance with Section 3.1.9 of the Township's Official Community Plan (OCP), a minimum of 10% of apartment units shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Schedule 2 - Adaptable Housing Requirements of the OCP. In total, 21 adaptable units are required and 22 units are proposed in compliance with the OCP.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy 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 \$4,539 per apartment unit for a total of \$921,417.

Ministry of Transportation and Infrastructure:

As the site is located within 800 m of Highway 1 (a controlled access highway), Ministry of Transportation and Infrastructure (MOTI) approval of the rezoning bylaw is required prior to final reading and is included as a condition of rezoning.

Transit:

Transit service is currently provided at the Carvolth Transit Exchange, located on the north side of 86 Avenue.

Environmental Considerations:

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

The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter. There are no watercourses on the site.

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Servicing:

Prior to final reading, the applicant is required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement, and utility upgrades and / or extensions to the acceptance of the Township. Road dedications, widening, and necessary traffic improvements will be required in accordance with the Subdivision and Development Servicing Bylaw and the Carvolth 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. A community stormwater detention facility exists at 20225 and 20241 – 86 Avenue to support the proposed development and overall catchment area.

Schools:

School District 35 has provided comments (Attachment C) and anticipates that the overall development will generate approximately three new students for Willoughby Elementary (located approximately 1.6 km southeast of the site), two new students for Yorkson Creek Middle School (located approximately 0.7 km southeast of the site) and four new students for R.E. Mountain Secondary School (located approximately 1.3 km south of the site).

Policy Considerations:

The proposed development is located in an area designated High Density Residential and High Street Mixed Use in the Carvolth Neighbourhood Plan. The proposed development complies with the provisions of the Carvolth Neighbourhood Plan and with the proposed Comprehensive Development CD-171 Zone. The overall form and character of the development is consistent with the objectives of the Carvolth Neighbourhood Plan.

Staff recommend that Council give first and second reading to Bylaw No. 5783 and authorize issuance (at time of final reading of Bylaw No. 5783) of accompanying Development Permit No. 101048 and authorize staff to proceed with the written submission opportunity.

Respectfully submitted,

Colin Moore
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101048
ATTACHMENT B	Carvolth Neighbourhood Plan DP Guidelines
ATTACHMENT C	School District Comments
ATTACHMENT D	Public Information Meeting Summary

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101048

This Permit is issued this _____ day of _____, 2022 to:

1. NAME: Isle of Mann Property Group

ADDRESS: 401, 15336 – 31 Avenue
Langley, BC, V3Z 0X2

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 1 Section 26 Township 8 NWD Plan EPP103521

CIVIC ADDRESS: 20200 Block of 86 Avenue

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

- a. Building plans in substantial compliance with Schedule “A”;
- b. On-site landscaping plans being in substantial compliance with Schedule “B”, and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy;
- c. All signage being in compliance with Schedule “A” and the Township’s Sign Bylaw;
- d. All rooftop mechanical equipment to be screened from view; and
- e. All refuse areas to be located in an enclosure and screened.

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

- a. Issuance of an Energy Conservation and Green House Gas Emissions Reduction Development Permit
 - b. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
 - c. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
 - d. On-site landscaping to be secured by letter of credit at building permit stage;
 - e. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
 - f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.
4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a schedule to this permit which shall form a part hereof.

This permit is not a building permit.

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

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

DEVELOPMENT PERMIT NO. 101048
ISLE OF MANN PROPERTY GROUP / 20200 BLOCK OF 86 AVENUE
PAGE 2...

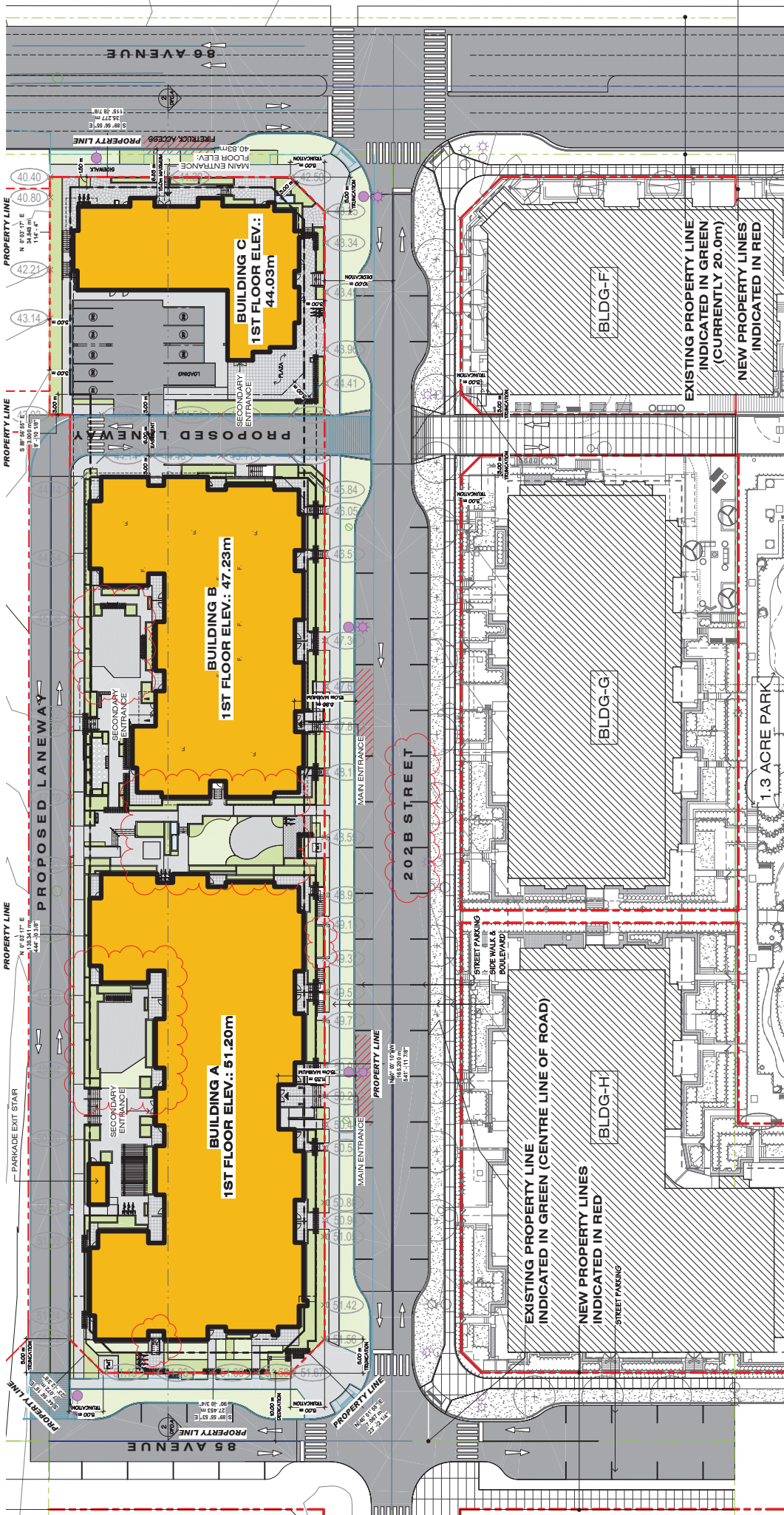
It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

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 _____, 2022.

Attachments:

SCHEDULE A Architectural Drawings
SCHEDULE B Landscape Drawings



SITE PLAN (PROJECT NORTH)
1:250



OVERALL SITE PLAN

LANGLEY CONDOS

202B STREET - 86TH AVENUE, LANGLEY BC

SCALE: 1:250
JOB NO. 1705

Sept. 28, 2020

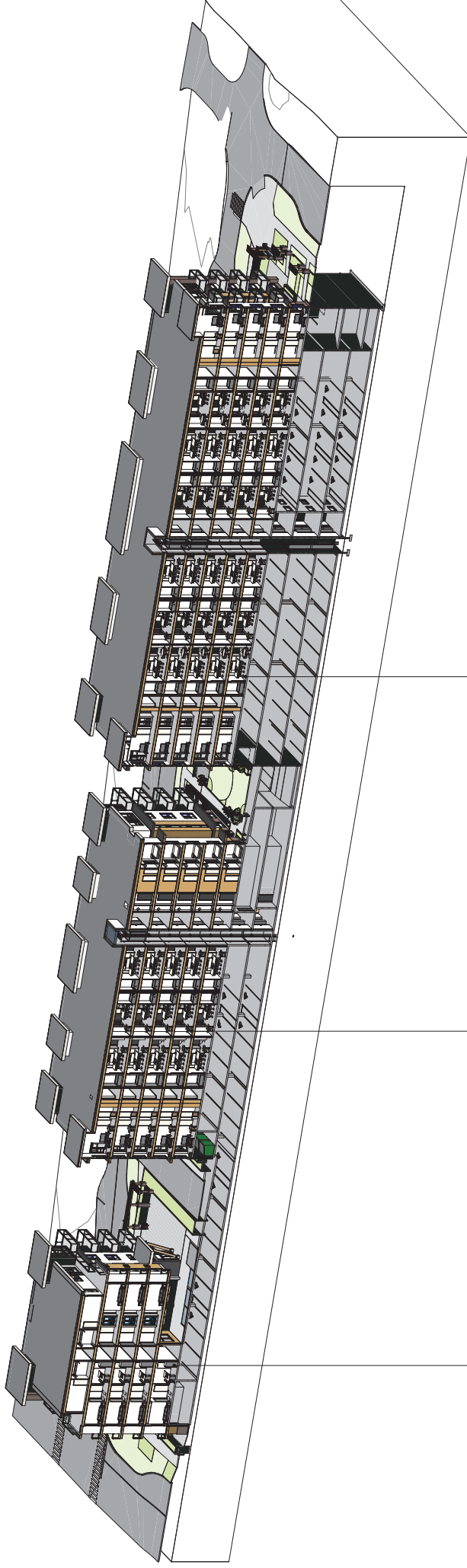
604.793.9445
searchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-280 W. Railway St
V2S 2E2



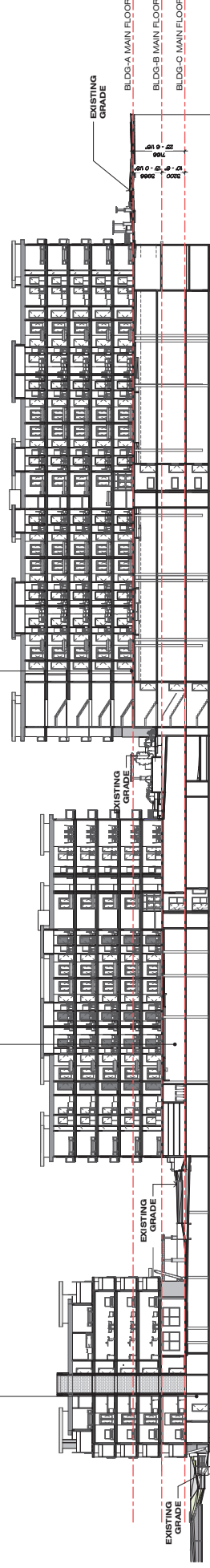




BUILDING - A
MAIN FLOOR ELEVATION 51.20m

BUILDING - B
MAIN FLOOR ELEVATION 47.23m

BUILDING - C
MAIN FLOOR ELEVATION 44.03m



SITE SECTION
1:1,200



PERSPECTIVE FROM 85 AVE & 202B STREET

RENDERINGS - BUILDING A
LANGLEY CONDOS
8664 - 86TH AVENUE, LANGLEY BC

SCALE
JOB NO. 17105

Sept 28, 2021

604 793 9445
searchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2180 W. Railway St
V2S 2E2



PERSPECTIVE OF BUILDING A MAIN ENTRANCE



PERSPECTIVE FROM 202B STREET / INNER COURTYARD



PERSPECTIVE FROM PROPOSED LANEWAY



PERSPECTIVE FROM PROPOSED LANEWAY

RENDERINGS - BUILDING A

LANGLEY CONDOS

202B 86TH AVENUE, LANGLEY BC

SCALE
JOB NO. 17105

Sept 28, 2020

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Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2180 W. Railway St
V2S 2E2

DP 0.6

station one
architects





PERSPECTIVE FROM 202B STREET

RENDERINGS - BUILDING B
LANGLEY CONDOS
86TH AVENUE, LANGLEY BC

SCALE
JOB NO. 17105

Sept 28, 2021

604 793 9445
searchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2180 W. Railway St
V2S 2E2



DP 3.7



PERSPECTIVE FROM 202B STREET



PERSPECTIVE FROM 202B STREET & PROPOSED LANEWAY



PERSPECTIVE FROM PROPOSED LANEWAY



PERSPECTIVE OF PARKADE ENTRANCE

RENDERINGS - BUILDING B

LANGLEY CONDOS

8664 - 86TH AVENUE, LANGLEY BC

SCALE
JOB NO. 17105

Sept 28, 2021

604 793 9445
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Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2



**station one
architects**

DP 3.8



PERSPECTIVE FROM 86 AVE

RENDERINGS - BUILDING C
LANGLEY CONDOS
8664 - 86TH AVENUE, LANGLEY BC

SCALE
JOB NO. 17105

Sept. 28, 2021

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Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2



PERSPECTIVE FROM PROPOSED LANEWAY



PERSPECTIVE FROM 86 AVE



PERSPECTIVE FROM 202B STREET & 86 AVE



PERSPECTIVE FROM PROPOSED LANEWAY

RENDERINGS - BUILDING C

LANGLEY CONDOS

202B 86TH AVENUE, LANGLEY BC

SCALE
JOB NO. 17105

Sept 28, 2021

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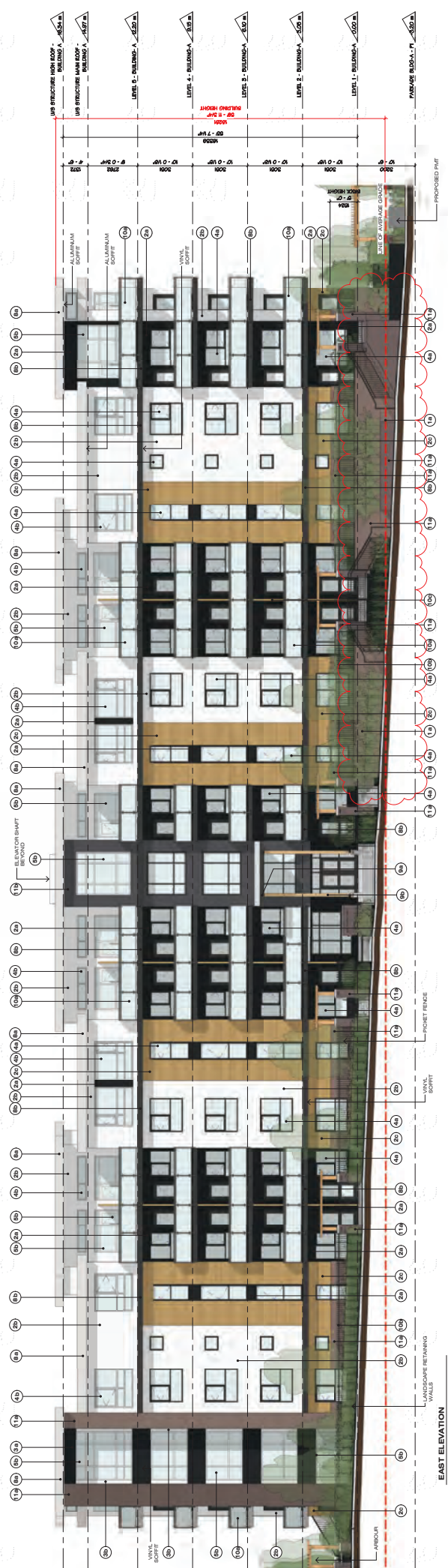
Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2



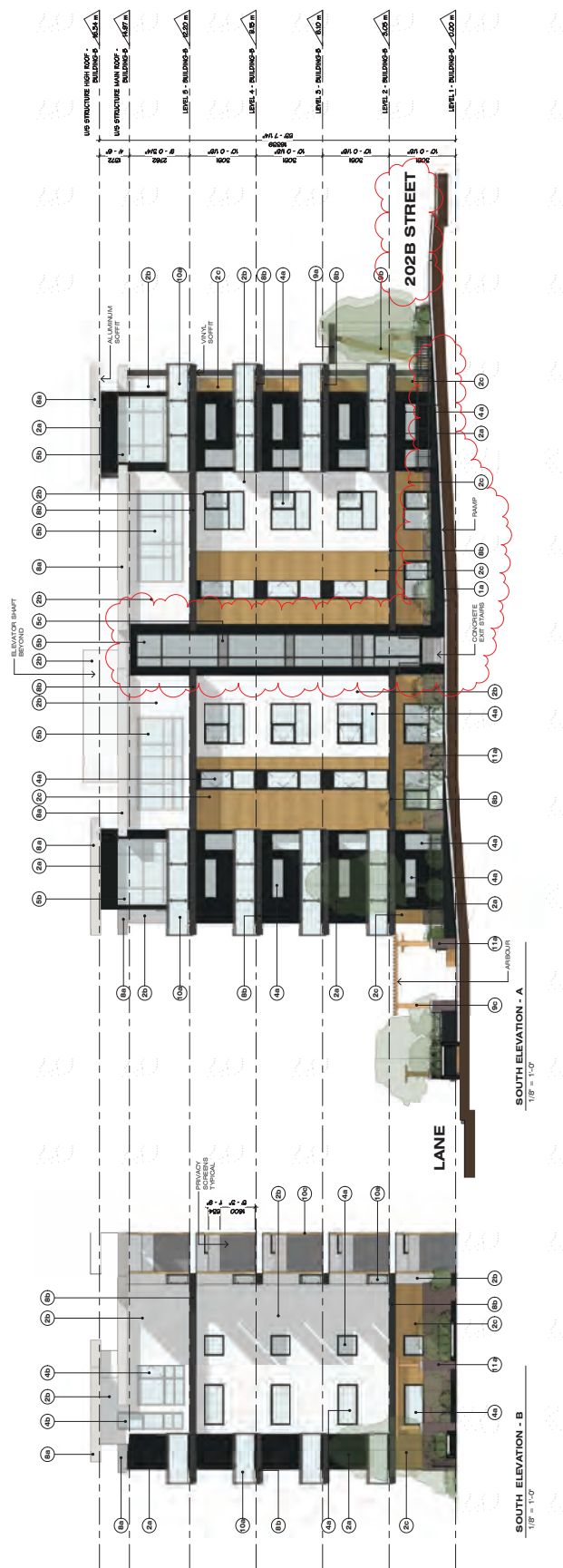
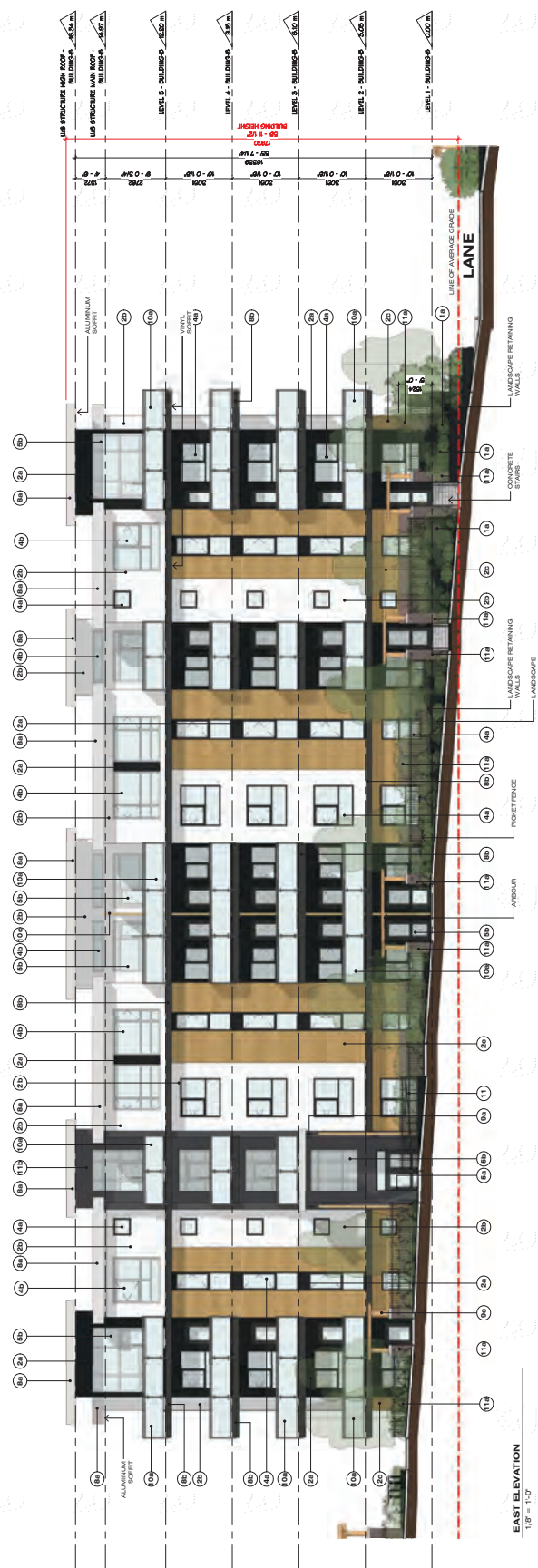
**station one
architects**

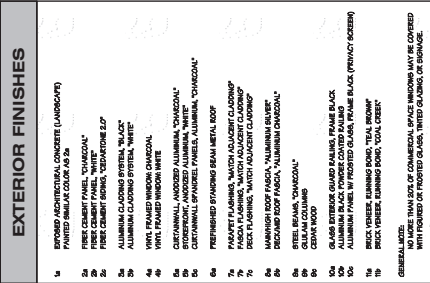
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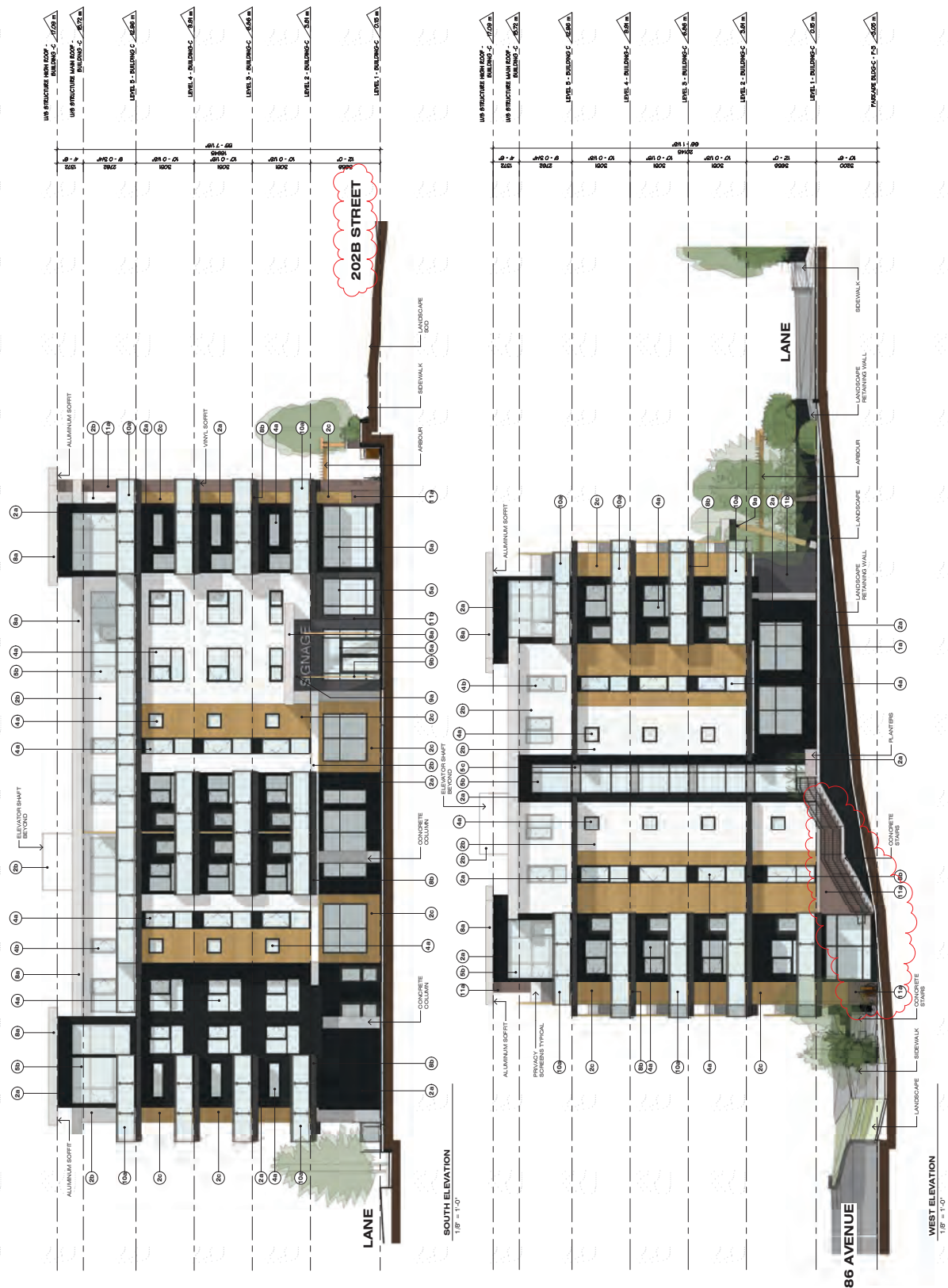


EXTERIOR FINISHES

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Abbotsford 203-2190 W. Railway St V2S 2E2

Chilliwack 9355 Young Rd V2P 4S3

604 793 9445

station one architects

86 AVE EAST CONDOMINIUMS

20264 86TH AVE, LANGLEY, BC
TOL NO. 08-26-0213

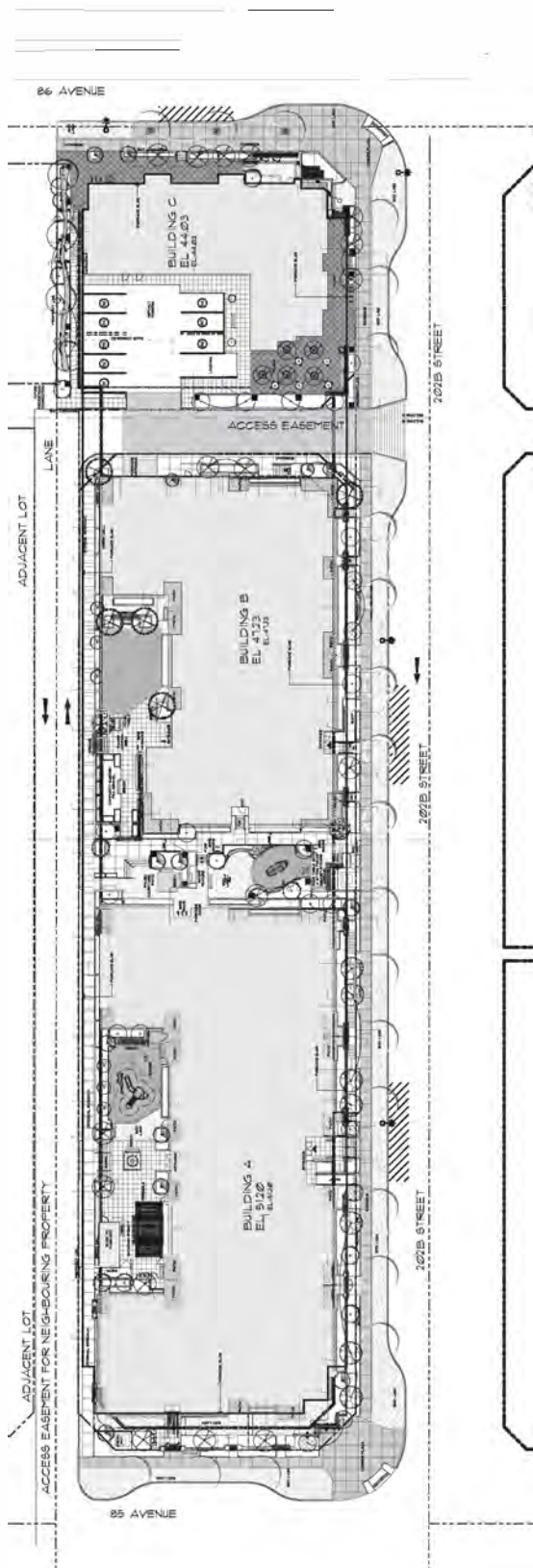
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NO. DATE DESCRIPTION
20220428 REVISED FOR TOL COMMENTS
20210304 REVISED FOR TOL COMMENTS
20210114 ISSUED FOR PERMIT REVIEW
20210114 ISSUED FOR PERMIT REVIEW

OVERALL LANDSCAPE PLAN
JOB NO. 1705
SCALE 1:300
DATE 20210114
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

F.3
L1.0

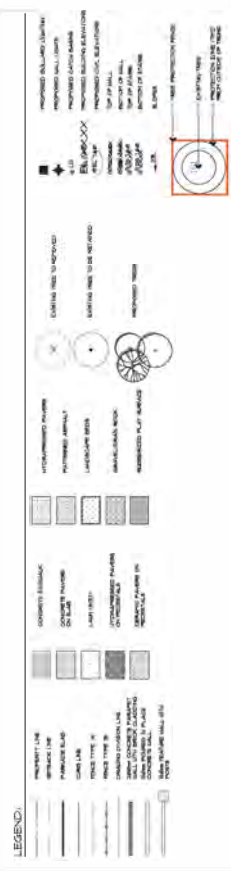
OVERALL LANDSCAPE PLAN

SCALE: 1:300



GENERAL NOTES:

1. CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
2. PROVIDE 10% GRADE TO ALL EXISTING UTILITIES AND MAINTAIN EXISTING UTILITIES TO REMAIN.
3. PROVIDE 10% GRADE TO ALL EXISTING UTILITIES AND MAINTAIN EXISTING UTILITIES TO REMAIN.
4. PROVIDE 10% GRADE TO ALL EXISTING UTILITIES AND MAINTAIN EXISTING UTILITIES TO REMAIN.
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10. PROVIDE 10% GRADE TO ALL EXISTING UTILITIES AND MAINTAIN EXISTING UTILITIES TO REMAIN.





WE EAST CONDOMINIUMS
20264 86TH AVE, LANGLEY, BC
TOL. NO. 08-26-0213

REVISIONS	NO.	DATE	DESCRIPTION
1	2020.12.15	ISSUED FOR-DP REVIEW	
2	2021.01.14	ISSUED FOR-DP	
3	2021.10.04	RE-ISSUE FOR DP REVIEW	
4	2021.10.20	RE-ISSUE FOR DP	
5	2022.04.26	REVISED DP - TOL COMMENTS	

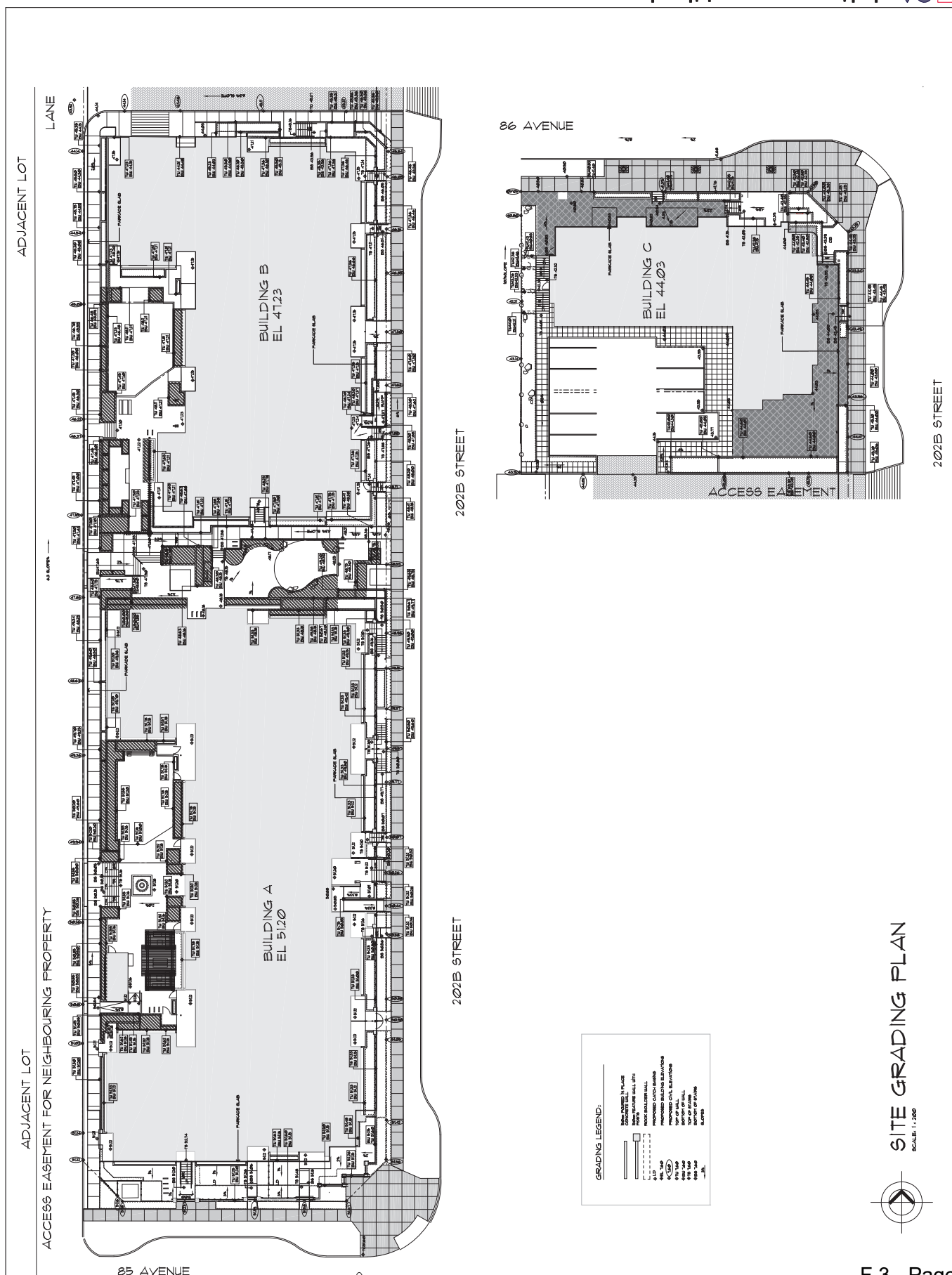
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DATE	2021.01.14	DATE	2021.01.14	DATE	2021.01.14
SCALE	1:500	SCALE	1:500	SCALE	1:500
DATE	17105	DATE	17105	DATE	17105
DATE	NO.	DATE	NO.	DATE	NO.

F.3
117

Abbotsford 203-2190 W. Railway St V2S 2E2

604 793 9445 Chilli!wack 9355 Young Rd V2P 4S3

VOX station one architects





Abbotsford 203-2190 W. Railway St V2S 2E2

DRAWING NAME

86 AVE EAST CONDOMINIUMS

20264 86TH AVE, LANGLEY, BC

TOL NO. 08-26-0213

Chilliwack 9355 Young Rd V2P 4S3

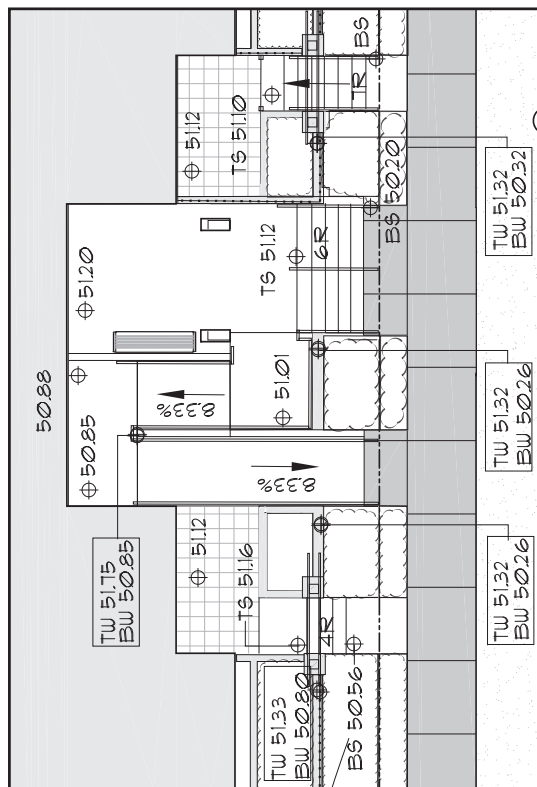
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NO.	DATE	DESCRIPTION
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2	2021.04	REVISED FOR OP REVIEW
3	2021.04	REVISED FOR OP
4	2021.04	REVISED FOR OP
5	2022.04.28	REVISED DP - TOL COMMENTS

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DATE	2021.04

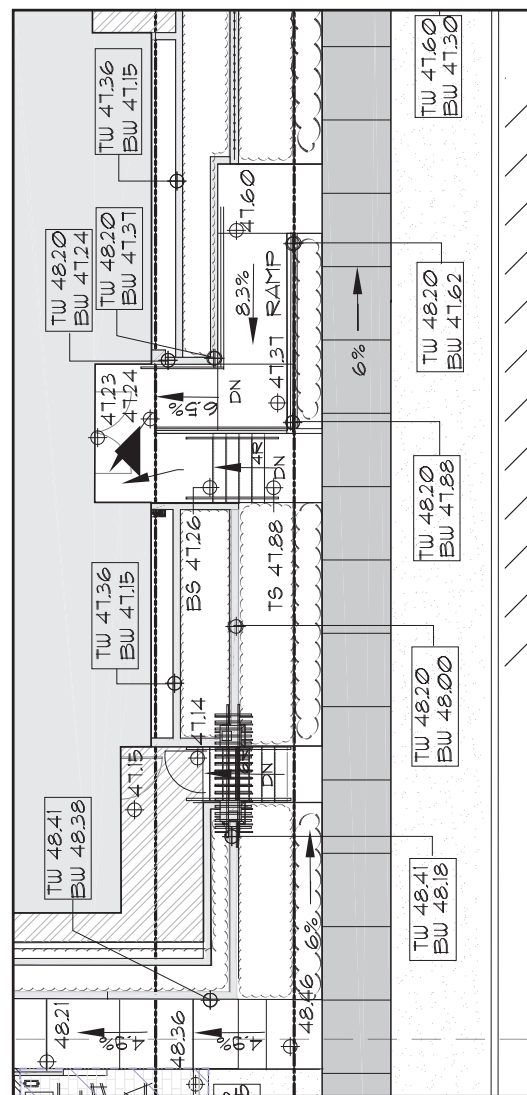
L1.2
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station one architects



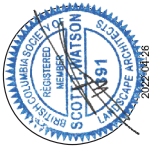
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SCALE 1:50



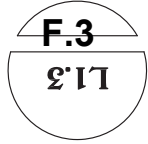
ACCESSIBLE RAMP- FRONT ENTRANCE - BUILDING B

SCALE 1:50



Abbotsford 203-2190 W. Railway St V2S 2E2

Chilliwack 9355 Young Rd V2P 4S3 604 793 9445



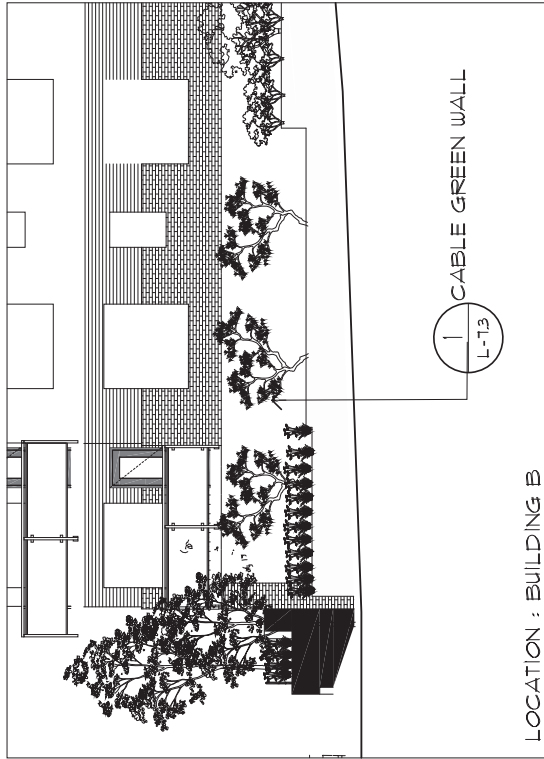
86 AVE EAST CONDOMINIUMS
20264 86TH AVE, LANGLEY, BC
TOL. NO. 08-26-0213

NO.	DATE	DESCRIPTION
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4	202110.20	RE-ISSUED FOR PER REVIEW
5	202204.28	REVISED BP - TOL COMMENTS

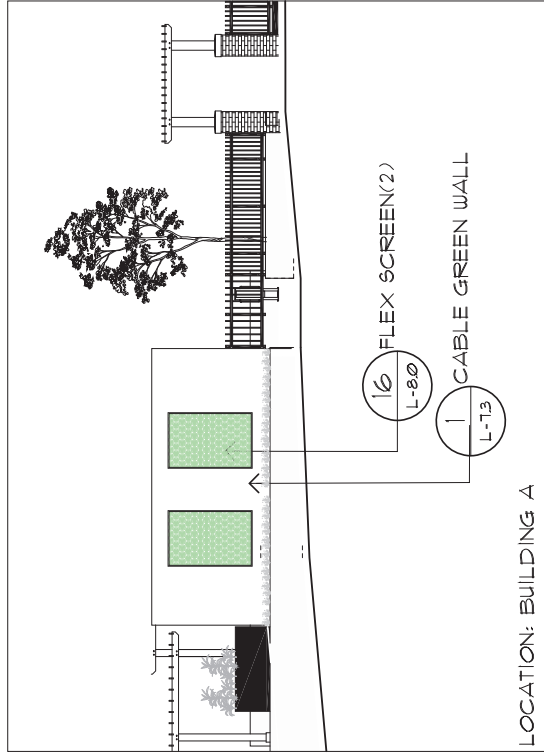
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JOB NO.	17105
SCALE	1/150, 1/120
DATE	2022.01.04



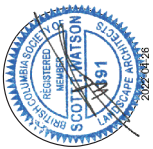
PLANTER WALL ELEVATIONS @ BACK LANE
SCALE: 1/150



ENLARGED ELEVATION - CABLE GREEN WALLS
SCALE: 1/150



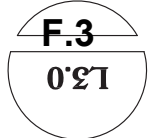
LOCATION: BUILDING A



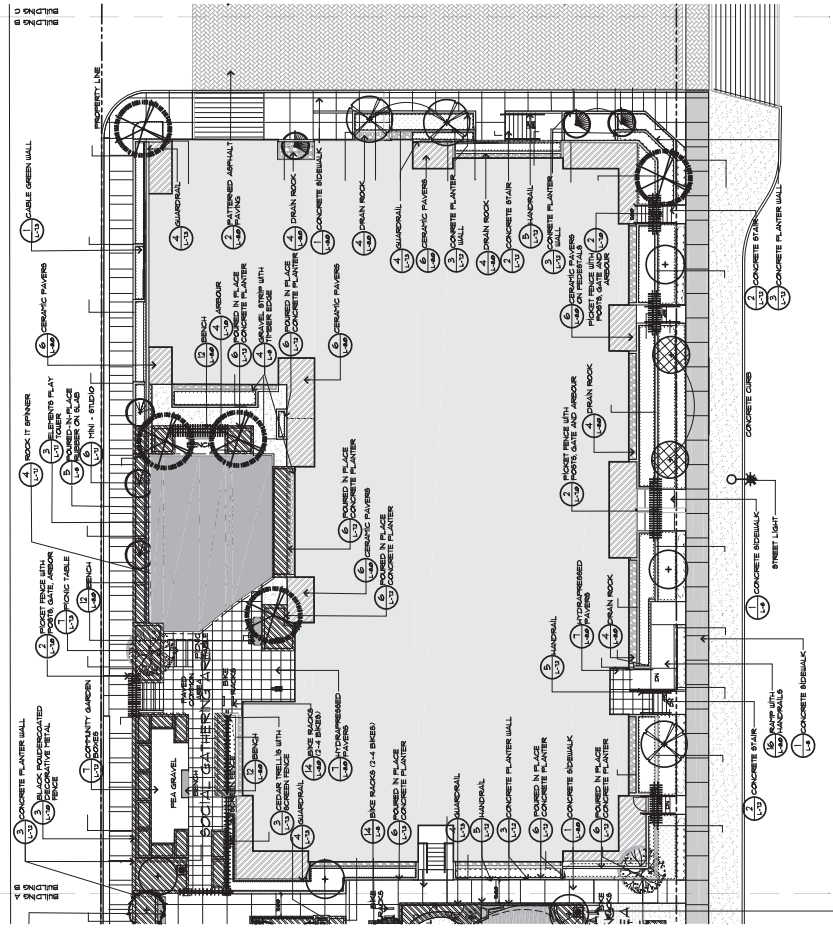
Abbotsford 203-2190 W. Railway St V2S 2E2

Chilliwack 9355 Young Rd V2P 4S3 604 793 9445

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BUILDING B
SCALE: 1:50



LEGEND:

	PROPERTY LINE		CONCRETE SCREED		PROPOSED BUILDING LIGHTING
	ARCH TRACK LINE		CONCRETE PAVERS ON SLAB		PROPOSED WALL LIGHTING
	CAMP LINE		LAWN (GRASS)		PROPOSED CATCH BASINS
	FENCE TYPE 1		HYDRATED PAVERS		PROPOSED BUILDING ELEVATIONS
	FENCE TYPE 2		HYDRATED PAVERS ON PEDESTALS		PROPOSED GRAVEL ELEVATIONS
	DRAINAGE DIVIDER LINE		GRAVEL DRAIN ROCK		TOP OF WALL
	SOLID LINE WITH BRICK CLADDING		RUBBERIZED FLAT SURFACE		BOTTOM OF WALL
	CONCRETE WALL		PROPOSED TREES		TOP OF STAIRS
	SOLID FEATURE WALL WITH PORTS				BOTTOM OF STAIRS
					SLOPES

DRAWING NAME	
LANDSCAPE PLAN	
BUILDING B	
JOB NO.	17105
SCALE	1/32" = 1'-0"
DATE	2021.04

REVISIONS		
NO.	DATE	DESCRIPTION
1	2020.12.15	ISSUED FOR DP REVIEW
2	2021.01.14	ISSUED FOR DP REVIEW
3	2021.10.04	RE-ISSUE FOR DP REVIEW
4	2021.10.20	RE-ISSUE FOR DP
5	2022.04.26	REVISED DP - TOL COMMENTS

DRAWING NAME
86 AVE EAST CONDOMINIUMS
20264 86TH AVE, LANGLEY, BC
TOL NO. 08-26-0213

20264 86TH AVE, LANGLEY, BC
TOL NO. 08-26-0213

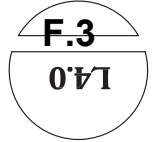


Abbotsford 203-2190 W. Railway St V2S 2E2

Chilliwack 9355 Young Rd V2P 4S3

604 793 9445

station one architects

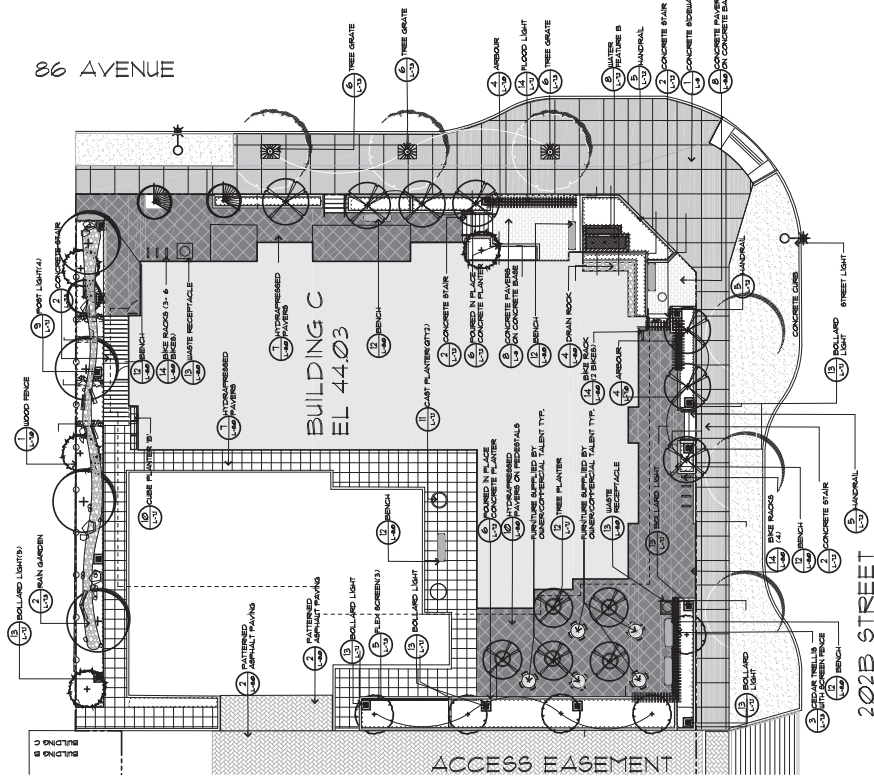


DRAWING NAME	
LANDSCAPE PLAN	
BUILDING C	
JOB NO.	17105
SCALE	1/8" = 1'-0"
DATE	2021.01.14

REVISIONS	
NO.	DATE
1	2021.01.14
2	2021.01.20
3	2021.01.28
4	2022.04.28

DESCRIPTION	
ISSUED FOR 4P REVIEW	
RE-DESIGN FOR 4P REVIEW	
RE-DESIGN FOR 4P REVIEW	
REVISED DP - TOL COMMENTS	

DRAWING NAME	
86 AVE EAST CONDOMINIUMS	
20264 86TH AVE, LANGLEY, BC	
TOL NO. 08-26-0213	

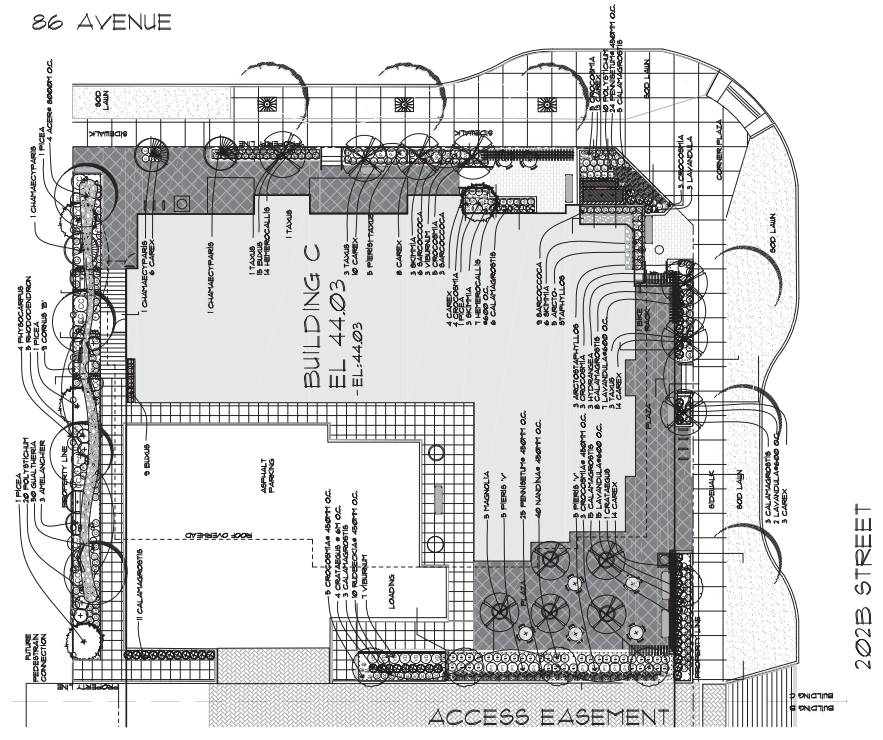


LEGEND:

PROPERTY LINE	CONCRETE SCISSOR	HYDRAPRESS PAVING	EXISTING TREE TO BE REMOVED
SETBACK LINE	CONCRETE PAVING ON CURB	PATTERNED ASPHALT	EXISTING TREE TO BE RETAINED
CEILING LINE	CONCRETE PAVING ON TERRACE	LANDSCAPE BEDS	PROPOSED TREES
FENCE TYPE 'A'	LAWN (SOI)	GRAVEL/DRAIN ROCK	
FENCE TYPE 'B'	HYDRAPRESS PAVING ON TERRACE	RUBBERIZED PLAY SURFACE	
PAVING DIVISION LINE	CERAMIC PAVING ON TERRACE		
30" CM CONCRETE PARAPET WALL WITH SCREEN FENCE			
CONCRETE WALL			
CONCRETE WALL WITH			
SCREEN FENCE			

BUILDING C
SCALE 1" = 80'

NOTE: 10 REPLACEMENT TREES REQUIRED BY ARBORIST FOR PROJECT.
ON L6.2 - 14 DECIDUOUS TREES AND 14 CONIFEROUS TREES



DRAWING NAME		JOB NO.	
PLANTING PLAN		17105	
SCALE		1/8" = 1'-0"	
DATE		2021.01.14	

ATTACHMENT B**3. DESIGN GUIDELINES****3.1 OVERVIEW**

Urban design is the comprehensive and cohesive combination of buildings, streets, and open spaces to create memorable public spaces. The essence of good urbanism is determined by the relationship between the public and private realm. Buildings, streets, and other public open spaces scaled and designed for human comfort and use are essential to the creation of a functional, aesthetically rich and vibrant neighbourhood.

3.2 JUSTIFICATION AND INTENT

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

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

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

3.3 DESIGNATION

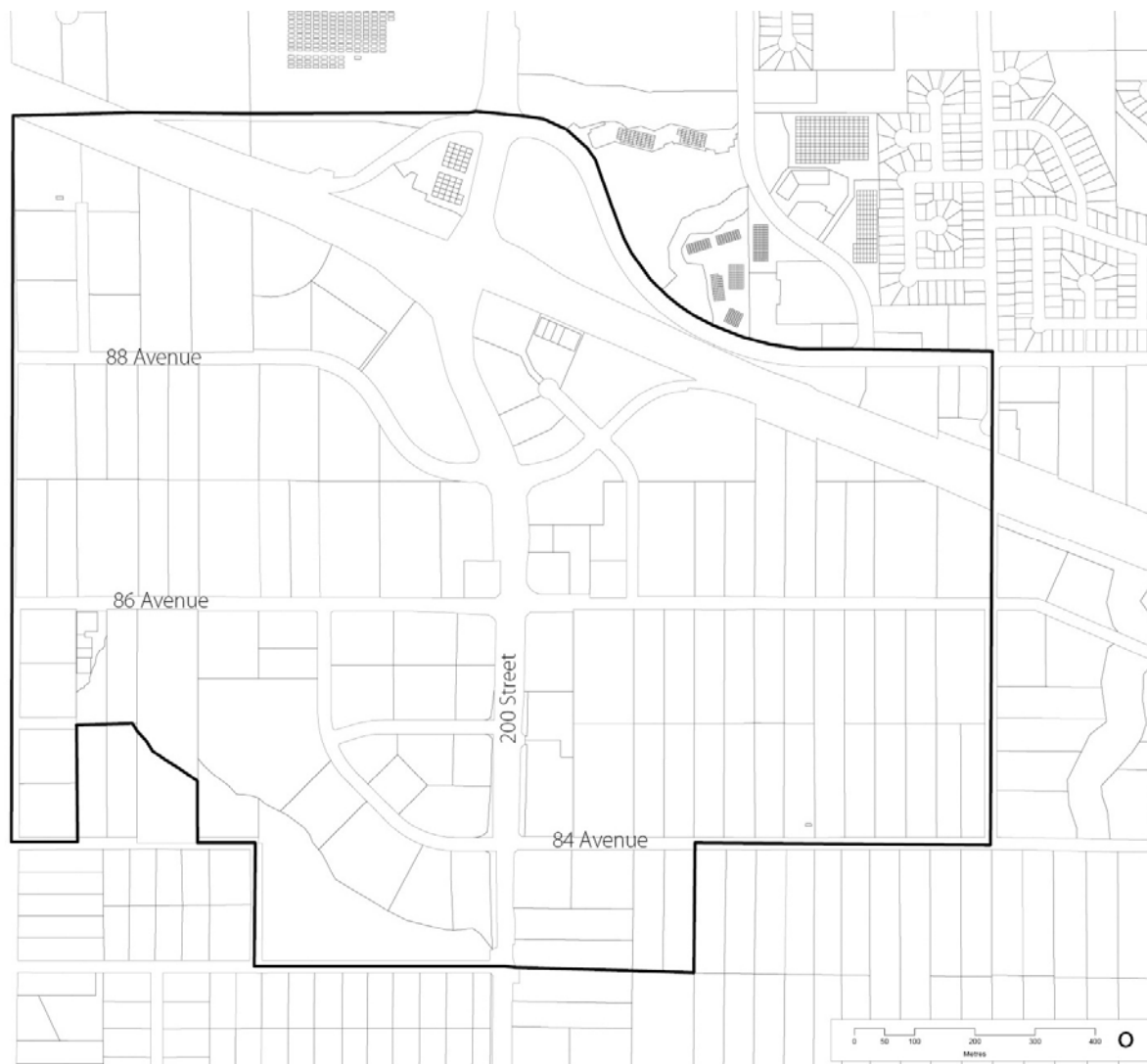
The Carvolth Development Permit Area is identified in the Willoughby Community Plan as Development Permit Area “M”. The lands identified on Figure 42: Carvolth Development Permit Area are designated under the following sections of the Local Government Act:

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

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

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

Figure 1. Carvolth Development Permit Area.



3.4 GENERAL GUIDELINES

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

3.4.1 Connectivity

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

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

3.4.2 Street Definition

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

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



Figure 2. Mid-block pedestrian pathways increase connectivity.

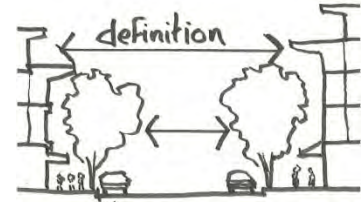


Figure 3. Buildings and street trees can be used to create "street definition".

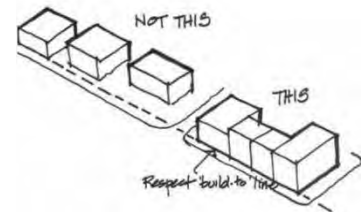


Figure 4. Use a common "build to line" to create a street definition and a sense of enclosure.

3.4.3 Height and Massing

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

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

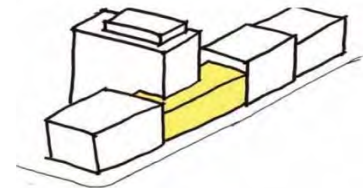


Figure 5. The base massing of this taller building should complement setbacks and heights of adjacent buildings.



Figure 6. Step buildings down to respond to the natural topography of the site.

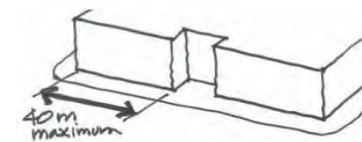


Figure 7. Limit the visual mass of building façades to lengths of 40 m or less.

3.4.4 Active Frontages

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

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

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



Figure 8. Vertical setbacks break up the visual mass of buildings.



Figure 9. When unavoidable, blank walls should be screened to make it more visually interesting.

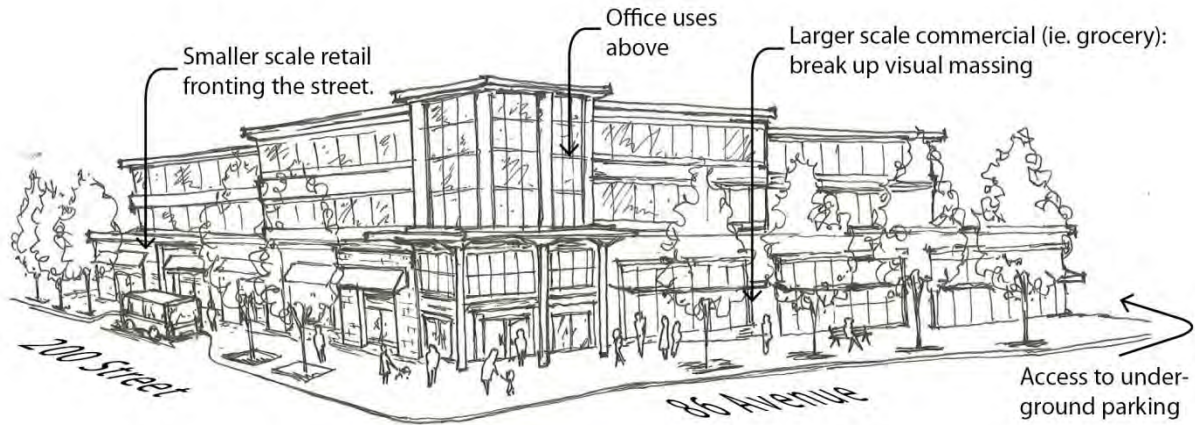


Figure 10. Orient buildings to, and provide direct pedestrian access from, the adjacent public street/sidewalk.



3.4.5 Weather Protection

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



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

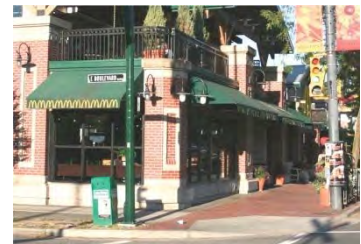


Figure 11. Weather protection to enhance pedestrian comfort.



Figure 12. Canopies provide weather protection over a large area in front of buildings.

3.4.6 Green Development

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

Site Design

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

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

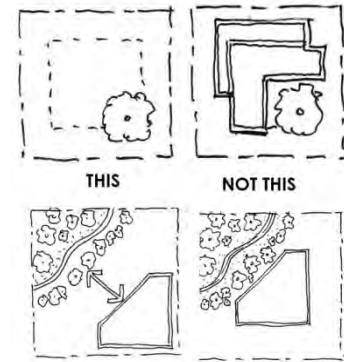


Figure 13. Retain existing trees and buffer ecologically sensitive areas.

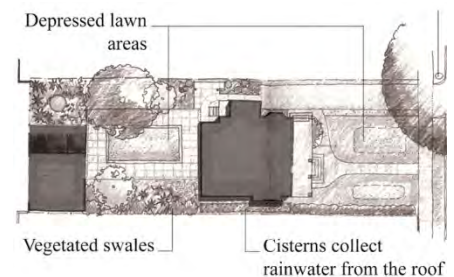


Figure 14. Landscape design can contribute to local ecosystem health.

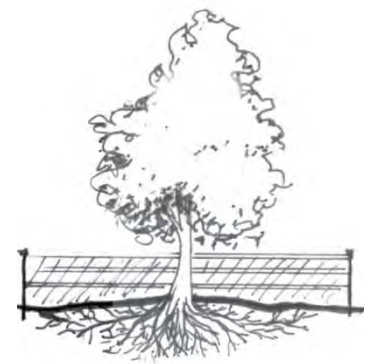


Figure 15. Protective barriers around existing trees.

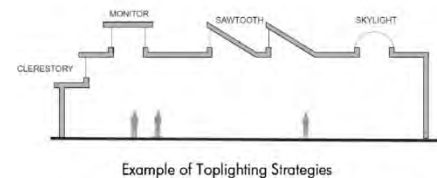


Figure 16. Roof openings can provide lighting where typical side lighting is restricted.

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

Energy Performance

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

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

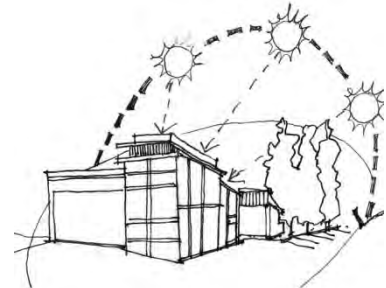


Figure 17. Buildings oriented to maximize use of solar energy.



Figure 18. Corner and through units facilitate natural ventilation and daylight access.

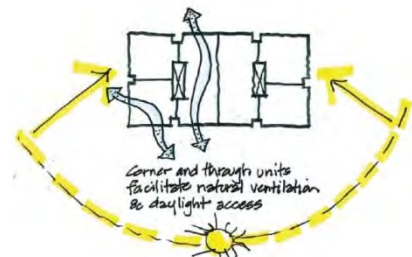


Figure 19. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open spaces and buildings.

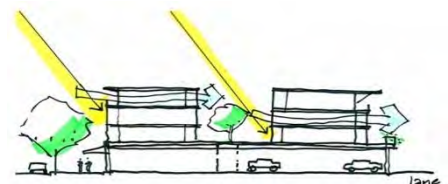


Figure 20. Through units allow for natural ventilation and increased daylight access.

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



Figure 21. Ensure light penetration into interior living spaces in winter, and protection from direct sunlight in the afternoon hours of summer.

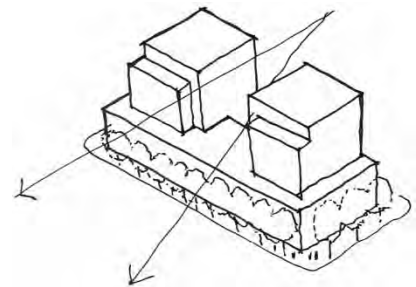


Figure 22. Slender building forms enhance daylight penetration and cooling through cross ventilation.



Figure 23. Sun shading devices reduce lighting and cooling demands and protect the building envelope from pre-mature aging.

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



Figure 24. Shared composting facilities.

Water

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

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

3.4.7 Public Realm

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

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



Figure 25. Buildings should be designed and oriented to encourage casual surveillance and "eyes on the street."

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

3.4.8 Safety, Security and Accessibility

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

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



Figure 26. Buildings oriented to the street with clear definition of the transition from public to private realm help to promote neighbourhood safety and security.

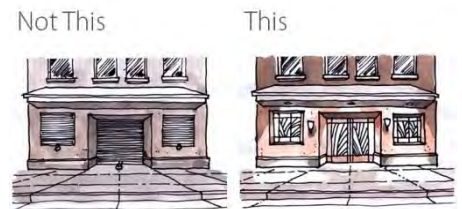


Figure 27. Security grilles can be incorporated in an attractive way.

3.4.9 Tall Buildings

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

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

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

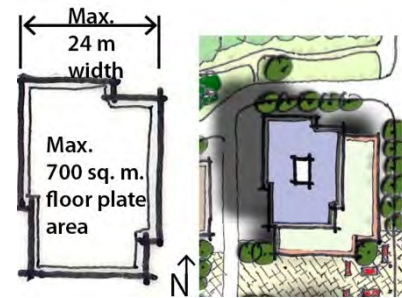


Figure 28. Tall buildings.

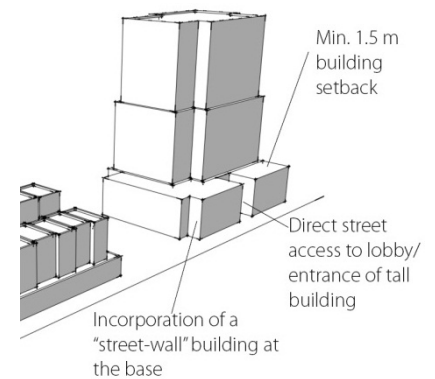


Figure 29. Ensure vertical and horizontal articulation.

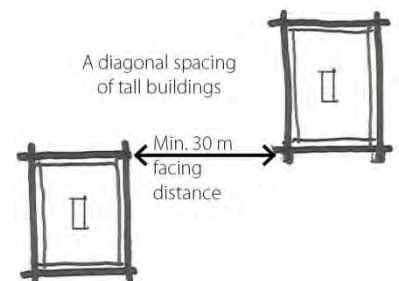


Figure 30. Spacing of tall buildings.



Figure 31. Variation in tower form and design should be achieved.

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

3.4.10 Master Planning Tall Buildings and Large Sites

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

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

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

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

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



Figure 32. Master planning should reflect the pattern of streets, open spaces and built form described in this plan.

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

3.4.11 Parking, Servicing and Access

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

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

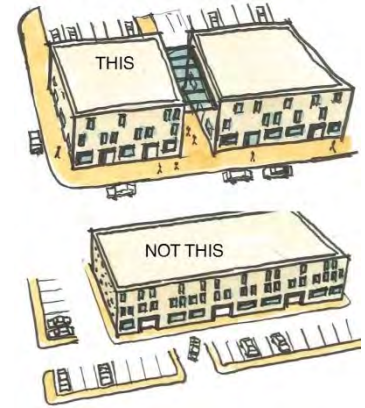


Figure 33. Off-street parking uses should not be located between the front of a building and the public sidewalk.



Figure 34. Access to underground parking should be architecturally integrated to minimize the visual impact.



Figure 35. Screen surface parking using a trellis, landscaping, or climbing vines that maintain site lines.

- Incorporate pedestrian pathways and landscaping into surface parking areas. Pedestrian sidewalks should be incorporated into islands to minimize conflict with vehicles.
- Bicycle parking should be located in a visible, active and well lighted area convenient to primary building access and bike route access.

3.4.12 Lighting

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

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



Figure 36. A combination of wall-mounted lights and up lighting animate the building façade and adjacent pedestrian areas.

3.4.13 Landscaping

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

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

3.4.14 Stormwater Source Control

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

Absorbent Landscape:

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

Infiltration Swale:

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

Infiltration Rain Garden:

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



Figure 37. Stormwater infiltration as an amenity for residents.



Figure 38. Weirs and check-dams help to slow the flow of water and facilitate infiltration.



Figure 39. Storm water source controls like these rain gardens reduce pollutant run-off.

Pervious Paving:

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



Extensive Green Roof

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



Infiltration Trench

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

3.5 CHARACTER AREA GUIDELINES

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

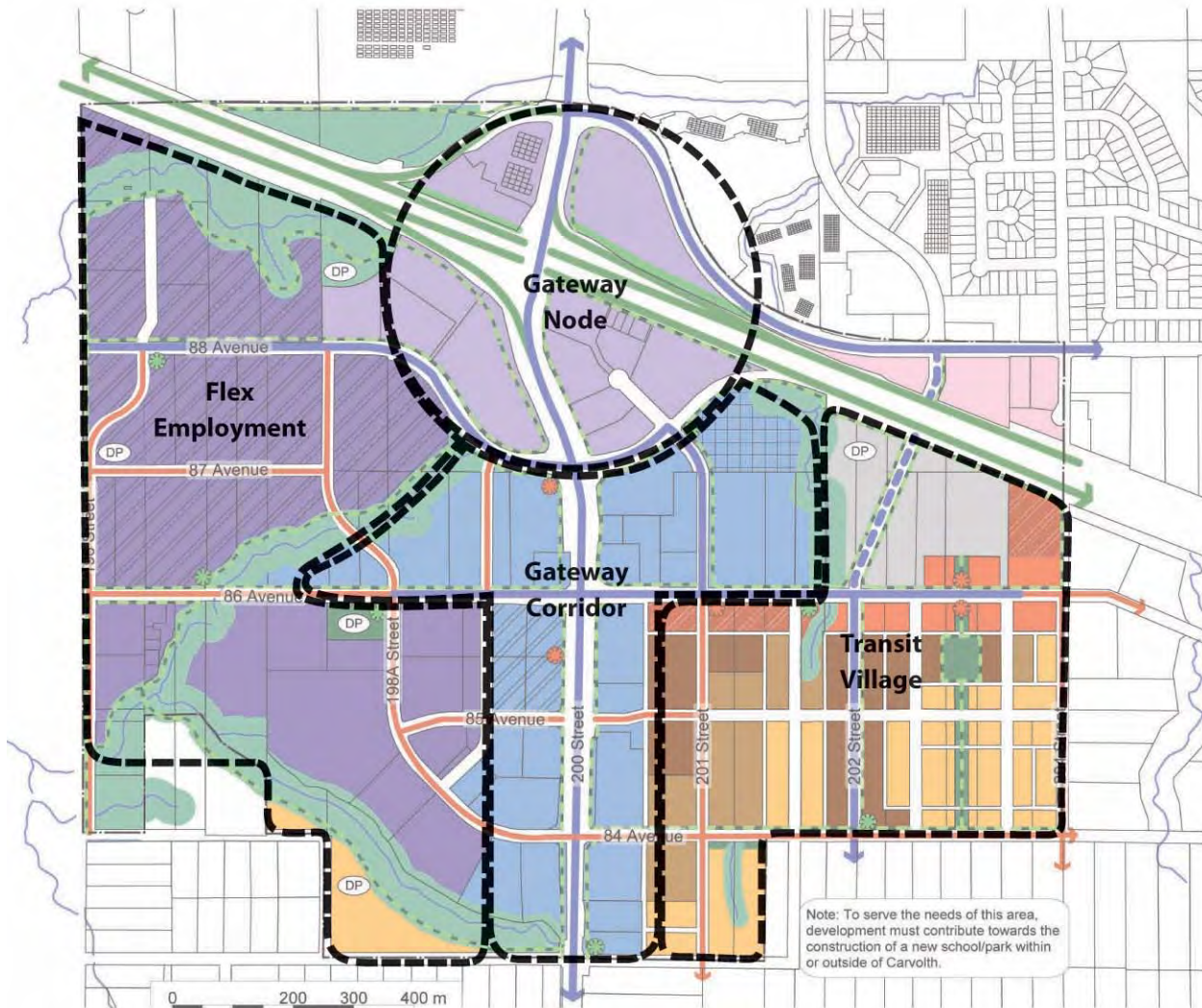


Figure 40. Map of Character Areas.

Figure 41. Illustrative Concept Plan: Gateway Node.





Figure 42. View of Carvolth Gateway Looking West From Highway 1.

3.5.1 Gateway Node

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

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

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

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

- Site prominent buildings with signature architecture in areas of key visibility. Design gateway buildings to emphasize the focal nature of these locations.
- Maintain a minimum facing distance between tall buildings of 35 m to ensure adequate light, air and views.

- Orient buildings so that they present an attractive facade toward the highway.
- Utilize buildings and landscaping to effectively screen large parking areas, service and loading areas.
- Where possible buildings should be aligned parallel to the street. At intersections, buildings should be placed at or near the sidewalk of both streets to “hold the corner.”
- Provide visual design cues to motorists that they are entering an area with higher pedestrian activity (i.e., change in paving patterns, narrower lane widths, street trees etc.).

Figure 43. Illustrative Concept Plan: Gateway Corridor.





Figure 44. View of Carvolth Gateway Corridor along 200 Street.

3.5.2 Gateway Corridor

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

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

Office-Mixed Use Design Guidelines

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

Figure 45. Illustrative Concept Plan: Transit Village.



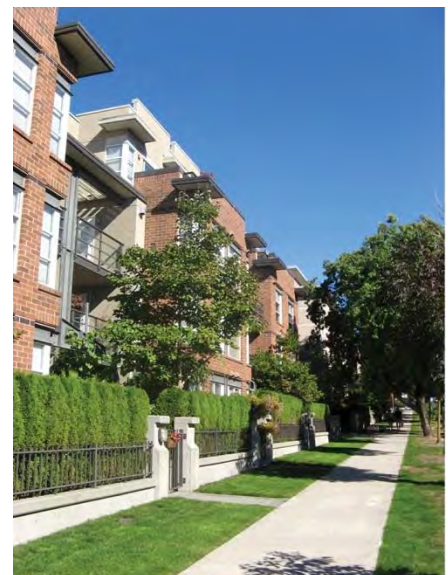


3.5.3 Transit Village

The Carvolth Transit Village is comprised of a compact mix of housing, local shops and services, parks and plazas. An interconnected network of pathways, pedestrian streets and greenways creates safe, attractive and accessible pedestrian and cycling connections to the Carvolth Transit Exchange, local shops and services, and the employment node/Frequent Transit Corridor along 200 Street.

Residential Buildings:

- Site and orient townhouses and apartments to overlook public streets, parks, walkways, and communal spaces, while ensuring the security and privacy of residents.
- Ground floor residential uses should emphasize 'doors on the street' by incorporating individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street activity and walking, and enhances safety.
- Residential entries should be clearly visible and identifiable from the fronting public street to make the project more approachable and create a sense of association amongst neighbours.
- Set back residential buildings on the ground floor by a minimum of 2 m and a maximum of 4 m, and elevate by a minimum of 0.6 m to create a semi-private entry or transition zone to individual ground floor units. For these units, ensure an alternate access point that is accessible by wheelchair (as required by the B.C. Building Code).



- A landscaped transition zone in between the entryway and public sidewalk should be considered on streets with high traffic volumes.
- Apartment lobbies and main building entries shall be clearly visible from the fronting street with direct sight lines into them. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.
- Lobbies and main building entries should be clearly visible from the street, and have direct sight lines into them. Seating in the lobby should be provided to ensure people with mobility issues have a comfortable secure place to sit while waiting for rides.
- Incorporate lobbies with multiple access points to enhance building access and connectivity with adjacent open spaces.

Human Scale:

- The design of new buildings and renovated existing buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments (for example, by articulating façades into a series of intervals).
- Design buildings to express their internal function and use.
- Incorporate into building façades a range of architectural features and design details that are rich and varied to create visual interest when approached by pedestrians.
- Examples of architectural features include:
 - » Building height, massing, articulation and modulation.
 - » Bay windows and balconies.
 - » Corner features accent, such as turrets or cupolas.
 - » Decorative rooflines and cornices.
 - » Building entries.
 - » Canopies and overhangs.
- Examples of architectural details include:
 - » Treatment of masonry (ceramic tile, paving stones, brick patterns, etc.).
 - » Treatment of siding (for example, the use of score lines, textures, and different materials or patterning to distinguish between different floors).
 - » Articulation of columns and pilasters.
 - » Ornament or integrated artwork.
 - » Integrated architectural lighting.
 - » Detailed grilles and railings.
 - » Substantial trim details and moldings.
 - » Trellises and arbors.



Figure 46. Architectural details and features help to create visual interest when approached by pedestrians.



Figure 47. Architectural features and details combined in a simple and pleasing composition.

Locate and design entrances to create building identity and to distinguish commercial and/or residential ground floor units. Use a high level of architectural detail and, where appropriate, landscape treatment to emphasize primary entrances as “punctuation” in the overall streetscape treatment.

- Design balconies as integral parts of buildings and to maximize daylight access into dwellings through the use of glazed or narrow metal spindle guardrails.
- Clearly distinguish the roofline from the walls of buildings (for example, through the use of a cornice, overhang, or decorative motif).

Windows and Doors

- Windows can be used to reinforce the human scale of architecture by incorporating individual windows in upper storeys that:
 - » Are vertically proportioned and approximately the size and proportion of a traditional window.
 - » Include substantial trim or molding.
 - » Are separated from adjacent windows by a vertical element.
 - » Are made up of small panes of glass.
 - » Are separated with moldings or jambs but grouped together to form larger areas of glazing.
- The use of figured or frosted glass or tinted glazing is discouraged for windows facing the street except for compatible use of stained glass or where figured or frosted glass comprises a maximum 20% of the glazing. This creates a welcoming, visually interesting and transparent street frontage.

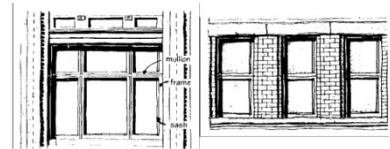
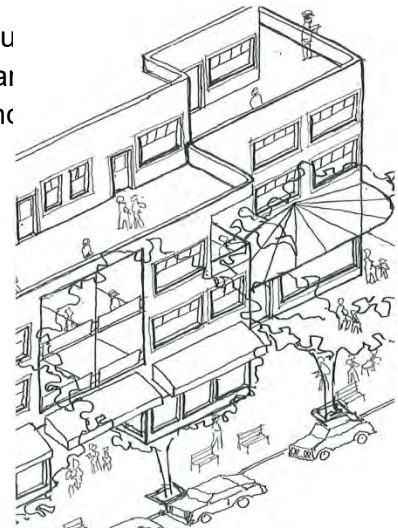


Figure 48. Punched windows with vertical proportions create variation and texture in the façade and help achieve a human scale.



Exterior Materials

- A key objective is to encourage the use and expression of wood as a renewable resource. This can be achieved through the use of wood in façade design and the architectural expression of buildings.
- In general, new buildings should incorporate natural building materials into façades to avoid a “thin veneer” look and feel, incorporated with more modern treatments, including glass curtain walls for office buildings.

The following materials are recommended, acceptable, or discouraged for use:

- Recommended:
 - » Natural wood materials, including:
 - Milled and un-milled timbers.
 - Window and door trim.
 - Canopy structures and signage.
 - » Brick masonry, glazed tile, stone, concrete (painted).
 - » Flat profile “slate” concrete tiles.
 - » Glass and wood for window assemblies.
 - » Standing seam metal roofing.
- Acceptable:
 - » Pre-finished metal, non-corrugated type, emphasizing either vertical or horizontal arrangements but not both.
 - » Limited amounts of stucco.
- Discouraged:
 - » Vinyl siding or window frames.
 - » Swirl Type Stucco.

Landscaping

- Landscaping should be used to create a positive interface between buildings and streets by using perennials, shrubs, and trees to soften buildings, where appropriate.
- Hard landscape treatments such as terraced retaining walls and planters should be used to transition between grades, where necessary. The following are preferred approaches for achieving this guideline:
 - » Incorporate a planter guard or low planter wall as part of the building design.
 - » Use distinctive landscaping in open areas created by building articulation.
 - » Include a special feature such as a courtyard, fountain, or pool.
 - » Emphasize entries with special planting in conjunction with trellises, decorative paving and/or lighting.

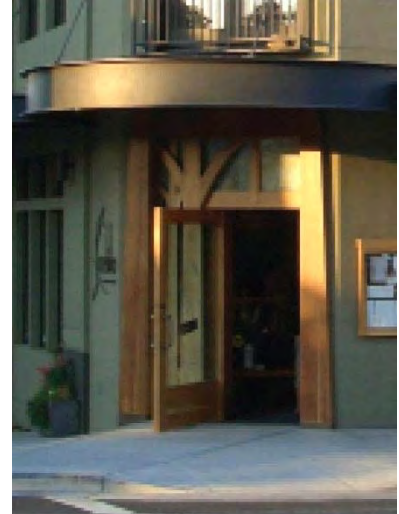


Figure 49. Tasteful use of timbers integrated with a range of complimentary colours and materials.



ATTACHMENT C



7 May 2019

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

Re: Development Application Project 08-26-0213 1 1100027 BC LTD/ISLE OF MANN

CIVIC: 20200 Block of 86 Avenue

LEGAL: Future Lot 1 Plan EPP _____ Section 26 Township 8 NWD

We have reviewed the above proposal.

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

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Condos	203	3	2	4

Given the current school catchments this development would impact Willoughby Elementary School, Yorkson Creek 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

Summary of the 20264 – 86th Avenue Condominiums Public Information Meeting

A Public Information Meeting (PIM) was held on Tuesday, April 12, 2022 between 6:00 pm and 7:30 pm via Zoom for the rezoning and development permit application for the northern portion of a property located at 20264 – 86th Avenue.

This public information meeting was to provide information about the project, including the architectural and landscape drawings, and to provide feedback and comments.

A notice for the PIM was mailed out on March 31, 2022 to 808 households in the surrounding neighborhood. In addition, a notice was placed in the local newspaper and appeared in the March 30, 2022 and April 6, 2022 editions of the Langley Advance Times.

In response to the neighborhood mail out and newspaper notice, no comments were received, either via email or physical mail.

During the PIM via Zoom, there were a total of four attendees:

- Brent Tedford (developer from Isle of Mann)
- Alvin Bartel, Architect AIBC (architect from Station One Architects)
- Leon Schroeder (senior associate from Station One Architects)
- Colin Moore, RPP MCIP (senior planner from the Township of Langley)

No members of the public joined the PIM during the 1.5 hour timeframe.

Based on not receiving any written feedback and having no one from the public attend the PIM, it would appear that the surrounding neighborhood does not oppose this proposed development.

Regards,



Leon Schroeder Senior Associate
 Architectural Technologist AIBC, LEED Green Associate, CPTED Practitioner

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (ISLE OF MANN PROPERTY GROUP)
BYLAW NO. 5783

EXPLANATORY NOTE

Bylaw No. 5783 rezones the property located in the 20200 Block of 86 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-171 to accommodate development of a mixed use development consisting of 203 apartment and 354 m² of commercial space.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (ISLE OF MANN PROPERTY GROUP)

BYLAW NO. 5783

A Bylaw to amend the 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 (Isle of Mann Property Group) Bylaw No. 5783".
2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:
 - a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-171" after the words "Comprehensive Development Zone CD-170"
 - b. Adding to Section 110.1 after the words "CD-170" the words "CD-171 – 5,000 m²"
 - c. Adding after Section 1070 "Comprehensive Development Zone CD-170" the following as Section 1071 "Comprehensive Development Zone CD-171"

1071 COMPREHENSIVE DEVELOPMENT ZONE CD-171

Uses Permitted

- 1071.1 In the CD-171 Zone only the following *uses* are permitted and all other *uses* are prohibited:
- 1) *accessory buildings and uses*
 - 2) *accessory home occupations* subject to Section 104.3
 - 3) *group children's day care* subject to Section 1071.3
 - 4) *apartments* subject to Section 1071.2
 - 5) *commercial uses* subject to Section 1071.3

Residential Uses

- 1071.2 *Apartments* are only permitted in Buildings A and B and above the ground floor of Building C as shown in Section 1071.12.

Commercial Uses

- 1071.3 *Commercial uses* and *group children's day care uses* are only permitted on the ground floor of Building C as shown in Section 1071.12.

Gross Floor Area of Buildings and Structures

- 1071.4 The maximum *gross floor area* of all *buildings* and *structures* shall not exceed 17,300 m². The maximum number of residential units shall not exceed 203 units.

Lot Coverage

- 1071.5 The maximum permitted *lot coverage* of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Siting of Buildings and Structures

- 1071.6 *Buildings* and *structures* shall be sited in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

- 1071.7 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall be in accordance with and not exceed Section 1071.12. The *height* of *accessory buildings* and *structures* shall not exceed 3.75 metres or one *storey*, whichever is lesser.

Parking and Loading

- 1071.8 Parking and loading shall be provided in accordance with Section 107 and in accordance with the provisions of the Development Permit.

Subdivision Requirements

- 1071.9 All lots created by *subdivision* shall comply with Section 110 of this bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

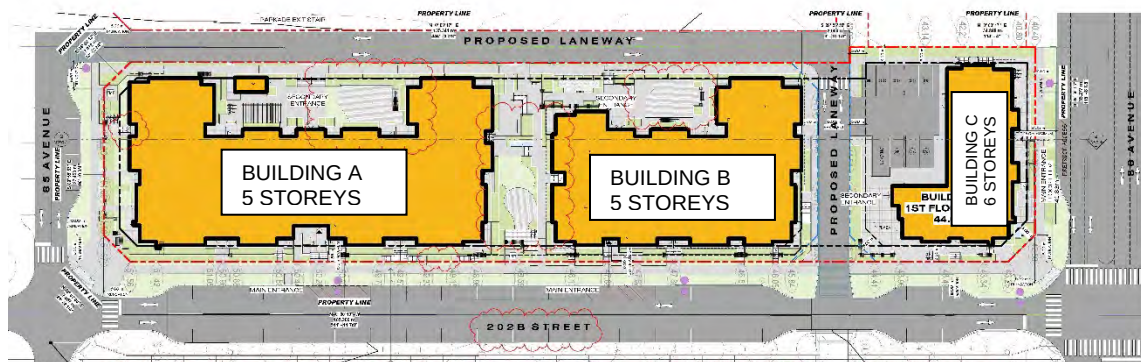
- 1071.10 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the provisions of the Development Permit.

Age Friendly Amenity

- 1071.11 Age Friendly Amenity areas shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Overall Development Plan

1071.12 Development in this zone should conform substantially with the following plan:



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

Lot 1 Section 26 Township 8 New Westminster District Plan EPP103521;

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-171

READ A FIRST TIME the	day of	, 2022
READ A SECOND TIME the	day of	, 2022
NOTICE WAS ADVERTISED the	day of	, 2022
READ A THIRD TIME the	day of	, 2022
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the	day of	, 2022
ADOPTED the	day of	, 2022

_____ Mayor _____ Township Clerk

SCHEDULE 'A' BYLAW NO. 5783

