

Township of
Langley



Est. 1873

NEIGHBOURHOOD PLAN

WALNUT GROVE

STAGE 6

WALNUT GROVE STAGE 6

ADOPTED BY COUNCIL RESOLUTION
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WALNUT GROVE STAGE SIX
(NEIGHBOURHOOD SIX)
CONTROL PLAN

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SECTION 1

1. Introduction

The Walnut Grove community is a major growth area within the Township of Langley consisting of approximately 550 hectares (1400 acres) of land bordered by 204th Street, 96th Avenue, 216th Street and the Trans-Canada Highway. Initiated in 1979 with the adoption of the Walnut Grove Community Plan, the development concept provides for a balanced self-contained community having a predominantly residential base, as well as commercial and institutional facilities suited to the area's needs. When combined with adjacent residential development within the Northwest Community Plan area, the overall area will have a population approaching 20,000 persons when fully developed. The land use designations of the Walnut Grove Community Plan are shown on Map 1.

The staging of development in the Walnut Grove community is coordinated by the Community Plan which has established goals and objectives to guide future decision making. The Walnut Grove Community Plan consists of eight neighbourhoods, seven of which are residential. The eighth neighbourhood consists of the Town Centre. The Stage 6 Control Plan is the final plan to be prepared within the original boundaries of the Walnut Grove community.

The Walnut Grove Community Plan is also the basis for a capital works program and a development cost charge bylaw. The availability of municipal services has made urban development possible. Prior to development of a new neighbourhood, a Control Plan must first be in place. This document constitutes the Control Plan for Stage 6. Its purpose is to guide the orderly development of Stage 6 in accordance with the stated objectives of the Community Plan and specifically to provide an advance street pattern to assist the subdivision approval process. Adjustments to the plan are permitted provided they conform with the intent of the Plan.

Map 1 Walnut Grove Community Plan

SECTION 2

2. Physical Analysis

2.1 Location

Stage 6 is located in the south western portion of the Walnut Grove community as shown on Map 2. The area is bounded by the Trans-Canada Highway to the south, West Munday Creek to the east, 88th Avenue to the north and Yorkson Creek to the west. Stage 6 has a total area of approximately 37.2 hectares (92 acres).

2.2 Topography

With the exception of West Munday and Yorkson Creeks which form the eastern and western boundaries of Stage 6, the topography is gently sloping from south to north at an average grade of under 4.0%. The maximum change in elevation excluding the two creeks is 18 metres (59 feet). Like the rest of Walnut Grove, Stage 6 drains to the north and into the Fraser River. Map 3 shows the topography of Stage 6.

2.3 Soils

There are four soil types in Stage 6. The Whatcom, Nicholson and Scat soils all consist of moderately fine textured glaciomarine deposits. The Whatcom and Nicholson soil types are moderately well drained while the Scat soil has poor drainage due to a perched water table. The Bose soil type consists of glacial outwash deposits over moderately coarse textured glacial till and fine textured glaciomarine deposits. The Bose soil type is well to moderately well drained. All the above noted soils are classified as moderately to slightly stony.

2.4 Vegetation

Although substantial areas of the Stage 6 area have been cleared, the majority is well treed. The dominant species are Douglas Fir and Western Red Cedar. In particular, the banks of West Munday Creek and Yorkson Creek are well treed as is most of the area immediately north of the Trans-Canada Highway.

Staging Plan for the urban area of Walnut Grove

Map 3 Topography

SECTION 3

3. Land Status

3.1 Land Ownership

There are a total of 30 properties in Stage 6, 14 on the west side of 208th Street and 16 east of 208th Street. Property sizes range from just under 0.2 hectares (1/2 acre) to over 2.9 hectares (7.2 acres). Five of the 30 properties adjacent to the Trans-Canada Highway are owned by the Province. Of the remaining 25 properties, two are held by the Roman Catholic Archbishop of Vancouver, and the 23 others are owned by various private individuals and development companies.

3.2 Zoning

The existing zoning in Stage 6 is shown on Map 4. Most of the properties are zoned SR-2, a suburban residential zone which reflects the predominant land use pattern. The minimum parcel size for the SR-2 zone is 8094 m² (2 acres). Two properties owned by the Roman Catholic Archbishop of Vancouver are zoned P-1 which would allow the construction of a church or independent school. One property is zoned Residential R-1D, which reflects the fact that it is the remnant of a larger lot which previously straddled West Munday Creek. Two properties are partly or completely zoned C-3, a service commercial zone. They are the remainder of lots fronting 88th Avenue in Stage 1 that are used for commercial purposes. The commercial frontage of these properties is on 88th Avenue west of Yorkson Creek which is the westerly boundary of Stage 6.

3.3 Existing Land Uses

Within Stage 6, 18 properties contain single family dwellings, 12 properties are vacant and one property with residential uses also contains a commercial greenhouse. The majority of the properties east of 208th Street are vacant and all of the remaining properties, except one, have improvements with minimal assessed values. West of 208th Street are several newer residences although a majority of properties within Stage 6 are also vacant or contain quite limited improvements.

The existing land uses are as follows:

Land Use	Area		%
	hectares	acres	
Residential or Vacant	34.1	84.4	92
Commercial	1.2	2.9	3
Dedicated Roads	1.9	4.7	5
Total	37.2	92.0	100

The larger parcel sizes, absence of residential construction under current zoning and recent flurry of property transactions and land assembly all suggest that the urban redevelopment of this area is anticipated soon.

SECTION 4

4. Walnut Grove Community Plan

The Walnut Grove Community Plan has designated the Stage 6 area primarily for low density residential purposes (see Map 1). This permits a net residential density of up to 20 units per hectare (8 per acre). This low density primarily accommodates conventional single family housing although slightly more dense semi-detached, zero lot line and cluster housing types are also permitted.

Both West Munday and Yorkson Creeks and their respective ravines are designated areas for conservation (CP). The Walnut Grove Community Plan states that:

“No buildings, placement or fill or removal of soil shall be permitted within 7.0 m (22.96 feet) of the top of ravines or natural watercourses.”

The area between the Trans-Canada Highway north to 85th Avenue and west to Yorkson Creek is also designated a conservation area. Most of this land is in public ownership and will serve as a buffer to reduce the impact of traffic noise and for aesthetic reasons.

The primary access to the Stage 6 area will be from 88th Avenue which is classified as an arterial road in the Subdivision and Development Control Bylaw. A future arterial road which bisects Stage 6 is 208th Street. This north-south road currently functions as a secondary collector which terminates at 85th Avenue. In the future, 208 Street is proposed to overpass the Trans Canada Highway and provide an improved linkage to the Langley City area when warranted by traffic volumes.

Open space and recreation areas must be provided to serve the neighbourhood. In addition, conservation areas, natural watercourses and ravines must be set aside for environmental reasons. However, the Walnut Grove Community Plan encourages the linking of these areas with active and passive parks through the provision of pedestrian trails or physical proximity.

The Walnut Grove Community Plan does not include any commercial development in Stage 6. The Walnut Grove Town Centre is located directly north east of Stage 6 on 88th Avenue. A commercial service area is also located on 88th Avenue west of Yorkson Creek.

SECTION 5

5. Development Concept

Stage 6 will be the last residential neighbourhood within the Walnut Grove Community Plan to be developed (Stage 9 was added in September, 1994).

The Development Concept for Stage 6 is shown on Map 5 and includes the area calculations shown on Table 1.

The Control Plan for Stage 6 has been based on the following design principles and policies in order to enhance its livability:

- 5.1 A variety of housing types and lot sizes shall be employed to encourage a broad social mix within Stage 6 and to accommodate a variety of lifestyles.
- 5.2 The predominance of single family uses shall be maintained except as provided for in Section 6.
- 5.3 The minimum lot size for single family areas shall be 650 m² (7,000 ft²). In order to facilitate a more efficient subdivision design and encourage cooperation among property owners, residential developments (including land designated for park and recreational corridor/buffer uses) consisting of two or more properties with a gross area greater than 4 hectares (10 acres)

Percent of Lots	Minimum Lot Size
50%	650 m ² (7,000 ft ²)
25%	557.4 m ² (6,000 ft ²)
25%	464.5 m ² (5,000 ft ²)

- 5.4 Semi-detached housing shall be encouraged on a dispersed basis with preference given to sites with two street frontages where each unit can be designed with a separate street orientation. The minimum lot size shall be 557.4 m² (6,000 ft²).
- 5.5 The road layout has been designed to maximize the proportion of lots with southerly or south westerly exposures. House builders shall be encouraged to take advantage of siting opportunities to utilize passive solar gain in house design.
- 5.6 The transportation concept is based on a hierarchy of roads. Allowance for a 15 metre (49 foot) widening of the Trans-Canada Highway has been made at the request of the Ministry of Transportation and Highways. Eighty-eighth Avenue is recognized as the primary east-west artery. The extension of 208th Street across the Trans-Canada Highway is proposed with the widened road allowance to be obtained at the time of subdivision and constructed as warranted by demand. The re-routing of 85th

- Avenue to the north is also proposed in order to accommodate the Trans-Canada overpass. Once constructed, 85th Avenue will serve as a significant collector road for Stages 3, 6 and 7. All other roads in Stage 6 will serve as local roads.
- 5.7 Development applications which propose construction of a half road only, in particular, the proposed road on the west side of the Roman Catholic Church property, will be reviewed with respect to the timing of dedication and construction of the other half of the road.
- 5.8 In order to achieve an attractive streetscape along 88th Avenue and 208th Street, frontage roads are encouraged. Frontage roads present a more attractive streetscape along a major collector or arterial highway than lots backing onto such roads. The property owner also benefits as the home is set back further from a busy roadway by the presence of a frontage road.
- 5.9 South of the realigned 85th Avenue, lots will be allowed to back onto 208th Street as placement of fill will be required to accommodate an overpass at some future date. Lots backing onto 208th Street south of the realigned 85th Avenue shall have a minimum depth of 35 metres (115 feet). An additional width of 10 metres (33 feet) abutting the road right-of-way shall be dedicated to the Township of Langley to be planted and serve as a treed buffer.
- 5.10 The West Munday Creek and Yorkson Creek ravines shall be reserved as Conservation Areas. These Conservation Areas will include a minimum of 5 metres beyond the top of bank as required by the Ministry of Environment, Lands and Parks. They have been designated development permit areas for the protection of the natural environment in the Walnut Grove Community Plan. Creek areas shall be protected to serve as fish and wildlife habitat, drainage courses and for open space purposes. These Conservation Areas will be dedicated to the Township.
- 5.11 Developers will be required to construct 2.5 m wide asphalt trails for both pedestrians and cyclists in the Conservation Areas on the west side of Munday Creek from 88th Avenue to 85th Avenue and on the east side of Yorkson Creek from 88th Avenue south to the proposed park. The top of bank trail on the west side of Munday Creek will be particularly important as an access to the Walnut Grove Town Centre.
- 5.12 A crosswalk to enhance pedestrian safety and linkages between Stage 5 and 6 areas shall be placed across 88th Avenue by the Township following completion of the top of bank trail east of Yorkson Creek.
- 5.13 A publicly owned buffer not less than 20 metres (65 feet) in width shall be acquired and maintained immediately north of the Trans-Canada Highway. This buffer shall serve as a recreation corridor for pedestrians and cyclists, a visual screen and to reduce the impact of traffic noise. This buffer will be in addition to the provision for a 15 metre (49 foot) widening of the Trans-Canada Highway. Developments abutting this buffer shall address noise attenuation from Trans-Canada Highway traffic and shall ensure that any fencing constructed conforms to an overall design which creates

a low impact view from the Trans-Canada Highway. Lots abutting this buffer shall have a minimum depth of 45 m (148 ft.). Land owners and developers are encouraged to retain the existing tree cover at the rear of residential lots as a visual buffer. East of 208th Street where little tree cover exists, berming or a tight board fence with appropriate landscape treatment within this buffer shall be considered to reduce the impact of highway traffic noise. A pedestrian pathway will be constructed within this recreation corridor. Provision for a pedestrian overpass at 208th Street shall be made at such time as a crossing of the Trans-Canada Highway at 208th Street is required.

- 5.14 The provincially owned land south of 85th Avenue shall be reserved as a recreation corridor, park and buffer from the Trans-Canada Highway. West of 208th Street, a passive park area with an approximate area of 1.0 hectares (2.5 acres) shall be acquired adjacent to the Yorkson Creek conservation area as shown on Map 5. This location will enhance the Yorkson Creek conservation area, protect an attractively treed site, serve as an anchor for the trail system and provide a focal point for the westerly part of Stage 6.
- 5.15 Developers and property owners shall be encouraged to retain significant tree cover at the time of subdivision, installation of services or house construction as the case may be. Stage 6 currently contains very attractive tree cover, much of which can be preserved through sensitive development and design practices.
- 5.16 The portion of 85th Avenue not required for road purposes shall be retained as a recreation area, public walkway and utility corridor. To enhance its potential as a buffer, the existing pavement shall be removed and replaced with suitable landscaping. Access to the water utility must be maintained as landscaping or noise attenuation improvements are made along this recreation corridor.
- 5.17 The two properties owned by the Roman Catholic Archbishop of Vancouver are shown on Map 5 as a Church/Independent School site in recognition of the long term plans of the current owner.
- 5.18 Family day care and other similar uses shall be encouraged to locate in Stage 6 to accommodate local neighbourhood needs.
- 5.19 Group day care uses shall be considered on large sites or with two road frontages.
- 5.20 A church or similar institutional use shall be considered as an appropriate alternative to the residential use of land at the intersection of 208th Street and the realigned 85th Avenue.
- 5.21 Development west of 208th Street shall be encouraged to be oriented primarily to adults and adults with older children due to the greater distance to the Alex Hope Elementary School.

- 5.22 Consideration will be given to innovative proposals that accommodate secondary suites.
- 5.23 The development concept as described in this section and as shown on Map 5 may be modified by the inclusion of comprehensive development areas consisting of scatter site semi-detached, cluster and compact rental or strata-title housing subject to meeting the criteria of Section 6.1 and compliance with the design guidelines of Section 6.2.

**WALNUT GROVE STAGE 6
DEVELOPMENT AREA CALCULATIONS**

TABLE 1

Features	Map 5	
Overall Land Uses (est.)		
Roads	9.8 ha	26%
Parks, Recreation, Conservation, Buffer	6.7 ha	18%
Church/School	2.4 ha	7%
Single Family	18.3 ha	49%
Comprehensive	--	--
Total Area	37.2 ha	100%
Road Breakdown		
Arterial widening (88th Ave. & 208th St.)	1140 m frontage	1.0 ha
Widening of Trans Canada Highway (15 m)	1005 m frontage	1.5 ha
Collector road dedication	650 m linear	1.6 ha
Local road dedication	2460 m* linear	4.9 ha
Frontage roads (up to 16 m dedication)	485 m linear	.8 ha
Number of cul-de-sacs		7
Parks, Recreation and Conservation Areas		
Recreation Corridor (20 m width)		2.7 ha
West Park		1.0 ha
Yorkson Creek Conservation Area		1.0 ha
West Munday Creek Conservation		1.5 ha
208 Street Buffer		.5 ha
Number of Dwelling Units (est.)		
R-1D zoning (see Section 5)		250
R-1C zoning (see Section 5)		280
Total		250 to 280
Population @ 3.07/DU		770 to 860
Comprehensive Alternative Maximum Potential under Section 6		580
Population @ 2.5/DU Comprehensive Option		1460

* 18 metre width for cul-de-sacs and 20 metre width for other local roads

Map 5 Development concept

SECTION 6

6. Objectives and Guidelines for Comprehensive Development

Comprehensive developments may be considered for selected sites within the Stage 6 area that have an excellent location in relation to important amenities and services (i.e. Walnut Grove Community Centre, schools, parks and conservation areas). Comprehensive residential developments may include “zero” lot line, cluster, semi-detached or town housing. Any comprehensive development shall be designated a development permit area under Section 945(4)(e), (f) and (g) of the Municipal Act and must comply with the objectives and guidelines of this section.

6.1 Objectives

The following objectives shall be considered, and some of them must be achieved in determining the suitability of a site for a comprehensive development compared to a conventional single family detached development:

- 6.1.1 Enhanced housing affordability;
- 6.1.2 The need to provide for a broad social mix;
- 6.1.3 The encouragement of social housing that meets the funding criteria of senior governments;
- 6.1.4 Housing for persons with special needs in a community setting;
- 6.1.5 A design concept that is both innovative and compatible with nearby developments;
- 6.1.6 Potential for increased use of public transit; and
- 6.1.7 The provision of amenities beyond those required in Section 5. Such amenities may include additional parkland, deeper buffer strips, additional setbacks from conservation areas, additional setbacks from constraints such as the future overpass of 208 Street over the Trans Canada Highway, recreation facilities and improved interface between housing and other land uses.

6.2 Design Guidelines

The following guidelines shall apply to any comprehensive development:

- 6.2.1 The density of conventional residential developments in Section 5 may be varied by Sections 6.2.2 and 6.2.3.
- 6.2.2 The maximum density for any comprehensive development other than social housing shall be 25 units per net hectare (10 units per acre) with a minimum site area of 2 hectares (5 acres).

- 6.2.3 The maximum density for any comprehensive social housing development shall be 30 units per net hectare (12 units per acre).
- 6.2.4 The scale and form of comprehensive developments shall be compatible with the surrounding neighbourhood. Comprehensive developments shall relate to the height and spacing of adjacent buildings.
- 6.2.5 No direct vehicular access from 88th Avenue and 208th Street to any individual units shall be permitted.
- 6.2.6 Individual units adjacent to a local or collector street shall have their main pedestrian entrances facing onto such streets unless prevented from so doing due to grade constraints.
- 6.2.7 The use of perimeter berms, high fences and security gates shall be discouraged to avoid a fortress like appearance and to provide a more pedestrian friendly street system.
- 6.2.8 Comprehensive developments shall include defensible space and crime prevention through environmental design (CPTED) as basic principles. Defensible space reduces the risk and opportunity of crime by giving residents an opportunity to police their own and neighbours' space through passive surveillance. Defensible space is:
- clearly separated by fences, landscaping or paving;
 - readily visible by residents; and
 - adequately lit.
- 6.2.9 Each individual unit shall be designed to allow privacy for residents as well as a sense of community. One private outdoor yard with access to nearby semi-public area(s) shall be provided for each unit.
- 6.2.10 A clear separation between public and semi-private open space (i.e. open to other residents of the comprehensive development) shall be provided.
- 6.2.11 A minimum of 40% of each site area shall consist of private and semi-public open space (excluding vehicular access and parking).
- 6.2.12 Individual units should, wherever possible, take advantage of near views (such as private or semi-private spaces), intermediate views (such as ravines and adjacent developments) and distant views (such as mountains).
- 6.2.13 The 10 metre buffer adjacent to 208th Street (see Section 5.8) may be included as part of the net developable area for the purposes of density calculation.

- 6.2.14 A single interior side yard (i.e. zero lot line) shall be permitted in order to maximize the usefulness of available outdoor space.
- 6.2.15 Each unit shall include private outdoor space.
- 6.2.16 Balconies and verandahs shall have a minimum depth of 2 metres (6 1/2 feet).
- 6.2.17 Outdoor play areas for children shall have a minimum area of 75 m² (800 ft²) and be clearly defined by shaping the grounds, providing low barriers or utilizing natural dividers. Fences shall be discouraged.
- 6.2.18 The design of comprehensive developments should utilize sunlight both for the health and comfort of residents and for energy conservation purposes. The spacing between buildings should be adequate to allow sunlight to reach south facing windows throughout the year.
- 6.2.19 Parking lots shall be designed close to residential units rather than concentrated in large central areas. The use of surrounding landscaping with overhanging shade trees shall be encouraged.
- 6.2.20 Visitor parking spaces shall be provided in clearly identified enclaves.
- 6.2.21 A landscaping plan shall be prepared by a member of the B.C. Society of Landscape Architects that enhances CPTED principles, facilitates energy conservation, invites the use of common open space and provides plant material that is sufficiently hardy and substantive to reach maturity under typical usage. The landscaping plan shall be accompanied by a letter enumerating sizes, types and species of plant materials and an estimate of total installed costs.
- 6.2.22 A small scale commercial use will be given consideration where it serves the immediate neighbourhood and is designed to be compatible with adjacent development. Such a use should be located with a community facility such as a bus stop or mail box.
- 6.2.23 Architectural or building features that create interesting streetscapes and provide for neighbourhood scale landmarks shall be encouraged.

SECTION 7

7. Services

7.1 Roads

The only existing roads in Stage 6 are 85th Avenue, 88th Avenue, and 208th Street. The latter two roads are classified as Arterial roads while 85th Avenue is classified as a Collector road.

In order to accommodate increased traffic flows and relieve long term pressure at the 200th Street interchange, the connection of 208th Street over the Trans-Canada Highway is proposed. This overpass will not allow any ingress to or egress from the Trans-Canada Highway, but will provide a second southbound corridor from the Walnut Grove community to other parts of Langley south of the Trans-Canada Highway. In order to extend 208th Street across the Trans-Canada Highway, it will be necessary to realign 85th Avenue as shown on Map 6.

Provision for a 15 metre (49 foot) widening of the Trans-Canada Highway from Stage 6 properties has been made. Until such time as construction is required, this area shall be treated as an additional buffer strip.

The upgrading of 88th Avenue and 208th Street will be the responsibility of the Township of Langley through the Development Cost Charge program. All other roads will be the responsibility of developers to construct through the subdivision process. The local road pattern shown on Map 6 is designed to provide an efficient and equitable yield within an overall hierarchy of streets. Minor variations to the road layout shown will be permitted based upon detailed subdivision and contour information. Developers will be encouraged to coordinate subdivision submissions with adjacent property owners.

Cul-de-sacs and other roads not needed for overall circulation within Stage 6 may be eliminated as part of a comprehensive development. No arterial, collector or required local road as shown on Map 6 shall be eliminated as a result of any comprehensive development.

Due to their long term function, both 88th Avenue and 208th Street will need to be widened and upgraded. A three metre dedication will be required from properties on both sides of 88th Avenue. Detailed right-of-way requirements for 208th Street will be based on a preliminary design developed by Stanley Associates Engineering Ltd.

A road allowance of 26 metres for Arterial roads will accommodate two lanes of traffic in each direction, left turn lanes, boulevards and a median. Medians will be landscaped to enhance the appearance of the area. Traffic signals will be installed at

the intersection of 208th Street and 88th Avenue as and when warranted by traffic volumes.

Typical sections of 88th Avenue and of 208th Street, 90 metres (295 feet) north of the Trans-Canada Highway right-of-way are shown in Figures 1 and 2.

No direct access shall be permitted from 88th Avenue or 208th Street to any residential development. Direct access to 88th Avenue and 208th Street shall not be allowed from the frontage roads southeast and southwest of the intersection of 88th Avenue and 208th Street except for emergency vehicles.

The realigned 85th Avenue east of 208th Street will be constructed with a pavement width of 14.2 metres (46 feet) within a right-of-way of 25 metres (80 feet) consistent with its width in Stage 7 to the east. A bicycle route will be incorporated into the design of this road. The use of deciduous trees with wide canopies shall be encouraged in order to reduce the impact of this wide roadway through Stage 6.

All other streets will be local roads with an ultimate pavement width not exceeding 8.6 metres. An 18 metre (59 foot) road allowance will be required for roads terminating in cul-de-sac and a 20 metre (66 foot) road allowance will be required for local through roads.

All roads will be finished with streetlights, sidewalks, curbs and gutters in accordance with the Subdivision and Development Control Bylaw. Street trees and boulevard treatment will also be required.

Two unopened road allowances will be closed or exchanged for other required roads or retained as conservation areas. The road allowance on the south side of 88th Avenue, 248 metres east of 208th Street, will be closed and conveyed as parkland as it is steeply sloped and straddles West Munday Creek. Those portions of 206th Street south of 88th Avenue not required for road purposes will be exchanged for adjacent required roads, sold for development purposes or retained as Conservation Area as indicated on the Development Concept Map 5.

The portion of 85th Avenue not required as a road will be retained as a Conservation Area, buffer strip and utility corridor.

Map 6

Figure 1

Figure 2

7.2 Water

The main water supply for Walnut Grove comes from the GVRD water system. There is also a supplementary well and pump system in Fort Langley. A trunk main along 88th Avenue supplies the Strawberry Hill reservoir south of the intersection of 85th Avenue and Telegraph Trail. A 500 mm trunk main extends north and then west along 88th Avenue. A 250 mm main extends south along 208th Street, while 85th Avenue is served by a 400 mm main which loops back to the Strawberry Hill reservoir. The existing and proposed water system is shown on Map 7.

This water system is adequate to meet the anticipated demand generated by the future population of Stage 6. Local extensions from the existing trunk network will be the responsibility of local developers at the time their land is subdivided and serviced. Local water mains shall have a 150 mm or 200 mm diameter as determined by fire flow requirements. The overall water servicing is based on the Walnut Grove Development Area Servicing Report prepared for the Township of Langley by Willis Cunliffe Tait and Company Ltd. in March 1979.

7.3 Sanitary Sewage

Sanitary sewage service is provided to adjacent developments east of West Munday Creek and west of Yorkson Creek. The area east of 208th Street and for one lot depth west of 208th Street is serviceable by an existing sewer on 88th Avenue flowing north on 208th Street. The area west of 208th Street is to be serviced by a sewer on right-of-way through properties in Stage 5. The installation of this sewer by developers is expected in late 1993 or early 1994, and is required before development in this area of Stage 6 can proceed.

Development cost charge revenues will provide for the construction or upgrading of trunk mains along 208th Street and 88th Avenue as shown on Map 8. Local sanitary sewer extensions within Stage 6 will be the responsibility of local developers.

7.4 Storm drainage

There are no storm sewers in Stage 6 at this time except on 88th Avenue. The master drainage plan for Walnut Grove was prepared by Willis Cunliffe Tait and Company Ltd. for the Township in 1979. That plan stressed the importance of applying storm water management principles instead of more conventional drainage design techniques in order to preserve the recreational and aesthetic values of the natural watercourses and to provide protection of fish habitat which occurs in the main tributaries.

Map 7

Map 8

All storm water from Stage 6, except back lot drainage of properties bordering on West Munday or Yorkson Creeks will be channeled through a detention pond north of 88th Avenue, approximately 250 metres west of 208th Street. Map 9 shows the storm water management plant for Stage 6. Development cost charge revenues will be used to construct major storm sewer pipes along 208th Street and 88th Avenue and the detention pond. Storm sewer extensions to new subdivisions within Stage 6 will be the responsibility of local developers.

7.5 Hydro, Telephone and Street Lighting

As required under the Subdivision and Development Control Bylaw, new hydro and telephone lines shall be underground and ornamental streetlighting shall be provided by developers on all streets. In the interim, connection to the existing overhead hydro line along 88th Avenue will be by underground service only.

7.6 B.C. Transit

Since Stage 6 currently has a rural density, it is not well served by public transit. B.C. Transit routes 507 and 509 serve the urbanized areas of Walnut Grove to the east and north. There is no bus service within Stage 6 or on 88th Avenue between 204th and 212th Streets.

B.C. Transit service to the Stage 6 area should be introduced with two goals in mind. A high frequency service during weekday rush hours is important to encourage transit usage when major highways are most congested. Frequent and convenient service from the existing 88th Avenue Park and Ride facility to Skytrain is critically important. In addition, a feeder bus service to other parts of Langley is also very important.

A B.C. Transit route along 212th Street - 85th Avenue loop to 208th Street and then west along 88th Avenue to the Park and Ride facility is suggested. This would make transit service accessible (i.e. within 400 metres or 1/4 mile of all residents in Stage 6).

Map 9

SECTION 8

Proposed Zoning

The proposed zoning for Stage 6 is shown on Map 10. This map should be read in conjunction with the policies in Section 5, specifically, 1 through 4. The purpose of the Stage 6 Control Plan is to establish basic land use parameters and create a flexible planning process adaptable to changing community needs. Rezoning will proceed at the initiative of property owners. Zoning to accommodate comprehensive developments may be considered based on the objectives and guidelines in Section 6.

Map 10 Proposed Zoning

SECTION 9

Requirements of Other Agencies

The lands in Stage 6 are excluded from the Agricultural Land Reserve and accordingly the B.C. Agricultural Land Commission is not required to be a party to the development process.

The lands in Stage 6 are not within 800 meters (1/2 mile) of an existing point of access to the Trans-Canada Highway, so Ministry of Transportation and Highways approval will not be required. The Ministry, however, will be involved in the provision of an overpass over the Trans-Canada Highway on the 208th Street alignment and will be responsible for any widening of the Trans-Canada Highway.

Yorkson and East Munday Creeks have been described as environmentally sensitive watercourses by the Ministry of Environment. Preliminary design work on stormwater facilities have been submitted to, and approved in principle, by both Provincial and Federal agencies responsible for watercourses and aquatic habitat.

Elementary school children in Stage 6 will be expected to attend Alex Hope Elementary at 21150 - 85th Avenue. Access will be available along sidewalks by the realigned 85th Avenue or the recreation corridor north of the Trans-Canada Highway. Both routes lead to the school and are well within the Ministry of Education walk limit of 3.0 km (1.9 miles).

Secondary school students will attend Walnut Grove Secondary at 8919 Walnut Grove Drive. Access is available along 208th Street of 88th Avenue and Walnut Grove Drive. The secondary school is within the Ministry of Education walk limit of 4.8 km (3.0 miles).

SECTION 10

Summary

Development of Stage 6 shall conform to the guidelines of this neighbourhood control plan. Adjustments may be considered, provided they conform to the intent of this plan.