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Steven Cross
X Architecture
23230 Billy Brown Road
Langley, BC, V1M 4G1
sc@xarchitecture.com

David Bennett
Fraser Valley Regional District
45950 Cheam Avenue
Chilliwack, BC, V2P 1N6
dbennett@fvrld.ca

Development Guidelines

Below are the individual items as set out in the Development Guidelines by the FVRD. We appreciate robust guidelines like these, as it can inform the design in unique ways. As desired, you'll find our response to all of these items in chronological order. Justification for the ones that aren't directly adhered to is also noted.

See: DP.005 - Diagrams - 02. Pedestrian Circulation

5.5.1 Pedestrian linkages shall be provided between adjacent and opposite compatible commercial developments. In this instance, compatible developments are those a person might wish to visit on the same trip, ie. a motel, restaurant or major tourist attraction.

Pedestrian access from our site has been provided at East entrance and exit from our site. Pedestrian connection is also provided from the north existing walkway to the proposed site. This will allow for future linkages between future compatible developments, as there aren't any at present.

5.5.2 Where commercial services can be expected to be used by local residents, and where such services are adjacent to pedestrian routes or bikeways, services shall be accessible from these pathways.

Continuation of the sidewalk from the roundabout to the existing road completes pedestrian connections around our small site.



5.5.3 For developments in which there is more than one building, pedestrian walkways between buildings shall be provided. Covered walks, arcades, landscaping and special paving are encouraged to connect buildings with pedestrian pathways, parking areas and roadways.

A continuous pedestrian path has connected all buildings, restaurants patios and parking lot on site.

5.5.4 Pedestrian routes shall be constructed of a uniform and complementary material used throughout the development to link all pedestrian routes and bikeways, and shall be buffered where feasible from roadways, vehicular traffic, and parking areas.

Pedestrian paths through the site are constructed of concrete and are buffered from drive aisles on the south from parking spaces and along the north from a raised curb.

See: DP.005 - Diagrams - 03. Pedestrian Circulation

5.5.5 The character of development, including landscaping and the form and character of buildings, shall provide for an attractive, safe, and distinct edge along the property frontages on Bunker, Cray, Caryks, Thompson and Yale Roads and Highway No. 9. Landscaping along these roadways shall provide visual continuity.

Our Highway 9 frontage is buffered by extensive existing landscaping currently on the Ministry of Transportation's land. We are working on an agreement with them to maintain the landscaping to continually keep this space attractive. The form and character of the architecture are aligned at our 6m setback, to create the desired distinct edge. Landscaping in front of each building has also provided a buffer and to maintain a safe and attractive streetscape.

5.5.6 Landscape screening shall define and buffer surface parking, storage and service areas from adjacent residential uses, pedestrian corridors and roadside views. Landscaping and/or screening shall be used to provide visual privacy to any adjacent residential properties.

Our lot is not adjacent to a residential use. Landscape screening is not provided.

5.5.7 Landscaping should give preference to native species found locally and shall, where feasible, retain existing vegetation. In any case, all landscaping and screening shall meet or exceed the British Columbia Society of Landscape Architects and British Columbia Nursery Trades Association standards.



All vegetation proposed is native to the area. There currently isn't any existing vegetation to retain on site. The plan exceeds the BC Society of Landscape Architects and BC Nursery Trades Association standards.

Parking Areas - Borders, Landscaping and Screening - DP.005 - Diagrams - 03. Pedestrian Circulation

5.5.8 Parking areas shall be setback three (3) metres from any lot line adjoining a residential use. Screening and/or landscaping shall be provided to buffer parking areas from adjacent residential uses.

Our lot is not adjacent to a residential use. Landscape screening and/or the 3m setback is not provided.

5.5.9 Parking areas shall be screened from public roadways with landscaping or a combination of landscaping and earth berms.

Our buildings provide most of the screening desired from Highway 9 and Yale Rd East with landscape between the buildings doing the rest. The private road on the east property line does not have screening or a berm.

5.5.10 Where parking areas about a commercial building, a one (1) metre landscaped buffer strip shall be provided between the parking spaces and the building. Where appropriate, the use of walkways to separate parking spaces from buildings and to provide orderly and attractive pedestrian circulation, is encouraged.

The use of walkways separates both commercial buildings on our site to provide orderly and attractive pedestrian circulation from the parking areas.

5.5.11 Parking areas shall be designed to avoid large, unbroken expanses. Landscaping elements such as parking islands or medians shall be used to break up large parking areas into smaller cells. One shade tree shall be provided for every 10 parking spaces.

One shade tree per 10 spaces has been provided. Landscaping islands are provided at the end of each row, as well as bioswales have been introduced along some parking edges to break up the large asphalt areas.

5.5.12 Parking areas shall be paved. All parking spaces shall be clearly delineated and provided with curbs or wheel stops.



All parking spaces and drive aisles are paved in asphalt. Parking spaces will have painted lines and wheel stops.

5.5.13 Porous paving, paving stones, French drains and similar techniques are encouraged to facilitate exfiltration of storm water. Landscaped areas can further be used for retention and exfiltration of storm water.

Bioswales throughout the parking area and in the landscape islands will help maintain water retention. Curbs have been used for protection of pedestrians only, allowing water to flow to designated areas on site to be naturally retained. French drains have also been designed.

Signs and Lighting

5.5.14 The size, location and design of free-standing commercial signs and other advertising structures not attached to buildings shall be compatible with uses and structures on adjacent properties. Fascia signage recessed into the facade of the building is strongly encouraged. The use, form and character of signage shall be consistent throughout the development.

Signage has been integrated into the architecture. Fascia signage has been recessed into the facade of the buildings.

5.5.15 The form and character of structures supporting free-standing signs, including architecture, materials, and colours, shall be consistent with and of comparable quality to that of the principal buildings. The use of natural materials, including exposed aggregate, is encouraged for structures supporting signs. Architectural sign supports are encouraged. Single pole sign supports are strongly discouraged.

Signage has been integrated into the architecture, thus there will be no signage poles.

See:

DP.800 - Signage Building A + Exterior Signage

DP.801 - Signage Building B

DP.901 - Renderings

5.5.16 Site lighting shall be designed to minimize “light spill” onto adjacent residential or agricultural lands.



Site lighting has been designed to not pollute other properties. See “Exterior Light Impact Letter” submitted along with this application for further details.

Siting, Design and Finishing of Buildings

5.5.17 New commercial developments shall be compatible with access, servicing, and signage conditions and constraints on adjacent lands.

Our new commercial development provides access via the “unnamed east road” as per traffic consultants recommendation, connects to the necessary services in an unobtrusive way and has integrated all signage into the physical building, which does not affect adjacent properties.

5.5.18 Buildings shall be designed to complement a pedestrian scale and focus.

The use of clear glazing on the buildings allows the passerby and tenant to see inside the buildings, focusing one’s attention on the pedestrian activity inside the buildings.

5.5.19 New commercial uses shall not be of a height and scale which negatively impact surrounding residential amenities, including views and sunlight penetration. New commercial developments shall not exceed one storey in height. However, the Regional District Board may consider a multi-story motel or hotel if the development will be a landmark or focal point of the commercial node and of high quality design, materials and architecture. The Regional District Board may also consider a small two story development on an individual lot with a single unit commercial space on the main floor and one dwelling unit for the owner/proprietor on the second floor provided that no other dwelling exists on the property, adequate residential amenities for the dwelling unit, including a rear yard with screening for privacy, are provided, and all other guidelines of the permit area are met.

Our commercial buildings are 1 storey in height and do not obstruct views, sunlight or other amenities of neighbouring lots.

5.5.20 New commercial buildings shall be designed to address all adjacent public roads or highways. Where a building face, other than the front of a building, is visible from a road or highway, a visually attractive appearance shall be provided by a combination of landscaping, finishing and fenestration of the structure to a similar standard as the front of the building.

Buildings have been brought as close to Highway 9 as possible to allow for a visible connection to the passerby. Large expanses of glass provide the building with an

attractive and visually connected facade. Small blank spaces on the facade are complimented with landscaping.

5.5.21 Blank and monotonous facades shall be avoided. Building surfaces two stories high, where permitted, or exceeding fifteen (15) metres in length shall be relieved with changes of wall plane or differentiation that provides strong shadow or visual Interest.

Blank and monotonous facades have been avoided. The spaces that do not have fenestrations are intentionally left solid to positively contrast the openness of the design. The roof overhang will provide visual depth, strong shadows and will create covered outdoor spaces. As mentioned in 5.5.20, landscaping has been provided in these spaces as well.

5.5.22 For developments in which there is more than one building, a cohesive visual relationship between buildings and structures, including structures supporting signs, shall be evident. Architectural consistency among all buildings and structures in a development shall be maintained through the use of similar roof pitches, proportion, height, materials, fenestration and design theme.

The two buildings are designed to compliment each other in height, proportion, materials and overall design theme. The architectural consistency is preserved by using the same design language but made more interesting with variations in height, orientation and color palette.

5.5.23 The primary building entrance shall be clearly defined and provide a sense of entry.

All buildings and CRUs have a very open and attractive entry making it clear for everyone to understand where to enter.

5.5.24 The architecture, including materials and colour schemes, of new developments should acknowledge the traditional agricultural and resource based economy and culture of the area, and should incorporate a clear and well articulated design concept. Buildings shall not be stylized in an attempt to use the building itself as advertising, particularly where the proposed architecture is the result of a corporate or franchise style.

Corporate / franchise style of architecture has been minimized. The buildings use vertical metal siding, similar to most agriculture barns in the area, as well as galvanized roofs. The massing and overall designs are also simple, which has continued to be a common vernacular in the fraser valley for farming and resource based communities.



5.5.25 Colour schemes used in new commercial developments should be based substantially on colours already found in the surrounding natural and cultural landscape and should not utilize pastel colours except possibly as accents. The use of natural finishing materials, such as wood and stone, is strongly encouraged.

Our colour scheme has adhered to local architecture themes, heavily influenced in past colour schemes of agricultural buildings. The buildings will have tones of white and grey, this will provide a calm and simple background for the signage that will be incorporated.

Stone has not been used on these older buildings, thus was not brought on to this one, as it is seen as a trend of the past 15 years.

Stones have been used in the landscaping, as it is consistent with the natural landscape.

5.5.26 New commercial buildings and structures shall have pitched roofs to reflect the surrounding mountains, to preserve a feeling of openness along the highway and roads and to provide broad sightlines to mountains and the sky. Roofs shall have not less than a 4 in 12 pitch. All buildings and structures in a proposed development should have similarly pitched roofs.

All roofs in this development are of a similar design, with pitched roof to integrate with the surroundings.

See Dp.102 - Roof - ADP

5.5.27 New buildings shall be designed to maximize sunlight penetration to open areas and pedestrian areas.

As seen from our sun diagrams, buildings have been designed to naturally bring in as much sunlight as possible. Large areas of glass bring that ambient light into the buildings even further.

5.5.28 New development and on-site services should be located so as not to preclude future uses of adjacent properties.

Our on site services have been coordinated with future expansion of neighbouring lots in mind.

Protection of the Environment

5.5.29 All new commercial uses should be adequately served by the community water system and, where required by Plan policies, community storm drainage services.



Our commercial development will be served by the community water system but is not required to be connected to the drainage services.

5.5.30 Where on-site disposal of storm and/or sanitary sewage is proposed, an engineering study, certified by a Professional Engineer registered in the Province of British Columbia, shall be provided which demonstrates that the proposed methods of on-site disposal are adequate and will not lead to degradation of the groundwater regime or other environmental problems in the long term.

A professional engineer has prepared a report for our onsite septic area, confirming that it will not lead to the degradation of the groundwater regime or other environmental problems long term.

5.5.31 On-site sewage disposal and drainage systems should be prohibited in areas where water is subject to degradation, except as otherwise recommended in engineering studies.

As per our engineer's report, our septic field will not lead to degradation of the groundwater.

Information for Review and Approval

5.5.3.2 In order to assist with the review and approval of development permit applications, the Regional District Board may require:

(a) a site schematic showing vehicular and pedestrian circulation, and the design and layout of pathways and linkages;

DP.005 - Diagrams 01. Vehicular Access And Circulation, 02. Pedestrian Circulation, 03. Pathways and Linkages

(b) a landscaping plan;

See Landscaping Plan - L-1

(c) a scaled plan showing the layout and design of parking areas, stormwater infrastructure, and lighting;

See:

Storm Water Management Plan - Drawing No. C19-5621/A-C02

Site Plan - Drawing No. DP.003



(d) scaled drawings showing the design, materials and colour scheme of proposed free-standing signs and sign supports;

Free-standing signs and integrated signs can be seen at pages:

See:

DP.800 - Signage Building A + Exterior Signage

DP.801 - Signage Building B

DP.901 - Renderings

(e) scaled architectural elevations of proposed buildings and structures showing finishing materials and colour schemes, and colour architectural renderings of the proposed development;

See :

DP.200 Elevations

DP. 201 - Elevations

(f) a scaled site plan showing the siting of all proposed buildings and structures;

See DP.003 - Site Plan

(g) other information required to demonstrate that the proposed development meets the development permit area guidelines. See:

DP.001 - Site Plan Context ADP

DP.002 - Context Views

DP.004 - Data

DP.100 - Floor Plan Building A

DP.101 - Floor Plan Building B

DP.300 - Sections

DP.301 - Sections

DP.900 - Perspectives

DP.901 - Renderings

DP.902 - Shadow Study