Township of Langley

Est. 1873

# REPORT TO MAYOR AND COUNCIL

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| **PRESENTED:** | MAY 11, 2026 - REGULAR MEETING | **REPORT:** | 26-55 |
| **FROM:** | COMMUNITY AND POLICY PLANNING DIVISION | **FILE:** | LRP00027 |
| **SUBJECT:** | WILLOUGHBY COMMUNITY AND NEIGHBOURHOOD PLAN UPDATES | | |

**RECOMMENDATIONS:**

**That** Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (2026 WCP Update) Bylaw No. 6201.

**That** Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Willoughby Transit Corridor Plan) Bylaw No. 6202.

**That** Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Gordon Neighbourhood Plan) Bylaw No. 6203.

**That** Council authorize staff to schedule the required Public Hearing for proposed Bylaws No. 6201, 6202 and 6203.

**That** Council give first, second and third reading to Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 6226.

**EXECUTIVE SUMMARY:**

This report presents for Council's consideration the Willoughby Community Plan, Willoughby Transit Corridor Plan, Gordon Neighbourhood Plan and a summary of public input from March and April 2026. It is recommended that Council give first and second reading to proposed Bylaws No. 6201, 6202, and 6203 and authorize staff to schedule the required Public Hearing.

An amendment to the Fees and Charges Bylaw is required to revise fees to Schedule 14 to update Neighbourhood Planning Administration Fees in Willoughby in tandem with updates to the Willoughby Community Plan, Willoughby Transit Corridor Plan and Gordon Neighbourhood Plan. It is recommended that Council give first, second and third reading to proposed Bylaw No. 6226.

Attached for information is revised Willoughby Greenway Amenity Policy (Attachment A) and Willoughby Development Phasing Policy (Attachment B) which will be finalized for Council consideration for approval at time of bylaw adoption.

**PURPOSE:**

To present the updated Willoughby Community Plan, Willoughby Transit Corridor Plan, Gordon Neighbourhood Plan, and consequential amendments to the Fees and Charges Bylaw 2007 No. 4616, Willoughby Greenway Amenity Policy No. 07-234 and Willoughby Development Phasing Policy No. 07-237.

**BACKGROUND/HISTORY:**

At the October 21, 2024 Regular Meeting, Council referred Report 24-171 on the draft Terms of Reference for the Official Community Plan (OCP) update to staff to consider additional objectives for the Willoughby Community Plan (WCP).

At the November 18, 2024 Regular Meeting, Council endorsed the draft Terms of Reference for the OCP update and passed the following amending motion:

> *"That page two (2) of the Terms of Reference be amended as follows: Section 2: Update the WCP: As part of the larger OCP update, the WCP will be updated to be informed by 200 Street 2040. It will also include the consolidation of most, if not all, neighbourhood plans with an objective to simplify the regulatory framework while supporting development or infilling of remaining greenfield development areas of the Willoughby community. The update will ensure compliance with the Provincial housing legislation, and will consider community amenities, including parks and schools, to serve growth and density arising from transit-oriented development along 200 Street."*

At the July 21, 2025 Regular Meeting, Council considered Report 25-124 on the status of the OCP update and passed the following motions:

> Motion 1:
> *"That Council endorse the draft vision and guiding principles for an updated Willoughby Community Plan including the consolidation of five neighbourhood plans in the western portion of Willoughby into one transit-oriented development corridor while maintaining the integrity of three neighbourhood plans in the eastern portion of Willoughby and consolidating Central Gordon and Northeast Gordon Estate into one neighbourhood plan."*
>
> Motion 2:
> *"That as part of the current Official Community Plan update, Council direct staff to:*
> 1. *Examine the potential for townhouse development as an alternative to small-scale multi-unit housing in some low-density residential areas.*
> 2. *Consider the Province's (Category 2 – Tiers 4 and 5) Transit-Oriented Area definitions for land use planning around future bus rapid transit stations in the 200 Street corridor, with support for a wider range of potential housing options and lower minimum densities.*
> 3. *Establish the southern boundary of the Willoughby Community Plan at 68 Avenue (west of 200 Street), as shown in Figure 2, making the plan area more consistent with 200 Street 2040 and considering the excluded area as part of the future Willowbrook Community Plan update.*
> 4. *Identify and designate special locations within the areas considered for Transit-Oriented Development for schools, parks, and other community amenities that may be required.*
> 5. *Consider intensification and diversification of employment lands currently designated along 200 Street for a mix of uses that includes housing and other non-industrial uses.*
> 6. *Bring forward the balance of the Report to Council for future consideration."*

More detailed work was required at the Neighbourhood Plan level to consider the new directions from Council on July 21, 2025 (Motion 1 and Motion 2, Items 2, 4 and 5 as noted above). Council endorsement of an updated timeline was requested by staff in September 2025 to inform work plans and resource allocation for the remainder of 2025 and early 2026.

At the September 15, 2025 Regular Meeting, Council considered Report 25-131 and endorsed an updated timeline for the OCP update. In accordance with this timeline, updates to the OCP and respective Community and Neighbourhood Plans pertaining to new Provincial housing legislation were completed by year end 2025. Work on the Willoughby Community Plan update, new Willoughby Transit Corridor Plan and consolidated Gordon Neighbourhood Plan were completed in early 2026.

At the November 3, 2025 Regular Meeting, Council considered Report 25-179 and gave first and second readings to the proposed Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2025 OCP Update) Bylaw No. 6200. Council adopted Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2025 OCP Update) Bylaw No. 6200 following the Public Hearing held on December 1, 2025.

At the March 23, 2026 Regular Meeting, Council considered Report 26-30 and directed staff to change the proposed land use designations for the following areas in the draft Willoughby Transit Corridor Plan to Special Study Area:

a. Properties east of 202A Street between 73A Avenue and 76 Avenue, from Rowhouse/Townhouse; and

b. Properties south of 80 Avenue and north of 78 Avenue (alignment) between 200 Street and 202A Street (from High Density Mixed Use, Medium Density Mixed Use and Institutional).

At this meeting, Council also directed staff to undertake public engagement on the draft Willoughby Community Plan, draft Willoughby Transit Corridor Plan, proposed policy and land use changes for a consolidated Gordon Neighbourhood Plan and draft Development Permit Guidelines for Transit Oriented Development.

**DISCUSSION/ANALYSIS:**

Willoughby Community Plan (WCP) – Proposed Bylaw No. 6201

The WCP update was guided by specific directions from Council in November 2024, July 2025 and September 2025 including potential consolidation of several NPs in Willoughby. The planning process entailed a comprehensive review of each NP to determine how to improve consistency between plans with respect to terminology, definitions, density calculations, plan objectives and key land use policies. Other actions included deletion of outdated policies, addition of new policies to align with recent amendments to the *Local Government Act* (LGA) and reducing the number of individual land use designations.

The WCP update was also informed by the 200 Street 2040 planning study and community input from an extensive public engagement program (completed in 2024). 200 Street 2040 presented a vision and guiding principles for the transformation of the proposed 200 Street Bus Rapid Transit (BRT) corridor into a future transit-oriented community, with specific recommendations for transportation, open space and development – the three components of transit-oriented development (TOD) policy.

The 2026 WCP constitutes a complete rewrite of the 1998 community plan. It establishes a new planning approach for the western portion of Willoughby that considers the proposed BRT corridor, more intensive TOD focused upon BRT station areas, continuing greenfield development, small-scale multi-unit housing (SSMUH) and future infill and redevelopment opportunities in established neighbourhoods. It provides for the consolidation of five

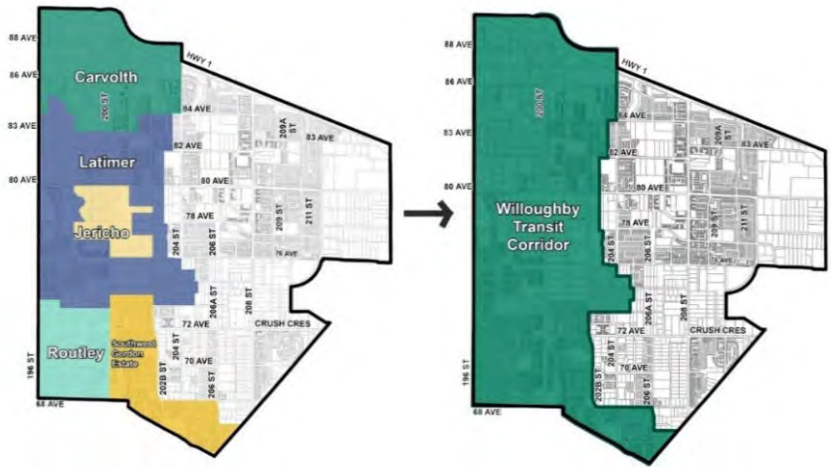
neighbourhood plans within the new Willoughby Transit Corridor Plan and the consolidation of two neighbourhood plans within the new Gordon Neighbourhood Plan, as described below.

The policy framework in the updated WCP is founded on a set of guiding principles including the planning of high-density, mixed-use development at key nodes while maintaining the built form context and community character of Willoughby's established neighbourhoods. It is noted that significant redevelopment around some transit hubs may not be realized for more than 25 years given the relatively recent age of development in these areas.

Proposed form and character guidelines for transit-oriented development are included in proposed Development Permit Area "P" in the updated WCP.

<u>Willoughby Transit Corridor Plan (WTCP) – Proposed Bylaw No. 6202</u>

Proposed Bylaw No. 6202 provides for the addition of WTCP as Schedule W-11 of the WCP and for the repeal of the neighbourhood plan bylaws: Southwest Gordon NP (Bylaw No. 3911), Routley NP (Bylaw No. 4013), Jericho Sub NP (Bylaw No. 4825), Carvolth NP (Bylaw No. 4995) and Latimer NP (Bylaw No. 5101).




Preparation of the WTCP has been guided by a future vision for the 200 Street corridor as endorsed by Council in 2024:

> *"200 Street will be a people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature and quality amenities and served by multiple mobility options."*

The WTCP builds upon the policy foundation established under the Carvolth, Jericho, Latimer, Routley and Southwest Gordon Neighbourhood Plans and more fine-grained planning for transit-oriented development focused on future transit hubs.

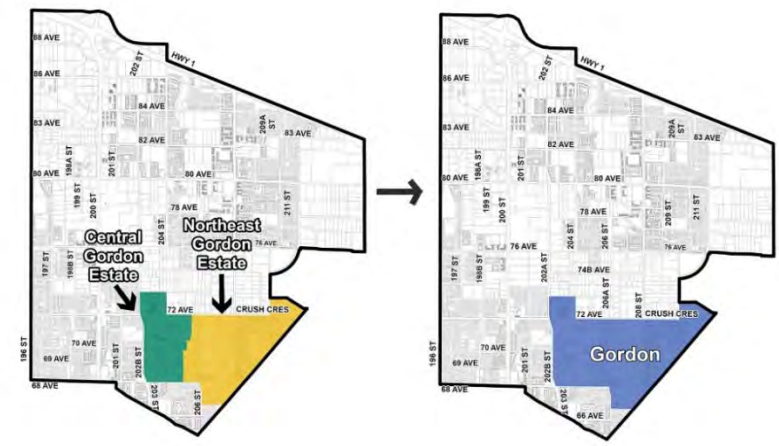
Each of the five proposed BRT stations and surrounding land areas provide an opportunity to establish a distinct transit hub with more intensive mixed-use development and public realm elements and amenities to support vibrant, livable, urban communities.

At this time, the proposed Langley-Haney Place BRT service is in the design stage and has not received final funding approval for construction. Further, the Province has not established any minimum densities for mandated Transit Oriented Areas (TOAs) based on BRT station areas. As part of the planning process for WTCP, the delineation of transit hubs and associated land use designations has considered:

- potential provincial requirements for TOA designations
- previous planning undertaken as part of the 200 Street 2040 study
- subsequent Council direction to consider the Province's (Category 2 – Tiers 4 and 5) Transit-Oriented Area definitions for land use planning around future bus rapid transit stations in the 200 Street corridor with support for a wider range of potential housing options and lower minimum densities
- a sensitivity analysis of the existing built form in Willoughby neighbourhoods
- the likelihood of higher density development under both greenfield and redevelopment scenarios

<u>Gordon Neighbourhood Plan (Gordon NP) – Proposed Bylaw No. 6203</u>

In July and September 2025, Council directed staff to consolidate the Central Gordon Estate and Northeast Gordon Estate NPs into one NP as part of the ongoing WCP update.




Proposed Bylaw No. 6203 provides for the addition of a new Gordon NP as Schedule W-12 of the WCP and the repeal of existing neighbourhood plan bylaws: Central Gordon Estate NP (Bylaw No. 4924) and Northeast Gordon Estate NP (Bylaw No. 4475).

The planning process has included a comprehensive technical review of the existing NP policies, and the preparation of a new Gordon NP in consideration of the following Council objectives for:

- simplifying the regulatory framework within these emerging neighbourhoods while supporting future greenfield and infill development
- aligning neighbourhood plan changes with the proposed WCP
- exploring opportunities for increased residential density

Public Engagement – Spring 2026

Public engagement opportunities during March and April 2026 included the following:

- online information on tol.ca
- public information displays at Civic Facility and Langley Events Centre
- two Public Open Houses:
    - Thursday, April 9, 2026 (4:00 to 8:00pm) at Yorkson Creek Middle School
    - Wednesday, April 14, 2026 (4:00 to 8:00pm) at Langley Events Centre
- online feedback through April 27, 2026

A combined total of 110 people attended the two Open Houses. 10 online feedback forms were received with minimal comments, summarized as follows:

- Generally positive about future plans for Willoughby, including the 200 Street transit-oriented development corridor.
- Support for major transit investments to lessen dependency on private vehicles over time, and for required infrastructure upgrades to support future population growth.
- Ensuring that traffic and pedestrian considerations are addressed as the area develops
    - including a site-specific comment: ensure pedestrian walkway from end of 74A Avenue to proposed school at 198 B Street.
- While transit-oriented density is an important objective, one individual expressed concern that proposed medium-density mixed-use designation does not align with current market conditions – i.e., not financially-viable at this time and suggested that heights be limited to a maximum 6-storeys.

Transition Period for Precursor "In-Stream" Development Applications

Bylaws No. 6201, 6202 and 6203 come into effect on the date of their adoption by Council. In consideration of precursor in-stream applications for rezoning, development permit, or building permit made prior to these bylaws coming into force and for which the applicable application fee has been paid, the effect of Bylaws No. 6201, 6202, and 6203 is suspended for twenty-four (24) months to allow for completion of in-stream applications under the policies of the previously adopted Community and Neighbourhood Plans. Subject to agreement in writing, however, an applicant may choose to complete their application under the provisions of the updated Community and Neighbourhood Plans.

**Applicable Policies:**

Approved in 2023, the Willoughby Greenway Amenity Policy (WGAP) No. 07-234 provides a means of funding amenities in the WCP area. The WGAP (Attachment A) has been updated in tandem with the WCP and neighbourhood plans to ensure consistency between policy and mapping and updated deemed land costs and construction costs. Likewise, the Willoughby Development Phasing Policy No. 07-237, adopted by Council on December 18, 2023, has been updated to reflect consolidation of various neighbourhood plans.

Council will consider approval of the revised policies at the same time as proposed Bylaws No. 6201, 6202 and 6203 are brought forward for final reading.

**Legislation:**

The WCP, WTCP and Gordon NP have been prepared in accordance with the provisions of the LGA.

**Intergovernmental Implications:**

The WCP, WTCP and Gordon NP have been referred to external agencies for further review and comment, in advance of Council's consideration of first and second readings and scheduling of a Public Hearing for proposed Bylaws No. 6201, 6202 and 6203.

**Interdivisional Implications:**

The Willoughby Community Plan, Willoughby Transit Corridor Plan and Gordon Neighbourhood Plan have been developed with input from a technical team of Township staff drawn from various divisions.

Respectfully submitted,

Stephen Mikicich
MANAGER, COMMUNITY PLANNING AND MAJOR PROJECTS
for
COMMUNITY AND POLICY PLANNING DIVISION

This report has been prepared in consultation with the following listed departments.

| **CONCURRENCES** | |
|---|---|
| **Division / Department** | **Name** |
| FINANCE DIVISION | S. Ruff |
| ENGINEERING DIVISION | A. Ruhl |

ATTACHMENT A Revised Willoughby Greenway Amenity Council Policy No. 07-234

ATTACHMENT B Revised Willoughby Development Phasing Policy No. 07-237

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**ATTACHMENT A**

# COUNCIL POLICY

## WILLOUGHBY GREENWAY AMENITY

**POLICY NUMBER: 07-234**
**EFFECTIVE DATE: 2023-02-13**

## 1. Purpose

1.1 To provide a means of providing amenities in the Willoughby Community Plan area pursuant to the *Local Government Act*.

## 2. Background

2.1 The Willoughby Community requires the provision and construction of various amenities including enhanced sidewalks, public art, heritage features, and a variety of park and greenway typologies. Amenity zoning provisions of the *Local Government Act* may be used to acquire and construct the amenities. The Willoughby Greenway Amenity Policy (GAP) consolidates a number of similar policies at the neighborhood level, while maintaining the same basket of amenities in the community as a whole. The neighbourhood-level policies were rescinded when the Willoughby GAP was approved by Council on February 13, 2023.

## 3. Related Policy

3.1 Willoughby Community Plan 2026 Update

## 4. Policy

4.1 The Willoughby Community Plan requires the provision and construction of various amenities including enhanced sidewalks, public art, heritage features, and a variety of park and greenway typologies (“Amenities”) as showing in Schedule A.

4.2 All developing properties in that portion of the Willoughby Community Plan shown on the attached schedule, excluding those properties being developed for public school (“Development Area” as shown in Schedule B), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the cost of the Amenities in the Development Area will be $82.65 $m^2$ of Developable Land plus applicable sales or similar taxes (“Amenity Cost”), calculated as shown in Schedule C. For the purposes of this Policy, “Developable Land” means the gross area of a parcel excluding streamside protection areas, the area below the top of bank and land to be used for greenways and parks. Detention Pond lands are included within the definition of “Developable Land”.

4.4 The Amenity Cost can be provided by means of land with improvements constructed thereon (“Improved Land”), cash plus land without improvements constructed thereon (“Unimproved Land”) and cash alone.

4.5 *Local Government Act* (LGA) Section 482 provides for the establishment of different density regulations for a zone, one generally applicable for the zone and the other

applicable if conditions, including those relating to the conservation or provision of amenities, and the number, kind, and extent of amenities are met.

4.6 Where Council proposes to rezone a property within the Development Area pursuant to LGA Section 482 it may choose to include the Amenity Cost as an amenity for the purposes of that bylaw.

4.7 Where Amenity Cost is determined to be an amenity for the purposes of a bylaw adopted pursuant to LGA Section 482 and the developer wishes to take advantage of the higher density set out in the bylaw referred to in Section 4.6 by providing amenities, including the Amenity Cost, the Amenity Cost will be referenced in rezoning bylaws and may be provided as follows:

a) where the property being developed contains an amenity or amenities identified in Section 4.13, subject to 4.7(b), provide the Amenity Cost by way of Improved Land plus cash;

b) where the property being developed contains an amenity or amenities identified in Section 4.13 and the General Manager of Community Development of the Township, or their designate, determines that the construction of the improvements would be premature, the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain an amenity or amenities identified in Section 4.13, the developer shall provide the Amenity Cost by way of cash only.

4.8 The Amenity Cost payable in respect of any development shall be reduced by the value of the Improved Land provided as part of that development.

4.9 Where the value of the Improved Land exceeds the Amenity Cost, the difference shall be returned to the developer as a rebate. Contributions to the public art component of the Amenity Cost will not be included in the rebate.

4.10 Rebates shall be paid only when there are sufficient funds available based on a first-in first-out basis and shall be paid out at the collected rate.

4.11 Where the Amenity Cost includes Unimproved Land (including wildlife habitat patch) the value of the Unimproved Land shall be deemed to be $11,119,725 per hectare ($4,500,000 per acre), 2026 deemed cost.

4.12 Amenity Costs collected will be placed in an interest-bearing Reserve Fund.

4.13 Where the Amenity Cost includes Improved Land, the value of the Improved Land shall be deemed to be the value of the Unimproved Land plus the costs outlines in Table 1. Amenities where the cost is per unit are based on pre-determined size of the amenity.

4.14 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

## Approval History

| | |
|---|---|
| Approved | 2023-02-13 |
| Revised | 2023-12-04 |

**Table 1:** Cost of individual amenities

| | Amenity | Amount | Per Unit |
|---|---|---|---|
| 1 | 200 Street Greenway | $ 828.00 | lineal metre |
| 2 | 199 Street Greenway (6.0 m width) | $ 725.00 | lineal metre |
| 3 | 200 Street Greenway fronting Commercial only | $ 690.00 | lineal metre |
| 4 | 202B and 68 Avenue amenity | $ 300.00 | square metre |
| 5 | 202B and 72 Avenue amenity | $ 100.00 | square metre |
| 6 | Street Greenway with Wall | $ 850.00 | lineal metre |
| 7 | 212 Street Greenway | $ 850.00 | lineal metre |
| 8 | 216 Street Greenway (8m land, 12m construction) | $ 850.00 | lineal metre |
| 9 | Blue Link / Art Walk | $ 2,888.00 | lineal metre |
| 10 | WTCP (Carvolth) Commons | $ 336.91 | square metre |
| 11 | Creek Greenway | $ 654.83 | lineal metre |
| 12 | Dog Off-Leash Park | $ 200,000.00 | unit |
| 13 | Ecological Greenway | $ 704.83 | lineal metre |
| 14 | Enhanced sidewalk | $ 365.67 | lineal metre |
| 15 | Freeway Buffer | $ 1,412.50 | lineal metre |
| 16 | Heritage (Smith, Gordon, Williams) | $ 100,000.00 | unit |
| 17 | Heritage WTCP (Latimer) | $ 200,000.00 | unit |
| 18 | Integrated Open Space | $ 349.85 | square metre |
| 19 | Living Wall[1] | $ 540,000.00 | unit |
| 20 | Multi-Use Trail Linkages | $ 450.00 | lineal metre |
| 21 | Neighbourhood Forested Mews approx 0.84 ha (2.07 acres) in ROWs | $ 672.17 | lineal metre |
| 22 | Landmark Amenity (212 St and 80 Ave; west side)[2] | $ 242,599.00 | unit |
| 23 | Landmark Amenity (N. of 212 St / 80 Ave) including public art[3] | $ 471,409.00 | unit |
| 24 | Landmark Amenity (at 216 interchange) including public art[4] | $ 585,040.00 | unit |
| 25 | Off-Street Recreational Greenway (6 m width) | $ 676.50 | lineal metre |
| 26 | Off-Street Recreational Greenway Buffer (10 m) | $ 796.50 | lineal metre |
| 27 | Plaza | $ 200.00 | square metre |
| 28 | Pocket Park | $ 66.89 | square metre |
| 29 | Public Art | $ 200,000.00 | unit |
| 30 | Recreational Greenway | $ 796.50 | lineal metre |
| 31 | Smith View Park Assist (1 acre) | $ 500,000.00 | per unit |
| 32 | Street Greenway | $ 695.67 | lineal metre |
| 33 | Urban Green | $ 366.00 | square metre |
| 34 | Urban Pocket Park (existing detention pond) | $ 73,170.00 | unit |
| 35 | Urban Pocket Parks | $ 36.16 | square metre |
| 36 | Wildlife Habitat Patch | $ 78.83 | square metre |

| | | | |
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| 37 | Wildlife Habitat Patch (1,563m$^2$ additional outside of ROW) (includes path) | $ 124,418.33 | unit |
| 38 | Williams View Park | $ 406,520.00 | unit |

(1) Assuming 232.25m$^2$ wall area, up to a maximum credit of $540,000 per location

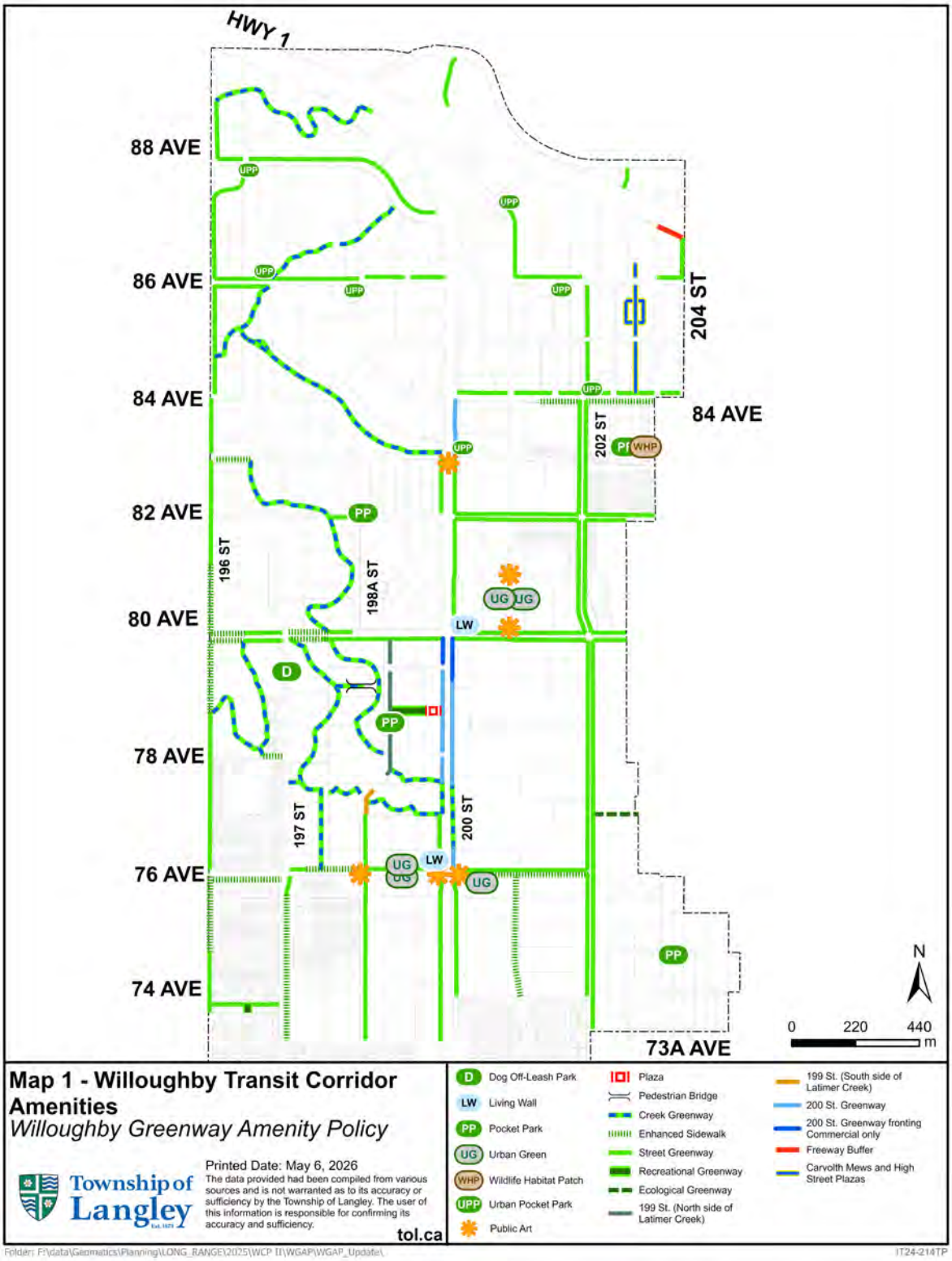
(2) Assuming 0.38 hectares (0.95 acres) total area: 0.18 hectares (0.45 acres) in the Williams Neighbourhood Plan area and 0.20 hectares (0.50 acres) in the Yorkson Neighbourhood Plan area

(3) Assuming 0.20 hectares (0.50 acres) total area

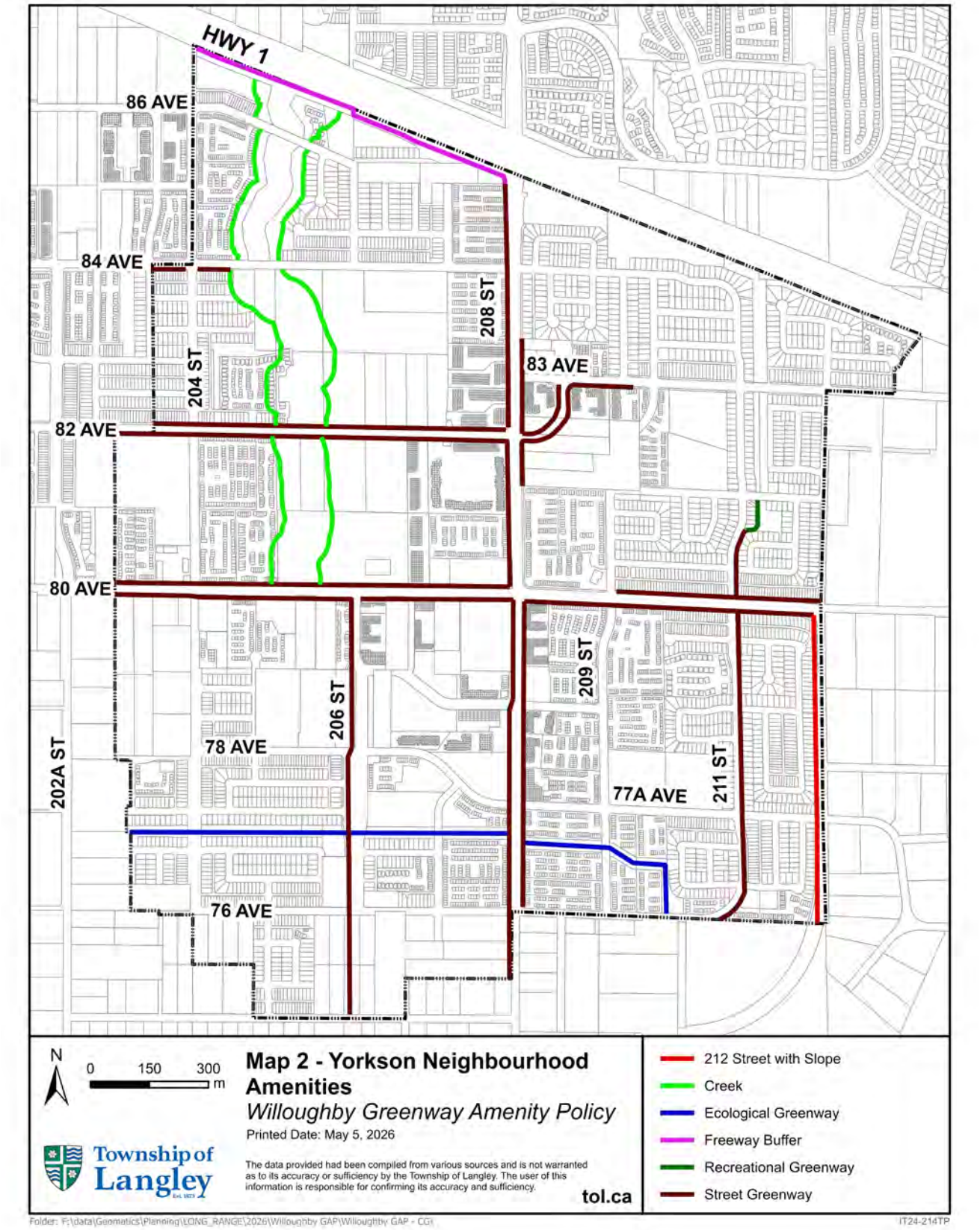
(4) Assuming 0.20 hectares (0.50 acres) total area

## Schedule A
## Willoughby Amenities

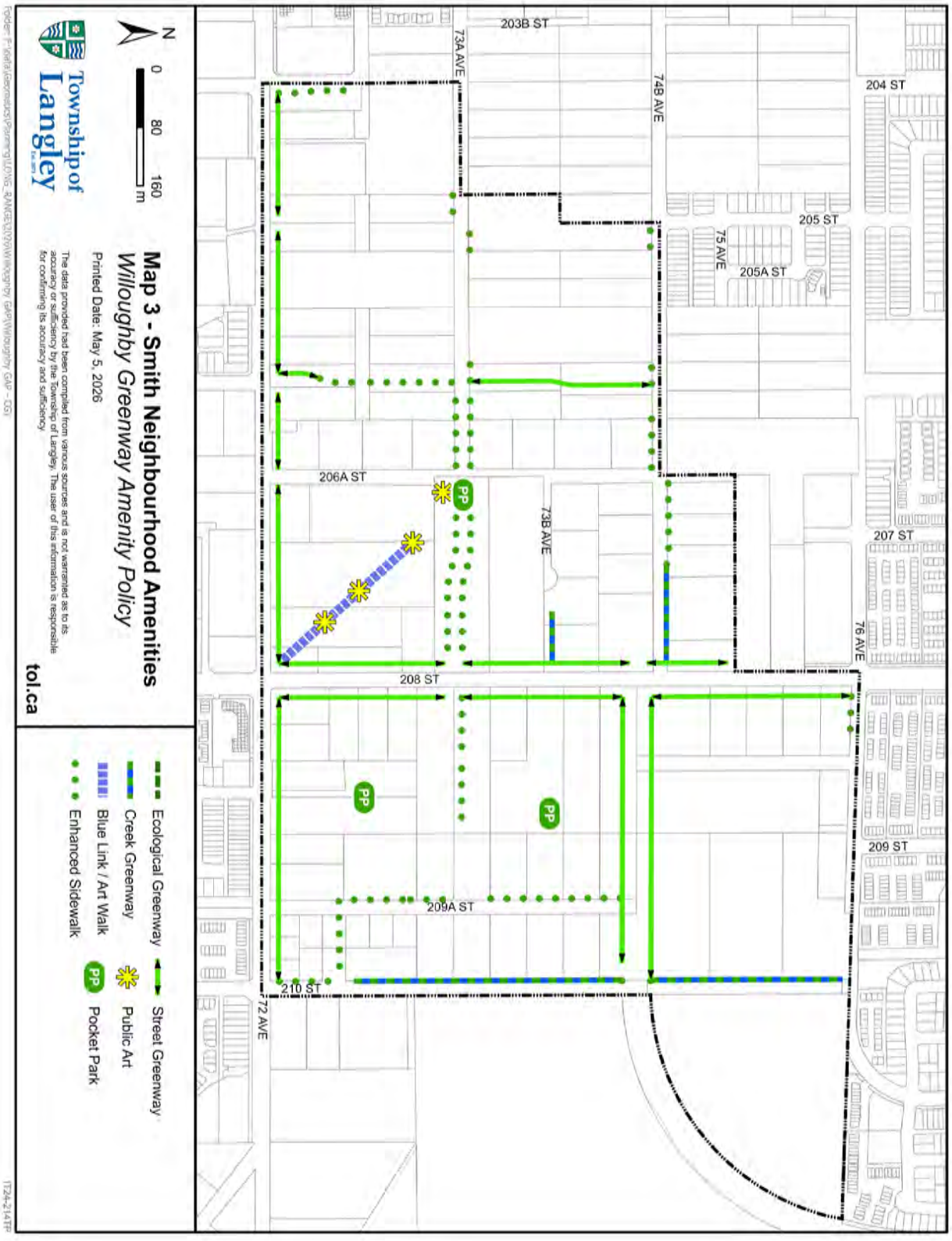
**Map 1:** Willoughby Transit Corridor Neighbourhood GAP-Funded Amenities



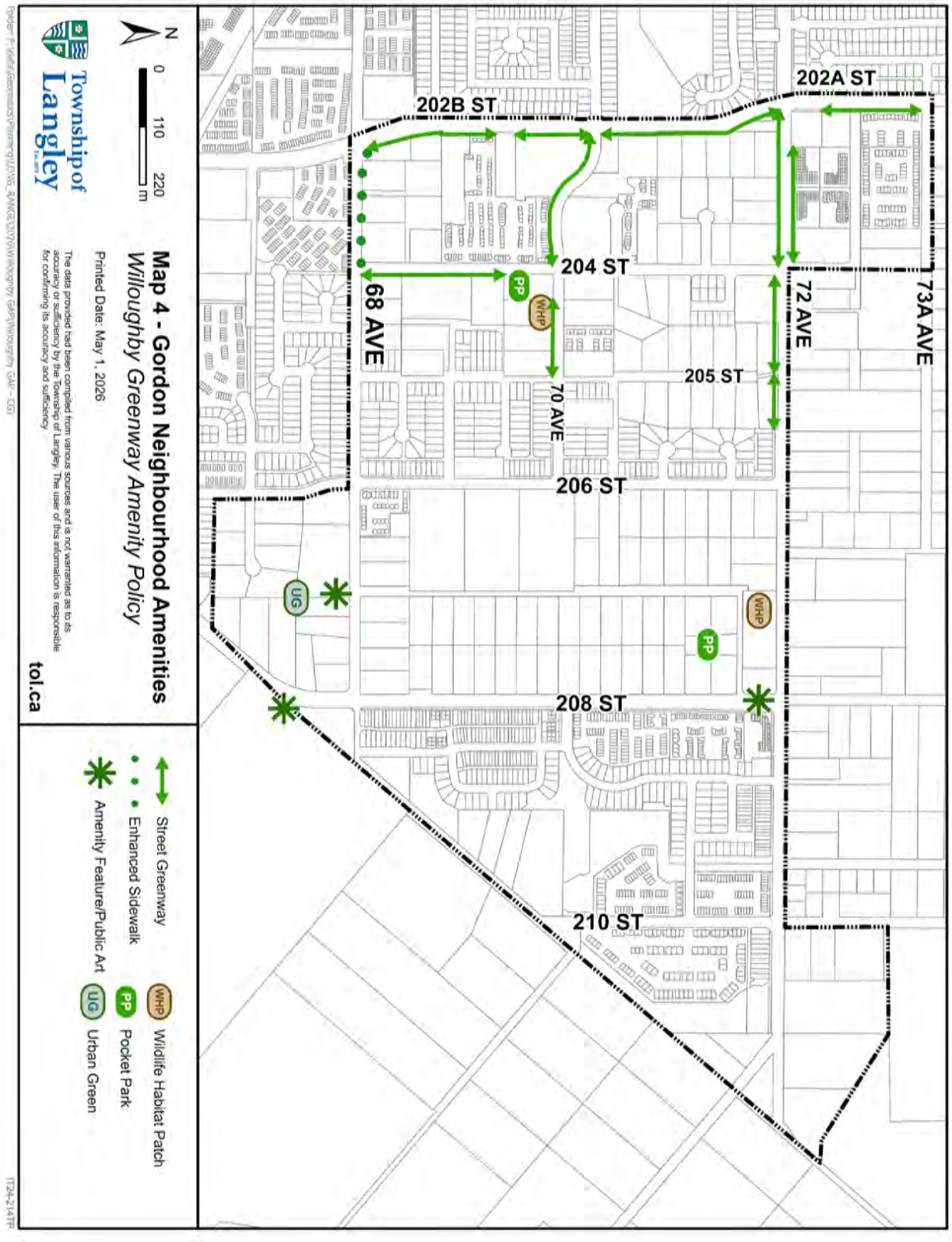
**Map 2:** Yorkson Neighbourhood GAP-Funded Amenities



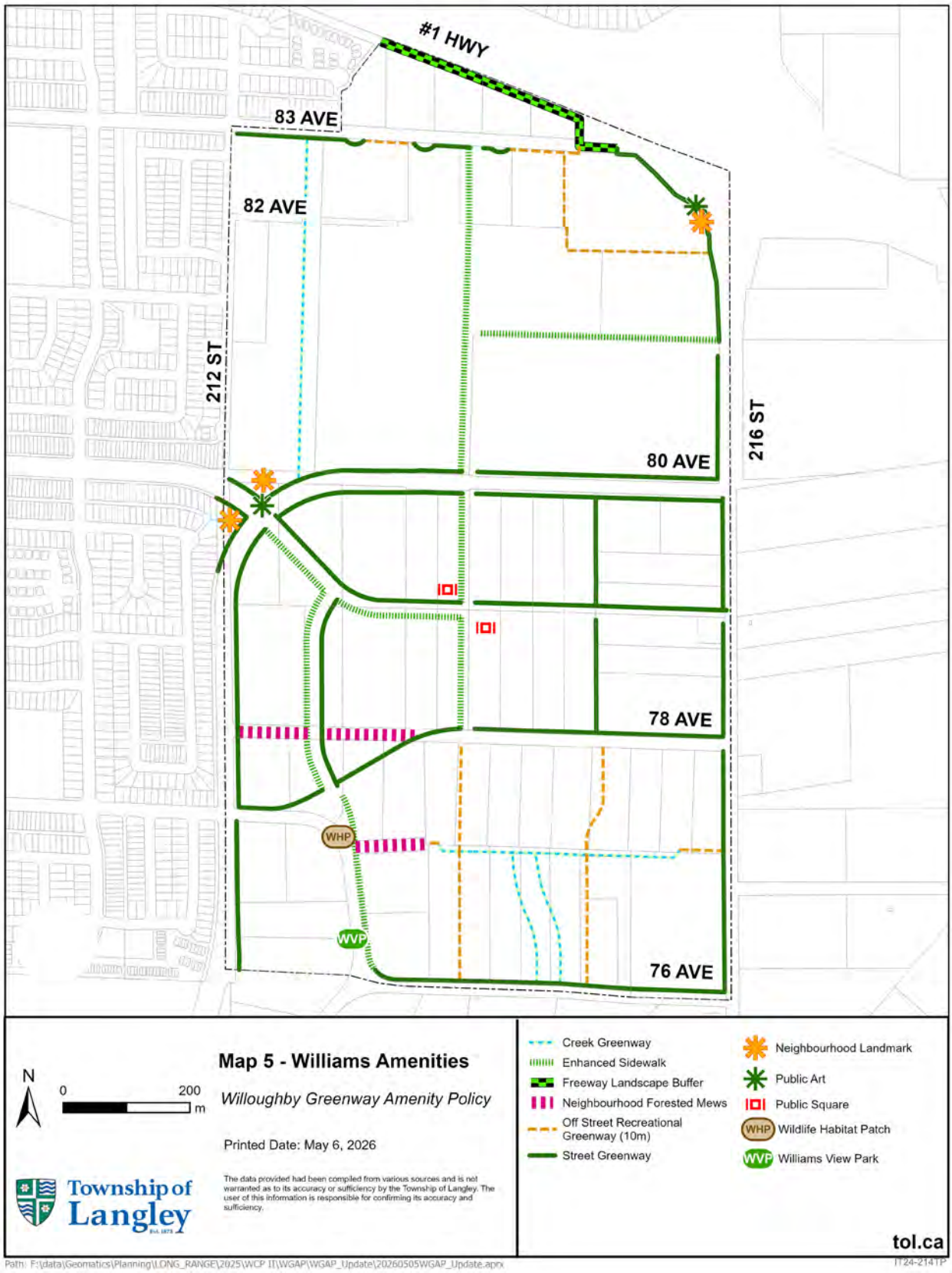
**Map 3:** Smith Neighbourhood GAP-Funded Amenities



**Map 4:** Gordon Neighbourhood GAP-Funded Amenities

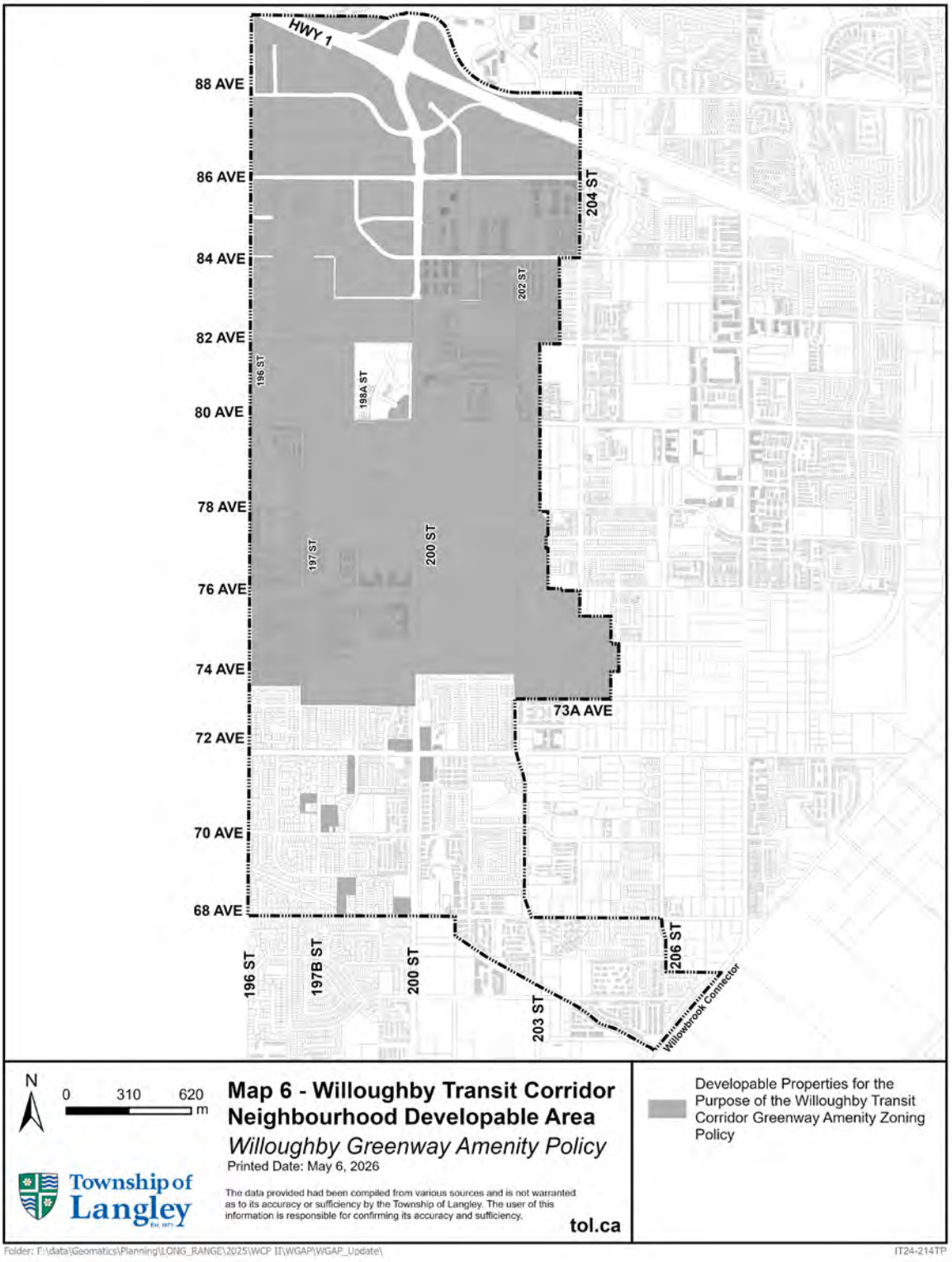


**Map 5:** Williams Neighbourhood GAP-Funded Amenities

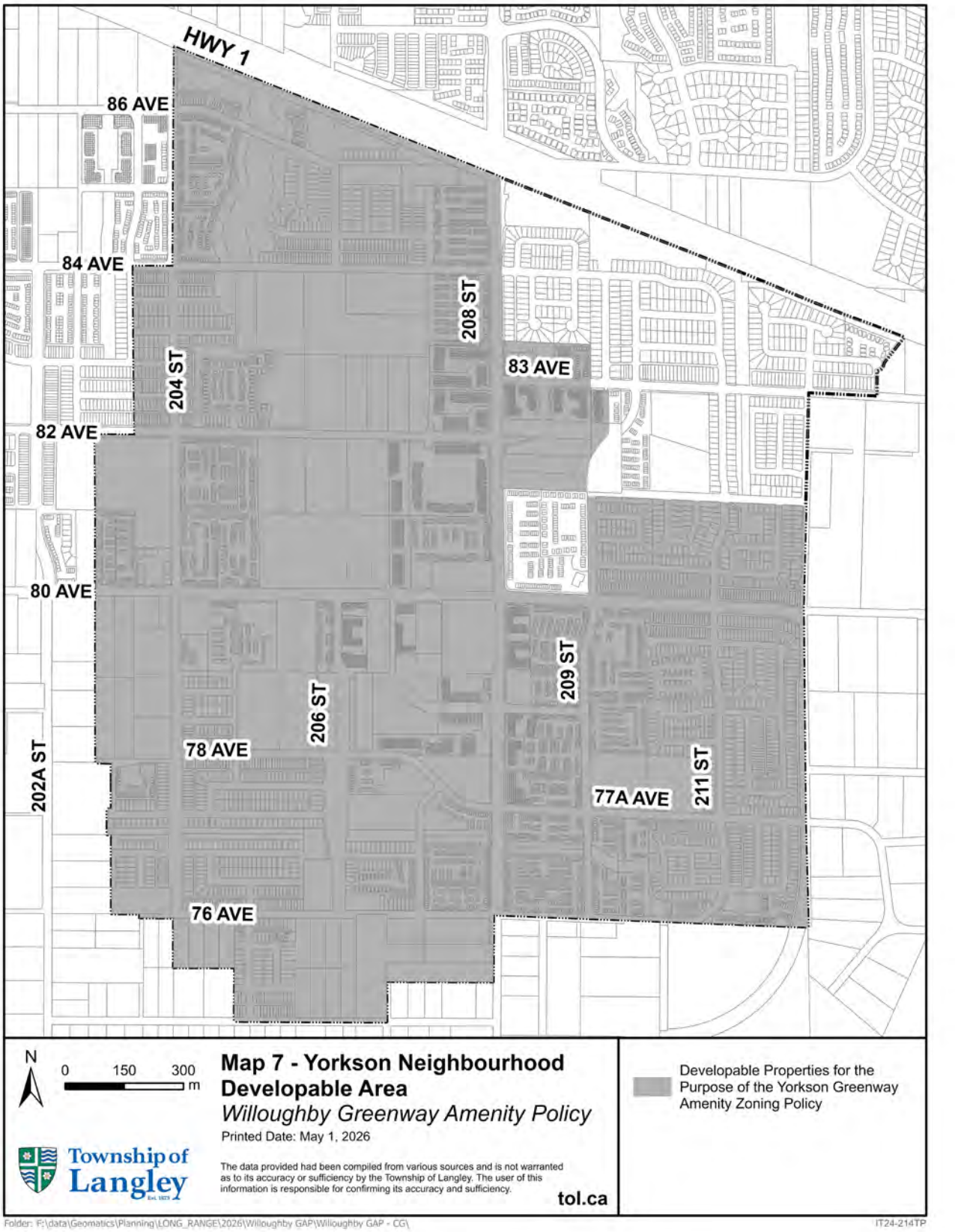


## Schedule B
## Willoughby Developable Areas

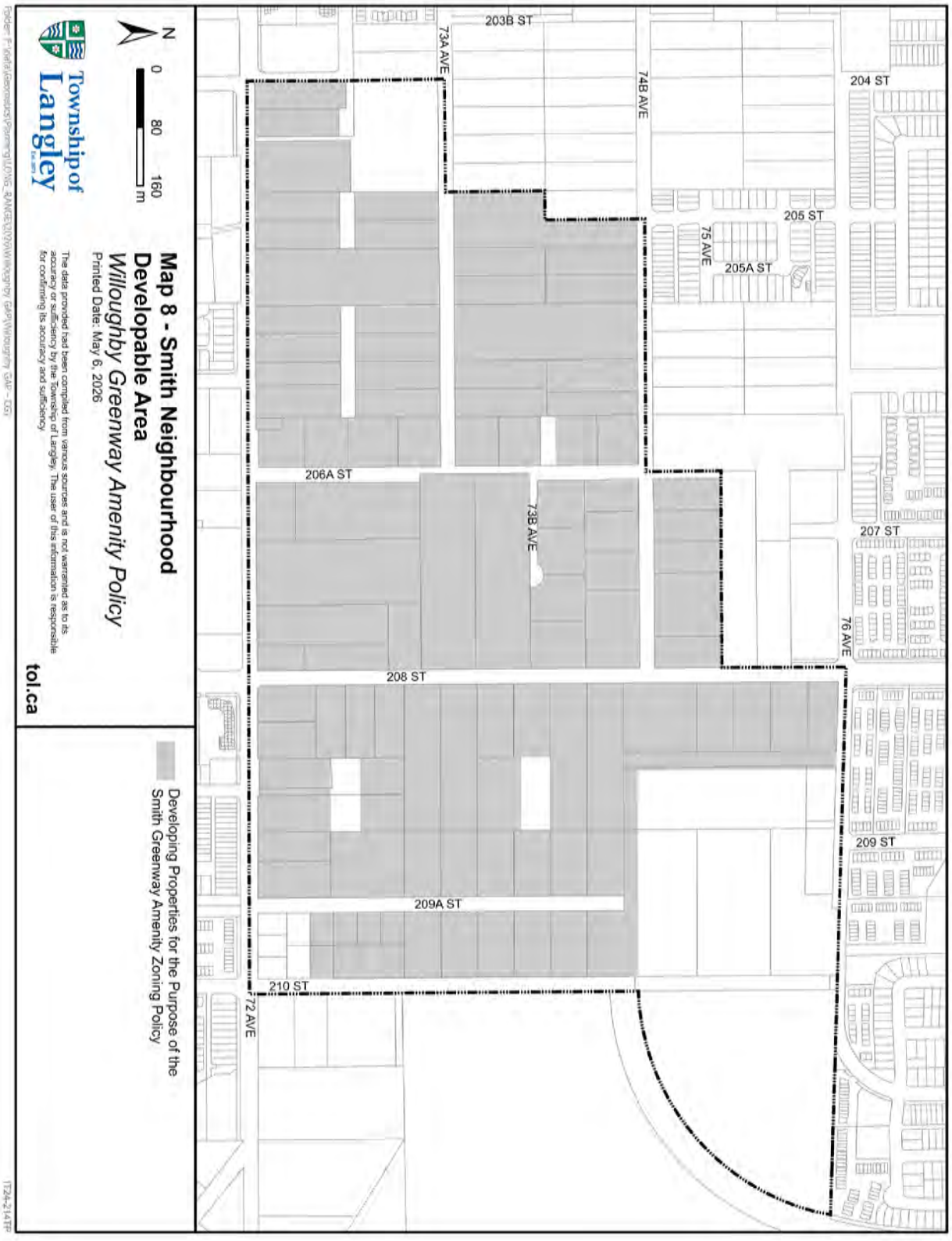
**Map 6:** Willoughby Transit Corridor Developable Area



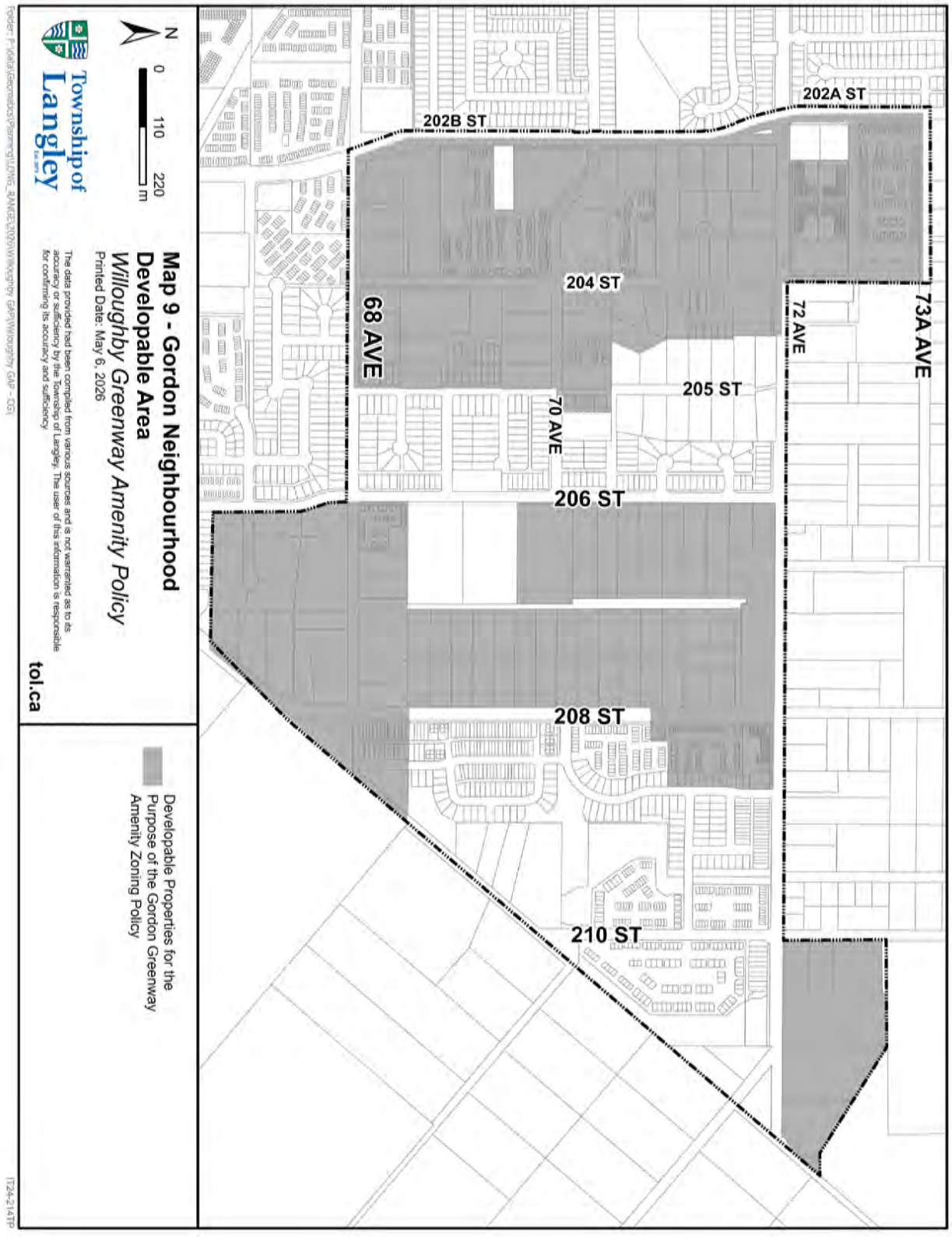
**Map 7:** Yorkson Developable Area



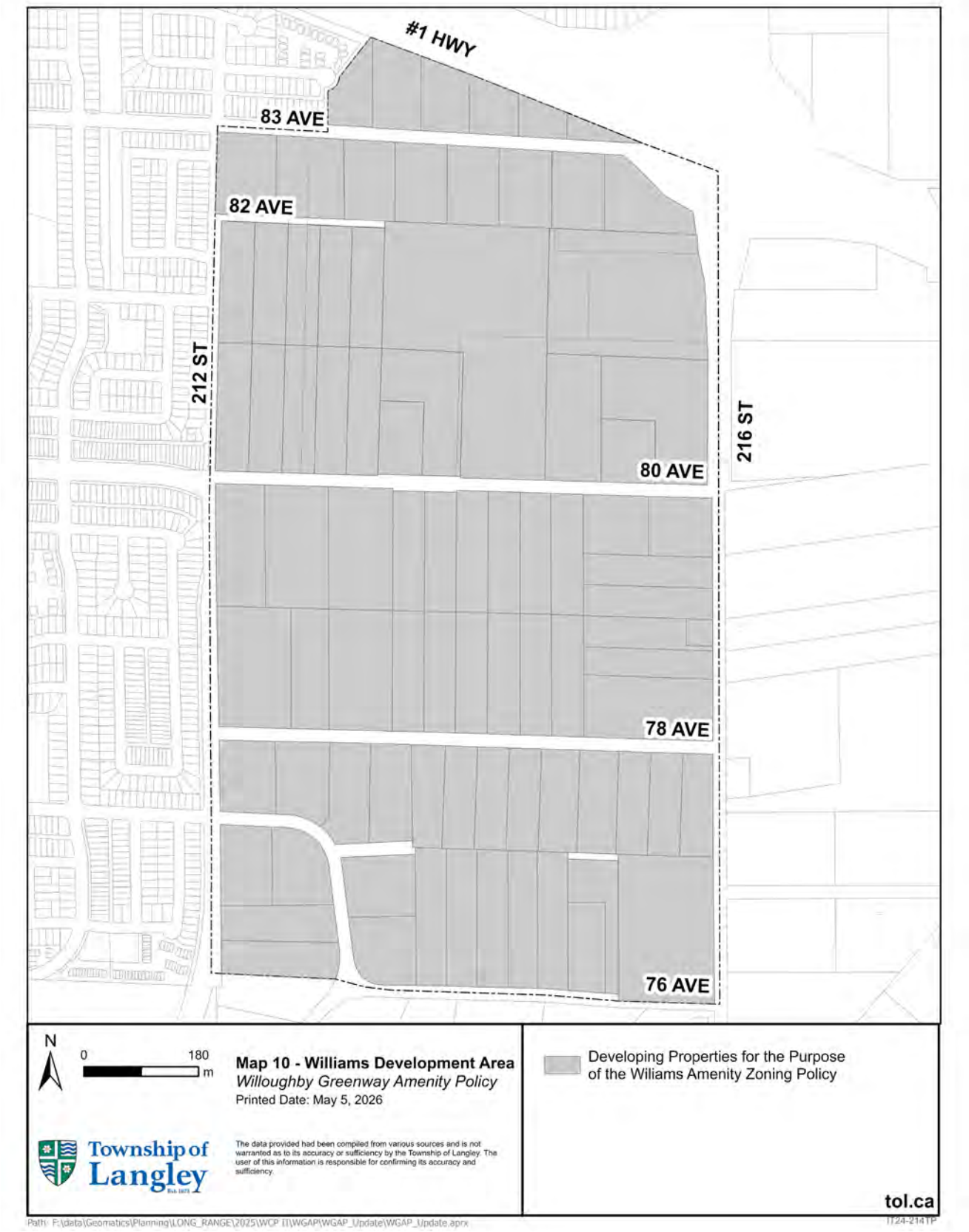
**Map 8:** Smith Developable Area



**Map 9:** Gordon Developable Area



**Map 10:** Williams Developable Area



## Schedule C
## Willoughby Amenity Cost

**Table 2:** Willoughby Total Amenity Cost Calculation

| NP Specific/ NP Universal | Amenity | Approximate Area (acres)[1] | Construction Cost | Land Cost | Total Cost |
|---|---|---|---|---|---|
| Universal | 200 St Greenway | 13.40 | $2,993,973.48 | $60,311,739.10 | $63,305,712.58 |
| WTCP | 199 St Greenway | 0.68 | $347,557.00 | $3,060,000.00 | $3,407,557.00 |
| WTCP | 200 St Greenway (fronting commercial only) | 0.29 | $179,958.90 | - | $179,958.90 |
| Gordon | 202B St & 68 Ave Amenity | 0.025 | $607,200.00 | $112,500.00 | $719,700.00 |
| Gordon | 202B St and 72 Ave Amenity | 0.012 | $40,000.00 | $48,000.00 | $88,000.00 |
| Smith | Street Greenway with Wall | 0.43 | $329,893.50 | - | $329,893.50 |
| Yorkson | 212 St Greenway | 2.58 | $845,066.26 | $11,610,000.00 | $12,455,066.26 |
| Williams | 216 St Greenway (8m land, 12m construction) | 1.50 | $2,555,613.40 | $6,750,000.00 | $9,305,613.40 |
| Smith | Blue Link / Art Walk | - | $689,510.00 | - | $689,510.00 |
| WTCP | Carvolth Commons | 1.30 | $70,986.94 | - | $70,986.94 |
| WTCP | Creek Greenway | 17.37 | $7,669,735.66 | - | $7,669,735.66 |
| WTCP | Dog Off-Leash Park | 1.00 | $200,000.00 | $4,500,000.00 | $4,700,000.00 |
| General | Ecological Greenway | 11.74 | $1,116,457.77 | $52,830,000.00 | $53,946,457.77 |
| Williams | Enhanced Sidewalk (1m extra road ROW width) | 0.54 | $796,096.50 | - | $796,096.50 |
| Universal | Enhanced Sidewalk[2] | - | $2,094,938.06 | - | $2,094,938.06 |
| Universal | Freeway Buffer | 5.18 | $1,972,248.32 | $23,310,000.00 | $25,282,248.32 |
| Smith | Heritage | - | $100,000.00 | - | $100,000.00 |
| WTCP | Heritage | - | $200,000.00 | - | $200,000.00 |
| Gordon | Heritage | - | $500,000.00 | - | $500,000.00 |
| Williams | Heritage | - | $100,000.00 | - | $100,000.00 |
| WTCP | Integrated Open Space | 2.30 | $3,256,336.28 | $10,350,000.00 | $13,606,336.28 |
| WTCP | Living Wall | - | $1,080,000.00 | - | $1,080,000.00 |
| WTCP | Multi-Use Trail Linkages | - | $20,000.00 | - | $20,000.00 |
| Williams | Neighbourhood Forested Mews approx 0.84 ha (2.07 acres) in ROWs) | - | $247,143.47 | - | $247,143.47 |

| | | | | | |
|---|---|---|---|---|---|
| Williams | Neighbourhood Landmark Amenity Area (West side of 212 St & 80 Ave) | 0.11 | $242,599.00 | $495,000.00 | $737,599.00 |
| Williams | Neighbourhood Landmark Amenity Area (North of 212 St and 80 Ave) | - | $471,409.00 | - | $471,409.00 |
| Williams | Neighbourhood Landmark Amenity Area (216 St Interchange) | - | $585,040.00 | - | $585,040.00 |
| Williams | Off-Street Recreational Greenway (6m width) | 1.55 | $645,624.54 | $6,985,594.24 | $7,631,218.78 |
| Williams | Off-Street Recreational Greenway Buffer (10m width) | 0.94 | $300,814.16 | $4,241,052.70 | $4,541,866.86 |
| WTCP | Plaza | 0.20 | $161,880.00 | - | $161,880.00 |
| Universal | Pocket Park | 10.78 | $2,568,784.74 | $48,510,000.00 | $51,078,784.74 |
| Universal | Public Art | - | $3,200,000.00 | - | $3,200,000.00 |
| Universal | Recreational Greenway | 0.56 | $241,733.38 | $2,520,000.00 | $2,761,733.38 |
| Smith | Smith View Park Assist (1 acre) | 1.00 | $500,000.00 | - | $500,000.00 |
| Universal | Street Greenway (8.5m construction, 4.5m land) | 41.42 | $21,784,906.29 | $186,390,000.00 | $208,174,906.29 |
| Universal | Urban Green | 1.50 | $2,222,410.05 | $6,750,000.00 | $8,972,410.05 |
| WTCP | Urban Pocket Park (Existing Detention Pond) | - | $73,170.00 | - | $73,170.00 |
| WTCP | Urban Pocket Parks | 3.00 | $439,019.00 | $13,500,000.00 | $13,939,019.00 |
| Universal | Wildlife Habitat Patch | 3.08 | $981,928.07 | $13,851,000.00 | $14,832,928.07 |
| Williams | Wildlife Habitat Patch (1,563m$^2$ additional outside of ROW) (includes path) | 0.39 | $124,418.33 | $1,755,000.00 | $1,879,418.33 |
| Williams | Williams View Park | 5.02 | $406,520.00 | $22,590,000.00 | $22,996,520.00 |
| **Total** | | 126.90 acres | $62,962,972.09 | $480,469,886.04 | $543,432,858.13 |

(1) The actual size of an amenity may be larger than amounts shown in this column
(2) Enhanced sidewalks have 2m buffer between curb and sidewalk, 3m wide concrete sidewalk, and 1m wide buffer between property line and sidewalk

(3) The total size of this Landmark Amenity is 0.38 hectares (0.95 acres): 0.18 hectares (0.45 acres) in the Williams Neighbourhood Plan area and 0.2 hectares (0.5 acres) in the Yorkson Neighbourhood Plan area

Net Development Area = 1624.71 acres = 657.50 hectares = 6,574,970.48$m^2$

Amenity Cost = $543,432,858.13 / 6,574,970.48 = $82.65 per $m^2$ or $826,517.56 per hectare or $334,479.71 per acre

ATTACHMENT B

# COUNCIL POLICY

## WILLOUGHBY DEVELOPMENT PHASING

**POLICY NUMBER: 07-237**
**EFFECTIVE DATE: 2023-12-18**

## 1. Purpose

1.1 To provide administrative guidelines for growth management in the Willoughby Community Plan.

## 2. Background

2.1 Council has the authority to endorse additional growth management policies for any area and is not limited to any existing boundaries of any plan area or sub area.

2.2 The Willoughby Community Plan provides for policies for phasing of development that are focused on the logical extension of the urban environment, servicing infrastructure (such as roads, water and sewer), and development of complete communities by including requirements for community infrastructure and facilities (such as schools, parks, recreation centres, and community centres).

## 3. Related Policy

3.1 The Official Community Plan, Willoughby Community Plan, Willoughby Neighbourhood Plans

## 4. Policy

4.1 Development within the area(s) listed in Section 4.2 subject to an annual review by Council and is further subject to consideration of the following:

4.1.1 the commencement of construction of additional school(s) within the Willoughby Community Plan area(s) to the satisfaction of Council; and

4.1.2 additional development and construction proceeding within the Gordon, Smith, Williams, Willoughby Transit Corridor and Yorkson Neighbourhood Plans with progress towards the completion of arterial roads and sidewalk infrastructure within these areas and along with the consideration of additional school sites.

4.2 Development within the area(s) listed in this section is subject to additional area-specific considerations including:

4.2.1 Williams Neighbourhood Plan

a) Council considers the full provision of arterial roads, sidewalks, and active transportation infrastructure connections between the Yorkson and Smith Neighbourhood Plans prior to development applications proceeding for final adoption if located south of 80 Avenue for residential and/or mixed-use.

b) a known, potential timeline and funding commitment(s) for capacity upgrades for Provincial Highway 10 from the Langley Bypass to the 232 Street Interchange and its connection to the 216 Street Interchange.

4.2.2 Willoughby Transit Corridor Plan:

a) land area contained within the Detention Pond 6 catchment area generally bounded by 200 Street to 205 Street and 73 Avenue to 76 Avenue.

4.2.3 Gordon Neighbourhood Plan:

a) land area contained within the Detention Pond 9 catchment area generally bounded by 207 Street to 208 Street and 68 Avenue to 72 Avenue.

4.2.4 Smith Neighbourhood Plan

a) land area contained within Detention Pond 6 catchment area generally bounded by 204 Street to 208 Street and 72 Avenue to 74 Avenue.

4.3 Nothing in this policy will fetter the discretion of the Council of the Township of Langley to exercise its legislative powers and functions.

## Approval History

| | |
|---|---|
| Approved | 2023-12-18 |
| Revised | 2024-03-11 |

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842**
**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800**
**AMENDMENT (2026 WCP UPDATE) BYLAW NO. 6201**

## EXPLANATORY NOTE

Bylaw No. 6201 amends the Willoughby Community Plan by consolidating several neighbourhood plans and establishing a new planning approach for the proposed 200 Street bus rapid transit corridor, more intensive transit-oriented development near station areas and continued greenfield development and future infill opportunities.

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842**
**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800**
**AMENDMENT (2026 WCP UPDATE) BYLAW NO. 6201**

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 “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (2026 WCP Update) Bylaw No. 6201”.

2. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800”, as amended, is further amended by replacing Schedule “A” with a new Schedule “A” attached to and forming part of this Bylaw as Schedule “1”.

3. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973” as amended is further amended by replacing Maps 1 through 4 with new Maps 1 through 4 to reflect updated neighbourhood boundaries, attached to and forming part of this Bylaw as Schedule “2”.

4. This Bylaw comes into force on the date that it is adopted by Council. The effect of this Bylaw is suspended for twenty-four (24) months from the date that this Bylaw comes into force for a rezoning application, development permit application or building permit application made prior to this Bylaw coming into force and for which the application is full and complete and the applicable application fee has been paid.

5. An applicant may agree in writing that this Bylaw should have effect with respect to a rezoning application, development permit application or building permit application made prior to this Bylaw coming into force.

6. If any section, subsection, clause, or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion will be severed and the decision that a portion of this Bylaw is invalid shall not affect the validity of the remaining parts of this Bylaw.

| | | |
|---|---|---|
| READ A FIRST TIME the | day of | , 2026 |
| READ A SECOND TIME the | day of | , 2026 |
| PUBLIC HEARING HELD the | day of | , 2026 |
| READ A THIRD TIME the | day of | , 2026 |
| ADOPTED the | day of | , 2026 |

_____ Mayor _____ Township Clerk

SCHEDULE "1" BYLAW NO. 6201




# Willoughby Community Plan

## Bylaw No. 6201

Township of Langley
Est. 1873

May 2026

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# 1. INTRODUCTION

## 1.1 PLAN INTENT

The planning framework in the Township of Langley is laid out in the Official Community Plan (OCP), which establishes the overall vision, guiding principles and high-level policies for sustainable growth and development of the municipality. The OCP includes several component community plans which provide more detailed policies for specific areas. Willoughby is one of the urban communities in the Township.

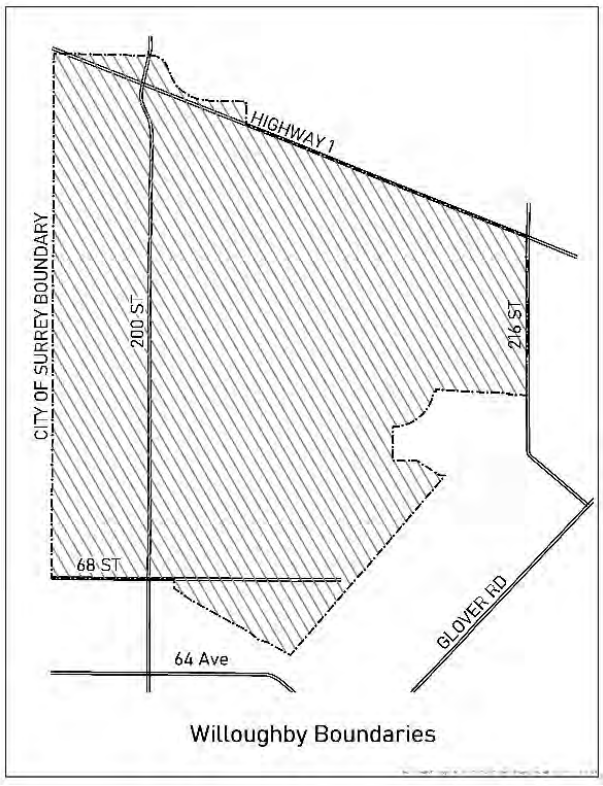
The Willoughby Community Plan (WCP) sets the vision, guiding principles and policies that shape the growth and development of the area over the next 25 years. It provides an overall structure for the community and establishes policies for the community character, development pattern, land uses, open spaces, public amenities, environment, mobility and transportation, utilities and services.

The original 1998 WCP was designed to be implemented by 10 neighbourhood plans, which provided detailed policies and land use designations for each component neighbourhood.

In 2025, the WCP underwent a comprehensive update and restructuring, including the introduction of new policies to support future transit-oriented development, the consolidation of some neighbourhood plans to simplify the overall policy framework for future greenfield and infill development and the preparation of a new Willoughby Transit Corridor Plan, see Map 6.

## 1.2 LOCATION AND CONTEXT

Willoughby is a large urban community on the western edge of the Township of Langley. Generally, it borders the City of Surrey (west), Highway 1 (north), the Trans Mountain pipeline right-of-way and 68 Avenue (south) and 216 Street and the Willowbrook Connector between 204 and 208 Street (east).




Willoughby has been developing from a rural “greenfield” area to planned neighbourhoods since the late 1990s. It is strategically located in the Metro Vancouver region and its growth has been spurred, in part, by major transportation improvements, including the Highway 1 widening, expansion of the Port Mann Bridge and construction of the Golden Ears Bridge.

200 Street is the primary north-south arterial through Willoughby, connecting to Highway 1 and the Golden Ears Bridge (north) and Highway 10 and Fraser Highway (south). In 2023, 200 Street was identified by TransLink as a priority rapid transit corridor due to its potential to support transit-oriented development and accommodate

significant population growth. Similarly in 2023, Metro Vancouver adopted Metro 2050, which identifies 200 Street (section in Willoughby) as a Major Transit Growth Corridor.

## 1.3 HISTORY

Initial settlement of the Willoughby area is traced back to the First Nations people now known as the Sto:lo. The Coast Salish, including the Sto:lo used the Nicomekl and Salmon Rivers, to reach the salmon fishery. It is known that at the mouth of Yorkson Creek a Sto:lo village existed. However, no documented archaeological sites exist in this area.

Employees of the Hudson's Bay Company ("HBC") were the first European settlers in the Willoughby area. It is believed that some of the timber to build the fort in Fort Langley came from Willoughby. Land preemption began around 1877, with the first settlers arriving in the 1880s.

Shortly after, William Morrison preempted two 80 acre parcels adjacent to the HBC former farm. The first permanent Willoughby resident was Basil Brousseau Jr., who held 160 acres bounded by what is now known as 80 Avenue, 76 Avenue, 212 and 216 Street.

The subdivision of land continued through the 20th century and some specialized agricultural operations began, largely poultry raising and beef cattle. Several locals worked in the logging industry in other parts of the region but cleared small acreage to build homes in Willoughby. Residents slowly began to take jobs in the Langley area as the local economy developed, turning Willoughby into a residential community.

Commercial and community activities were initially confined to Milner, the lowlands east of Willoughby. The first store opened in the 1920s at 208 Street and 83 Avenue. A post office was added in 1921. It was at this time, that the name "Willoughby" was suggested for the post office. The Willoughby Hall, also at 208 Street and 83 Avenue, was built in approximately 1924, though it was demolished and rebuilt in its current form in 1937, which then was rented as a school building. A one-room school was built in 1931 at 208 Street and 80 Avenue. In 1959, Anderson School was opened to serve residents of south Willoughby. Mountain Secondary School opened in 1977. Other community uses such as places of worship were also built to serve the local population.

Early planning limited roads and public utilities in the area. The municipality required that tax funds be raised within an electoral ward for services within that ward. This meant little could be accomplished, since only limited tax revenues could be raised locally. Thus, some roads were built along settled properties and then stopped abruptly. Names for roads initially reflected those of local settlers. Following World War I, many were renamed in honor of men who died in the War. In the early 1950s the current road numbering system was adopted, as an integrated way of numbering all roads in the Fraser Valley.

## 1.4 WILLOUGHBY COMMUNITY PLAN (1998)

The first WCP was adopted on May 4, 1998, to guide long-term growth and development. At that time, Willoughby was a predominantly rural area with a mix of farms, homes on acreage and forested properties. Willoughby was designated an urban community in the OCP and was described as a major development area, given its extensive land base and situation within the Urban Containment Boundary (UCB), strategic location adjacent to the City of Surrey and regional connectivity via the road network.

The 1998 WCP established the vision and land use strategy that has shaped Willoughby into a vibrant, mixed-use community offering a high quality of life for residents, workers and businesses. The original planning process, conducted in the mid-1990s, included extensive consultation with the public, stakeholders and external agencies.

WCP was implemented through a series of policy documents, including 10 neighbourhood plans and associated Engineering Servicing Plans, which have guided growth in a structured and coordinated manner. The original neighbourhood plan boundaries were primarily based on catchment areas for stormwater drainage, a delineation approach that continues to influence planning processes in the area today. Utility servicing for the area was planned according to water servicing zones, dictated by topography and natural watersheds. Regional water supply and sewage transmission facilities, including the Metro Vancouver Barnston Island Main and Jericho Clayton Connector, as well as a South Surrey Interceptor from the Township pumpstation, allowed sufficient infrastructure to fully develop the Willoughby area. The phasing and capacity of station pumps dictated the densities and construction of each sub-area. The four key drainage areas in Willoughby are Latimer Creek, Nicomekl River, Salmon River and Yorkson Creek.

**Community Character**

An objective of the 1998 WCP was to establish land use patterns and associated services that would not unduly compromise the ability to accommodate future uses. This led to a character that is defined by the connectivity between the natural landscape and the community. Natural corridors, wildlife habitat, green spaces and stream protection have contributed to the high quality of life in Willoughby.

Each neighbourhood is centered on a focal point, typically a school and park site. This development pattern promotes walkability for students, access to active recreation space and traffic-calmed local roads within neighbourhoods, which may be bounded or separated by arterial roads. Some neighbourhoods also include convenience shopping centres and a mix of housing types and densities. Higher density residential development is focused on the centre, near Willoughby Town Centre (southwest corner of 208 Street and 80 Avenue) and along major roads such as 200 and 208 Streets, with lower density residential providing a transition to the ALR and adjacent rural areas.

**Population Growth**

Many areas of Willoughby have been transformed, as large acreage properties have been redeveloped with dense, concentrated development of detached and multi-unit housing forms, particularly around Willoughby Town Centre. This development pattern has accommodated a significant portion of the new growth in the Township of Langley while preserving the rural nature of other areas. Over the past 35 years, Willoughby's share of the Township's population has increased from approximately 3% to 30%. The pace of growth in Willoughby has accelerated since 2010 and it is expected to remain the fastest growing urban area in the Township. The population of Willoughby has increased almost tenfold since 2011.

**Housing Trends**

From 1991 to 2011, residential development in Willoughby was dominated by single-detached homes on both large and compact lots. During implementation of the WCP, there has been a deliberate shift toward more compact housing forms to support transit-oriented and sustainable growth. By 2016, townhomes and multi-family apartments have become the predominant forms of housing, particularly in and around Willoughby Town

Centre. In the past decade, apartments were introduced in Willoughby and this housing typology is expected to continue to grow.

### Demographics

Initially home to a predominantly European settler population, Willoughby has become more culturally diverse over the past two decades. English and French were once the only reported spoken languages in Willoughby, but as of the 2021 census, Korean is now the third most spoken mother-tongue language, followed by Mandarin and Punjabi. This trend reflects a growing immigrant population and the area's appeal to newcomers.

## Employment and Local Economy

The 1998 WCP was predicated on the notion that the community be self-sustaining to the maximum extent possible, including the provision of significant employment opportunities for community residents. Business Park designations in Willoughby permit a mix of light industrial and service commercial uses, intended to support and be compatible with the surrounding neighbourhoods. In addition to business parks, institutional uses such as schools, libraries, recreation centres and more conventional retail uses in pockets across the community also offer opportunities for local employment.

There are three regionally designated Employment areas that provide for industrial, commercial and office uses: (1) at the northwest corner of 80 Avenue and 200 Street; (2) generally south of Highway 1 and west of 200 Street; and (3) in the Williams neighbourhood south of Highway 1 and west of 216 Street. A variety of industries are encouraged, ranging from specialty offices and high-tech industrial to service commercial. Incorporation of commercial and retail spaces near employment areas serves the employment base.

## Parks, Open Spaces and Community Uses

Since 1998, the Township has invested in the development of parks, greenways, trails, community centres and libraries to support the growing population. Willoughby is served by a variety of sports facilities at the Langley Events Centre (LEC) and Willoughby Community Park. Willoughby is also served by the Muriel Arnason Library, located at the Civic Facility. Emerging needs have spurred the construction of the new Ice and Dry Floor Arenas facility at the LEC, Smith Athletic Park, Yorkson Community Park and several other new facilities.

## Environment and Watercourses

Throughout Willoughby's history, the natural landscape has played an important role in shaping the community and contributing to the overall ecosystem and watershed health in Langley and the region. Latimer and Yorkson Creeks are salmonoid-bearing streams. The streams in northwest Willoughby are important to aquifer recharge and groundwater and have provided stability for the surrounding areas as they have developed. Several woodlots, fields and wetlands have served as habitats for wildlife and birds. The topography and drainage in Willoughby have directly influenced the siting and design of neighbourhoods.

A foundational component of the 1998 WCP is a strong connection to nature, protection of native species and enhanced biodiversity. Environmental objectives and the conservation of natural assets were considered at the outset of the land use planning process. This included clear requirements for land dedications and design of a variety of greenway types such as creek greenways, street greenways, wildlife corridors, ecological greenways and a green buffer between urban and agricultural lands. Known as the arbour ribbon, this buffer is a linear, treed corridor and trail system between urban and agricultural lands. It runs along the eastern boundaries of the Williams and Gordon neighbourhoods abutting the Agricultural Land Reserve (ALR.) The arbour ribbon

plays an important role in defining the urban edge, separating residential land uses from necessary activities in the ALR and offering an active trail where residents can remain connected to Langley's farming heritage.

Throughout Willoughby, high-quality greenway amenities were planned and constructed in tandem with the development of new neighbourhoods.

### Community Build-Out

Since the 1998 WCP was first adopted, several component neighbourhoods have been completed. Amendments have also been made during implementation due to a variety of factors, including shifts in housing demand, emerging building technologies and new policies that have impacted development.

As of 2026, approximately 53% of the WCP land capacity has been developed. The 2026 population in Willoughby was approximately 55,000, with a potential buildout population between 87,000 and 110,000, based on planned densities and building typologies.

The respective neighbourhood plans range in age from one to 25 years, based on the date of adoption. The older plans are almost entirely built out, whereas developments in newer neighbourhoods such as Smith and Williams have not been substantially started.

A key consideration for the WCP update is sensitivity to the established built form context, thriving communities and ensuring that future development is planned in a compatible, logical and phased manner. Given the relatively recent age of Willoughby neighbourhoods, no significant redevelopment is anticipated for at least 25 years.

## 1.5 POLICY CONTEXT

The 1998 WCP, as well as the 2026 update, have been shaped by the overarching policy framework of the *Local Government Act*, Metro Vancouver Regional Growth Strategy, the Official Community Plan (OCP) and various other Township plans, policies and strategies.

### Local Government Act

In 2023 and 2024, the Province of British Columbia amended the *Local Government Act* (LGA) by passing four housing-related bills. These pertain to residential development (Bill 44), development finance (Bill 46), transit-oriented development (Bill 47), inclusionary and density benefit zoning bylaws and expanded authorities for works and services requirements (Bill 16). The 2026 WCP update is an opportunity to implement the Provincial housing legislation requirements and leverage new proactive planning tools for the Township of Langley to achieve the expectations in the housing reforms.

### Regional Growth Strategy

In 2023, Metro Vancouver adopted *Metro 2050*, a Regional Growth Strategy (RGS). *Metro 2050* outlines a shared vision for managing the expected significant growth of the region over the next 25 years, with a focus on enhanced livability and sustainability. The Township of Langley is situated within the South of Fraser – East sub-region of Metro Vancouver and includes the cities of Langley and Surrey; this sub-region is anticipated to grow by over 100,000 people by 2050.

The RGS establishes an Urban Containment Boundary (UCB) that provides a stable, long-term area for residential, commercial and industrial development and reinforces the protection of agricultural, environmental and rural areas. Willoughby is located within the UCB and most of which has a regional Urban designation, with some Employment areas near the Trans-Canada Highway.

Additionally, Willoughby contains the following regionally designated growth focus areas:

Frequent Transit Development Area (FTDA): The Carvolth FTDA is intended to foster a walkable, vibrant, mixed-use community that supports a range of services and amenities near housing and transit. Higher density forms of development and a high standard of urban design are expected here to create a transit-supportive community near the Carvolth Transit Exchange.

Major Transit Growth Corridor (MTGC): MTGCs within Metro Vancouver are designated for higher density residential, commercial and mixed-use, transit-oriented development. They correspond with TransLink's Major Transit Network and are prioritized for transit investment. The MTGC in Willoughby is situated along 200 Street, extending approximately one kilometre on either side and corresponds with the 200 Street Bus Rapid Transit service proposed by TransLink. The designation of MTGCs is intended to drive transit demand, maximize the effectiveness of regional transit investments and contribute to building a connected network of complete communities across the region.

Urban Centre: Willoughby Town Centre is designated as an Urban Centre in Metro 2050. Urban Centres are intended to support focused, compact and efficient growth and are appropriate locations for major transit trip-generating land uses such as large commercial, office, retail and institutional.

### Official Community Plan (OCP)

In 2025, Township Council updated the OCP that provides a 30-year vision for growth and development in the Township as a whole. The OCP includes several high-level goals and policy directions that build upon the Sustainability Charter.

The OCP provides policy direction on land use, community structure and neighbourhood design. The Willoughby area is located within the Urban Containment Boundary and is designated as primarily Urban with some Employment areas near the Trans-Canada Highway. Urban lands are intended for residential neighbourhoods and centres, supported by related commercial, institutional, recreational and park uses. Employment lands are intended primarily for industrial uses.

### Other Township Plans and Strategies

The 1998 WCP and 2026 update have also been informed by several Township-wide plans and strategies and supports their implementation at the community level. Examples of these plans and strategies include the Age-Friendly Strategy, Climate Action Strategy and Transportation and Mobility Strategy.

## 1.6 PLANNING AND ENGAGEMENT PROCESS

The 2026 WCP update has included early and ongoing engagement with the community and input from industry, subject matter experts, neighbouring municipalities and other government agencies.

In advance of TransLink's proposed Langley – Haney Place alignment as a short-listed bus rapid transit (BRT) route in 2023, the Township began work on *200 Street 2040*, a comprehensive study of the 200 Street corridor as a future transit-oriented development area. Community engagement on the project included three public open houses, online surveys, stakeholder meetings and facilitated discussions on key considerations. Input from this engagement program helped to inform a future vision for 200 Street and Willoughby as a whole.

In 2024, more focused engagement was undertaken as part of *LEC 2040,* a detailed visioning, feasibility study and engagement process for the Langley Events Centre. This included community input into future land uses, building types and densities, urban design considerations and public amenities. *LEC 2040* yielded a future development concept for transforming these lands into a mixed-use Arts, Sports and Entertainment District, anchored by the existing LEC and Willoughby Community Park.

In early 2025, the Township hosted four open houses for the Township Official Community Plan update and opened an online feedback form to receive further comments. At each event, there was opportunity to provide input on the comprehensive update of the WCP. Two additional open houses were held in the spring of 2026, prior to finalization of the updated WCP.

# 2. VISION AND GUIDING PRINCIPLES

An overriding principle of the 1998 WCP was to accommodate flexibility in land uses and associated services while achieving sustainability through responsible preservation of the natural environment.

At the community level, sustainability is promoted through a town centre that functions as a traditional, walkable downtown and provision of community parks, high schools, civic uses, entertainment facilities and a diversity of housing options, including homes in mixed residential-commercial developments. A key element in the design of Willoughby is the concept of maintaining or creating connectivity between green spaces, providing for natural wildlife corridors and low-impact, active transportation options for people.

At the neighbourhood level, sustainable planning is established by delineating neighbourhoods that are scaled to support a variety of land uses, including an elementary school, neighbourhood parks with active facilities (often combined with a school site), local-serving shops and services, a variety of housing options and potentially some employment opportunities. Neighbourhood centres are the focal points of each neighbourhood.

These key elements continue to form the “building blocks” for the 2026 WCP update and for updating land use policies in anticipation of future rapid transit and transit-supportive growth.

## 2.1 NEW VISION FOR WILLOUGHBY

The 2026 vision for Willoughby advances the principle of sustainability by accommodating future rapid transit and planning for more transit-supportive development near planned station areas along the 200 Street corridor and informing the consolidation of some neighbourhood plans. For neighbourhoods beyond the 200 Street corridor, the vision supports infill growth that complements the character and builds on the strengths established in Willoughby. Key elements of the vision include:

- a vibrant, amenity-rich, transit-served community
- a high-quality standard of living for residents
- a stable place for investment and local economic growth
- walkable, urban villages
- conserved natural assets
- a diversity of housing options
- transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.
- respect for established neighbourhoods
- leverage the potential of transit-oriented development to provide new services, amenities, housing, businesses and public spaces

## 2.2 PLANNING PRINCIPLES

The policy framework for the Willoughby community plan is founded on a set of guiding principles that give directions to achieve the renewed vision:

1. **Plan high-density, mixed-use development at key nodes.** Create a series of urban villages and community focal points by concentrating density and land uses around future rapid transit stations along 200 Street and in key areas such as Willoughby Town Centre. Scale down density and intensity of activity to create an appropriate interface with existing, adjacent neighbourhoods.
2. **Maintain established neighbourhoods.** Willoughby is comprised of distinct and connected neighbourhoods, each with its own focal point and contained within a boundary of arterial roads.
3. **Distribute diverse amenities.** A variety of public spaces, parks, commercial centres and natural spaces should be distributed among the neighbourhoods to maintain complementary identities and character and balanced access to services.
4. **Support active, multi-modal transportation.** Safe and comfortable greenways, trails, pedestrian and cyclist paths should link places within neighbourhoods and between different areas in the community.
5. **Protect streams, wetlands and natural habitat.** Conservation of streams, trees and wildlife habitat is critical for access to nature and other essential ecosystem functions that offer long-term benefits to humans and the environment.
6. **Respond to community housing needs.** Design policy to be responsive to different types of housing, specifically in transit-serviced areas. Retain the predominant urban fabric in built-out areas while allowing infill and promote development of a range of housing options for diverse households with different needs and preferences.
7. **Preserve and intensify employment lands.** Expand permitted uses and introduce flexibility in employment areas to adapt to the future of workspace needs, including new types of offices, manufacturing and mixed commercial or light industrial uses. Ensure compatibility and appropriate interfaces of employment use in mixed areas or within proximity to residential areas.
8. **Ensure human-scale, high-quality development.** Provide clear development guidelines that support suitable and attractive architecture, streets and public spaces.
9. **Respect the interface between Willoughby and the Agricultural Land Reserve.** Using appropriate buffering including an arbour ribbon and low-density residential properties with ample room for landscape screening, create a transition from rural to urban on the outer edges of Willoughby.
10. **Create a neighbourly interface with adjacent communities in Surrey.** Areas on the western edge of Willoughby should include functional links to Clayton and Port Kells (south of the freeway) in Surrey and be designed with compatible scale and land uses and consideration of the protection of watercourses and habitat situated along a shared municipal boundary.

# 3. PLANNING FRAMEWORK

Based on the Complete Community framework established by the Metro Vancouver regional growth strategies (such as Metro 2040 and Metro 2050), the 1998 WCP and the Planning Vision and Principles (discussed above), the 2026 update structures Willoughby into four areas:

1. Willoughby Transit Corridor
2. Transit Hubs
3. Infill and Greenfield Areas
4. Special Opportunity Sites




## 3.1 WILLOUGHBY TRANSIT CORRIDOR

Transit-oriented development (TOD) is the planning of dense, mixed land uses that is served by frequent transit and active transportation networks. The result is a community where driving a private vehicle is an option, not a necessity. The Willoughby Transit Corridor will be multi-modal, transit-oriented, designed in a pattern of transit station areas. It will comprise a linear network of transit hubs and both local and regional destinations. While each hub will develop a distinct character, all will be unified through an overall corridor vision and urban design concept. With an emphasis on sustainability and transit-oriented development, each hub will be connected by greenways and multi-modal transportation options. In addition to moving people, 200 Street is a critical corridor for the movement of goods and services.

## 3.2 TRANSIT HUBS

Under the principle of TOD, the most intensive mixed-use developments (highest densities, tallest buildings and range of uses) should be located in close proximity to convenient transit and active transportation hubs, typically within 200 metres or a five-minute walk from proposed transit stations. The form and intensity of development would decrease with distance from a transit station, to provide an appropriate interface with the established built form character of surrounding neighbourhoods. Each transit hub will become the social, economic and mobility focus for the surrounding area and may offer unique destinations such as commercial or employment focus or residential components, or special districts such as the Arts, Entertainment and Sports District at the Langley Events Centre.

## 3.3 INFILL AND GREENFIELD AREAS

East of the Willoughby Transit Corridor, the neighbourhoods of Gordon, Smith, Williams and Yorkson will experience continued greenfield development. These areas will retain a ground-oriented and low to mid-rise building form and the traditional character of residential areas anchored by a combined school and park site

and mixed-use nodes for local retail and services. Consideration will also be given to infill development such as potential densification of remaining sites where an identified housing need could be met, in a manner that is sensitive to the adjacent built form context.

## 3.4 SPECIAL OPPORTUNITY SITES

Special opportunity sites are comparatively large infill parcels or assembled sites (of at least 2 hectares or 5 acres in size) that could accommodate multiple buildings within a unique “district”. Consideration may be given to a plan amendment to accommodate projects that meet defined housing needs in the community or achieve other planning objectives such as the provision of significant community amenities or affordable housing opportunities. Development proposals on such sites should be supported by a comprehensive development plan.

# 4. LAND USE

Land use designations and policies help to achieve the overall vision of the Community Plan by identifying the intended use of land. They are intended to guide development of the Willoughby community over the next 20 to 25 years by providing for uses such as residential, commercial, mixed residential-commercial, business park, institutional uses, schools, as well as parks and open space. The land use designations are shown on Map 2, Land Use Plan.

More detailed land use policies are outlined in the Gordon, Smith, Williams and Yorkson Neighbourhood Plans and the Willoughby Transit Corridor Plan.

## 4.1 RESIDENTIAL

Willoughby has several residential and mixed-residential designations that are shown on Map 2, Land Use Plan.

General Residential Policies:

1. Rear-lane access is required for all detached, low density and small-scale multi-unit housing developments. Exceptions shall be considered along local roads; front access will be considered if topographic or other site constraints make rear lane access difficult to achieve.
2. A variety of housing tenures, including rental, leasehold and ownership, is encouraged to provide options for different household needs.
3. A variety of housing unit types and sizes, including number of bedrooms and floor layouts, is encouraged to provide options for different household needs.
4. Innovative and efficient building design, building siting and built forms are encouraged to optimize and preserve green space and retain trees on development sites.
5. Seniors' housing facilities (e.g. community care facilities, assisted living residences and supportive housing) are permitted in any residential land use designation, subject to the facility being consistent with the policies specific to that land use designation.
6. Zoning-compliant accessory home occupations, including in-home daycares, are permitted in residential areas.
7. In instances where a development site has more than one designation under this Plan, the land use boundaries may be realigned to accommodate site planning constraints so long as the intent of the land plan is upheld with respect to density and geography.

### 4.1.1 Residential

The Residential designation is intended to provide for conventional, compact, ground-oriented, single-unit housing and opportunities for gentle infill with small-scale, multi-unit housing (SSMUH). This will enable the opportunity for a variety of housing forms, including detached and attached units and offer diversity and choice to households with different needs.

Policies:

1. A range of housing that fits within the scale, character and form of ground-oriented residential neighbourhoods is permitted in Residential areas.

2. SSMUH entitlement is conditional on meeting servicing requirements in the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.
3. SSMUH development may also be subject to a form and character development permit.

### 4.1.2 Medium Density Residential

The Medium Density Residential designation includes townhouses, rowhouses and low-rise apartment buildings up to 6-storeys. Specific densities, dwelling types and building heights are identified in respective neighbourhood plans. Live-Work development shall be considered in this designation to include opportunities for residents to work in their dwellings while providing additional services within neighbourhoods. Specific locations for Live-Work developments are detailed in neighbourhood plans.

## 4.2 MIXED USE

Willoughby has several mixed commercial-residential designations that are shown on Map 2, Land Use Plan.

### 4.2.1 Neighbourhood Mixed Use

The Neighbourhood Mixed Use designation includes a mix of commercial, multi-family residential and/or institutional uses. They intend to serve local neighbourhoods and provide walkable shopping hubs within a 10-minute walkshed from residential areas. Specific uses and densities will be specified in neighbourhood plans.

### 4.2.2 Transit Oriented Area

The Transit Oriented Area designation applies to all lands located within a 400-metre radius of future rapid transit stations, which are intended to develop as future transit hubs, where the highest development densities and tallest building heights within Willoughby are anticipated.

Transit Oriented Areas accommodate four principal land use designations, as articulated in the Willoughby Transit Corridor Plan:

| Land Use | Distance from Bus Rapid Transit (BRT) Station | Floor Space Ratio (FSR) | | | Base Building Height (Storeys) |
|---|---|---|---|---|---|
| | | Base | Bonus | Maximum | |
| High Density Mixed Use | ≤ 200 metres | 4.0 | 4.0 | 8.0 | 12 |
| High Density Employment | ≤ 200 metres | 4.0 | 4.0 | 8.0 | 12 |
| Medium Density Mixed Use | 201 - 400 metres | 3.0 | 3.0 | 6.0 | 8 |
| Medium Density Employment | 201 - 400 metres | 3.0 | 3.0 | 6.0 | 8 |

Policies:

1. The High Density Mixed Use designation is intended to promote transit-oriented development and direct more intensive mixed use development to transit hubs. General land uses include residential, commercial, institutional and community use.
2. The Medium Density Mixed Use designation provides for a transition between higher density transit-oriented development around BRT stations and existing lower density residential neighbourhoods, while supporting a vibrant, walkable, transit-served community. General land uses include a mix of residential, commercial, institutional and community uses such as recreation, community and cultural centres.
3. The High Density Employment designation pertains to lands located within 200 metres of future rapid transit stations, having a regional Employment Lands designation per Metro Vancouver's RGS. The mix of uses supports the economic vitality of the Township and region.
4. The Medium Density Employment designation applies to lands having a regional Employment Lands designation per Metro Vancouver's RGS, located within 201 - 400 metres of future rapid transit stations. The mix of employment uses in this designation is intended to support businesses that may require greater floorspace or less employees per square metre than in high density mixed employment areas.
5. Pending adoption of an Amenity Cost Contribution (ACC) Bylaw and for applications which are not subject to the ACC Bylaw, the height and density bonus provisions within the Transit Oriented Area designation would be implemented through the use of inclusionary and density benefit zoning as provided under the *Local Government Act*. In the absence of an ACC Bylaw, the Interim Policy Regarding Community Amenity Contributions (Council Policy 07-170) would apply.

## 4.3 TOWN CENTRE

The Willoughby Town Centre is intended for a wide variety of land uses, accommodating a diverse range of functions, including a mix of residential uses, retail and major community facilities. The Town Centre offers an opportunity to integrate the functions of living, working and playing in a compact, readily accessible area. It is intended that major commercial uses and high density housing have convenient access from 208 Street and 80 Avenue.

Policies:

1. Within the Town Centre area, favourable consideration will be given to mixed-use development and innovative design that creates a functionally strong downtown for Willoughby.
2. To create an urban environment in the Town Centre, large parking lots and large building setbacks from major roads are discouraged.
3. Development of detached homes in the Town Centre, unless clustered to accommodate green space, is discouraged.
4. Every effort is to be made to orient new community facilities such as major municipal parks, libraries, museums, community centres, recreation facilities and entertainment complexes within or adjacent to the Town Centre area.
5. Pedestrian-friendly connections should be provided within the Town Centre and to adjacent neighbourhoods and community green spaces.

## 4.4 GATEWAY

The Gateway designation applies to lands near the 200 Street Interchange in the Carvolth Frequent Transit Development Area. It is intended for development of landmark buildings at a key entrance to the community. The Gateway designation is intended for a wide variety of regionally serving land uses, including hotels, offices and retail commercial. Large format (“big box”) retail commercial uses are not permitted. Maximum floor space for individual commercial units in the Gateway area will be more clearly defined in the Willoughby Transit Corridor Plan.

Due to the proximity to the 200 Street interchange, some lands in the Gateway designation have land use restrictions to limit vehicle trips. These areas are identified on Map 2 and can only accommodate development within the constraints outlined in respective restrictive covenants. High density mixed commercial-residential developments may be considered, subject to traffic impact analysis and approval by agencies such as the BC Ministry of Transportation and Metro Vancouver.

## 4.5 INSTITUTIONAL

In addition to lands specifically designated for Institution-only use, Institutional uses are permitted within any other land use designation in this plan, subject to applicable zoning regulations. Institutional uses include public education, library, hospital or healthcare uses, community or civic uses, government uses and places of worship.

## 4.6 BUSINESS PARK

The Willoughby Community Plan is predicated on the notion that the community is self-sustaining to the maximum extent possible. This includes providing significant employment opportunities for community residents. Several business park areas are identified to permit a mix of light (low impact) industrial and service commercial uses, designed in such a way to be compatible with nearby residential uses.

There are two areas designated as Business Park : (1) in Willoughby Transit Corridor, with proximity to 200 Street, generally between Highway 1 and 85 Avenue, west of 199 Street; and (2) in Williams, at 216 street south of Highway 1, see Map 2 . Detailed land uses are to be defined in the Willoughby Transit Corridor Plan and Williams Neighbourhood plan respectively.

At the December 15, 2025 Regular Meeting, Council directed staff to include these two Business Park areas as “Special Study Areas” as part of the Township’s submission of its Regional Context Statement of the Official Community Plan to Metro Vancouver Board. The Council direction indicates its intention to study and explore potential land use changes to these areas.

## 4.7 SCHOOLS

Planned as the largest urban community in the Township, Willoughby has the most number of schools in School District No. 35 (Langley). As of early 2026, Willoughby is home to seven elementary schools, two middle schools and one secondary school, plus a joint campus of middle and secondary schools under construction.

Since the late 1990s, the Township and the Langley School District have collaborated to acquire and develop combined school-park sites in Willoughby to achieve time and cost savings while delivering modern classrooms adjacent to state-of-the-art sports facilities and community amenities. Most neighbourhoods in Willoughby were planned to have a combined elementary school and neighbourhood park, allowing students to live within walking distance of their school. There were requirements for developers to set aside land large enough to accommodate these combined facilities before development could start. These combined sites leverage cost sharing, maximize synergy and permit integration of educational and recreational activities.

Under construction in early 2026 and expected to open in September 2027, the middle and secondary schools in the Smith neighbourhood are located adjacent to the Smith Athletic Park, providing students easy access to three synthetic sports fields and other community amenities on 8 hectares (20 acres). Likewise, a Memorandum of Understanding (MOU) between the Township, the Langley School District and the Province of British Columbia has been signed. The MOU aims to accelerate the planning and delivery of a replacement Willoughby Elementary School at a new location, adjacent to Yorkson Community Park.

The actual number, location and grade configurations of new schools may change as the community develops.

In June 2024, the Langley School District approved its Long Range Facilities Plan (LRFP). The LRFP guides the School District capital development for the following 5-10 years (2029 - 2034), which includes four additional elementary schools (for a total of 11), one additional middle school (for a total of four) and two additional secondary schools (for a total of three) by 2034. With recent changes to the *Local Government Act* to require municipalities to allow Small-Scale, Multi-Unit Housing (SMMUH) and Transit-Oriented Areas, new schools will be required to support SSMUHs in Willoughby and high density mixed-use development along the Willoughby Transit Corridor. The Langley School District is prepared to undertake a process to update the LRFP and plan to accommodate the additional growth in students generated by these developments.

Also, the 2029 - 2034 LRFP suggests “the opportunity to investigate the possibility of introducing new elementary schools within the higher density building developments within this corridor.” Discussions between Township and School District have begun to identify possibilities and concepts for urban schools along the Willoughby Transit Corridor.

Policies:

1. Continue to build joint neighbourhood parks and elementary schools.
2. Collaborate with the Langley School District and the Province of British Columbia to identify and finalize criteria for the location(s), funding mechanism and area standards for new urban schools within high density mixed-use developments along the Willoughby Transit Corridor.

# 5. PARKS, OPEN SPACE AND GREENWAYS

Parks, open space and greenways play a vital role in shaping a complete community in terms of residents' physical, mental, environmental, social and cultural well-being. Parks and open spaces also provide important habitats for urban wildlife and vegetation, including trees, which serve as a natural climate regulator, provide critical shade and cooling while supporting the mental health and well-being of residents through daily access to nature.

The WCP aims to protect, expand and improve park land and open spaces to support the community's health, education, recreation, social connection and cultural expression. The distribution of these spaces will be guided by current service levels, the location of both new and existing amenities and the availability of services provided by other institutions that meet the community's social and cultural needs.

An extensive network of greenways was a cornerstone of the 1998 WCP. This greenway network includes Street Greenways, Enhanced Sidewalks, Creek/Trail Greenways, Recreational Greenways, Ecological Buffers, Green Links, Ecological Greenways and the Arbour Ribbon. The greenway network will continue to be built as development takes place.

**Guiding Principles**
The WCP applies the following planning principles for parks and open space:

**1. Proximity and Equitable Access**
Parks and open spaces should be planned so that residents and workers can reasonably access recreation opportunities close to where they live and work, with particular attention to populations facing mobility, safety, or financial barriers.

**2. Network Planning and Connectivity**
Parks and open spaces shall be planned as an integrated system, connected by trails, greenways, sidewalks, cycling routes and transit-supportive links, where appropriate.

**3. Diversity of Park and Open Space Types**
The system should include a mix of park and open space types (e.g., neighbourhood parks, community parks, linear parks/greenways, natural areas, plazas and recreation nodes) that reflect local context, density, demographics and recreation needs.

**4. Quality, Safety and Universal Accessibility**
Park and open space planning should support safe, inclusive and universally accessible recreation opportunities, considering Crime Prevention Through Environmental Design principles, barrier-free design and year-round usability.

**5. Environmental Stewardship and Climate Resilience**
Where feasible, parks and open spaces should protect or enhance natural assets, support biodiversity, manage stormwater, reduce urban heat and contribute to climate adaptation and resilience objectives.

**6. Efficient Delivery and Lifecycle Sustainability**

Plans should align park and open space delivery with servicing, transportation and growth sequencing and consider long-term operations, maintenance and asset management.

The WCP incorporates a proximity-based approach to park and open space planning by:

- identifying current and future park and open space needs relative to residential and employment areas;
- locating new parks, open spaces and connections to minimize travel distance and reduce barriers to access; and
- prioritizing acquisitions and improvements that address access gaps and improve connectivity within and between neighbourhoods and employment areas.

**Acquisition and Securing Strategy**

Tools and opportunities to secure park and open space lands in priority locations, include:

- dedication or conveyance through development;
- strategic purchase or land assembly;
- partnerships or agreements with other agencies; and
- protection of corridors for future greenways and trail connections.

## 5.1 PARKS HIERARCHY

Willoughby offers a range of parks and public places that serve different purposes. This hierarchy is important for ensuring that a mix of park and recreation spaces is provided. Parks are categorized into three groups, as follows:

- **Community Park**: Community parks, for passive and active/athletic uses, are intended to serve an area equivalent to the catchment area of a secondary school and provide extensive activity areas and special recreational facilities. Community parks are typically 20 hectares (50 acres) or larger and have room for organized sports and recreation fields and facilities, as well as passive space and nature. Land acquisition and eligible portions of development of Community Parks are to be funded through Development Cost Charges.

- **Neighbourhood Park**: Neighbourhood parks are intended to serve an area equivalent to the catchment area of an elementary school and to provide for the athletic and recreational requirement of the neighbourhood. They often include sports and play areas for children and youth, sometimes include off-leash dog areas (when not adjacent to a school site) and passive areas. Neighbourhood parks are expected to be larger (over 3.2 hectares or 8 acres) when standalone but can be smaller (2 hectares or 5 acres) when adjacent to an elementary school (2 hectares or 5 acres) that also provides outdoor recreation space. Land acquisition of neighbourhood Parks is to be funded through a 5% parkland contribution. Eligible portions of development of Neighbourhood Parks are to be funded through Development Cost Charges.

- **Pocket Parks and Plazas**: Pocket Parks and plazas are small-scale, local-serving outdoor spaces. Pocket Parks are approximately 0.4 hectare (1 acre) in size and expected to be landscaped or open grass areas with children's play areas and adaptable space to accommodate other programming. Plazas are typically hardscaped, often adjacent to new development and create gathering and recreation areas in neighbourhood centres. Plazas are typically 0.1 to 0.4 hectare (0.25 to 1 acre) in

size. Land acquisition of Pocket Parks and plazas are to be provided through on-site dedication during land development and/or the Willoughby Greenway Amenity Policy.

In addition to the park hierarchy, new developments in urban areas are expected to provide private and semi-private amenity space. These include a variety of spaces, outlined in neighbourhood plans, including rooftop and podium decks, courtyards, community gardens, playgrounds and urban nature spaces.

### 5.1.1 Park

The Park land use designation is critical to the preservation of park and recreation space in Willoughby as the community continues to grow. A network of different park sizes and types, connected by greenways, will improve the quality of life, health and access to nature for Willoughby residents. In addition to the parks identified in Map 4, pocket parks and plazas are required on site-specific developments.

Policies:

1. A range of park sizes and types from passive, natural spaces to active recreation fields and associated amenities will be provided to serve local residents and provide destination parks for Township-wide users and visitors.
2. Integrate park planning and design into broader community planning initiatives related to land use, residential development, transportation and community amenity provision. Provide parks and plazas as part of new community facilities and ensure public use and access. These should connect to the proposed greenways or streamside setback areas.
3. Preserve significant tree stands and wildlife habitat, where possible.
4. Where possible, secure park space through acquisition or parkland dedication. Where Township acquisition of parkland is not possible, ensure park space is provided as privately owned public spaces.
5. Continue to apply the Willoughby Greenway Amenity Policy to fund the development of pocket parks and plazas.
6. Implement effective landscape design of parks and open spaces, such as use of native plants and climate appropriate species in park landscaping and apply Crime Prevention Through Environmental Design (CPTED) guidelines to enhance safety and comfort.
7. Continue to give due consideration to preserving land for open space in reviewing new development.
8. Improve existing neighbourhood parks for greater use through upgrades that consider active and passive park programming for all ages (e.g., paths and trails, seating and open space, playgrounds, off-leash dog areas, multi-use hard surfaces, spray parks).
9. Identify opportunities for tree plantings to provide shade and cooling through climate-adaptive planting to ensure future climate suitability and biological diversity and increase tree canopy to meet the Community Forest Management Strategy canopy cover target of 30% for urban areas.

### 5.1.2 Plazas and Public Squares

Plazas and public squares are designated areas for outdoor urban activities. They offer space and amenities for workers and residents in high density development such as those envisioned in the Willoughby Transit Corridor. They are designed to facilitate movement and interaction of people, especially at high volumes, including during peak commuting times or popular community events. Plazas and public squares often include

amenities such as seating, landscaping, gathering spaces, wayfinding and other features. In addition to the following general policies, the Willoughby Transit Corridor Plan provides specific policies for the size and location of plazas and public squares.

Policies:

1. Secure sites near future transit stations through parkland dedication or by requiring developers to provide Privately-Owned Public Open Spaces ("POPS") for plazas.
2. Require commercial retail or other active uses at grade for buildings framing plazas, greenways and along the adjacent street edges.
3. Include natural elements such as trees to provide shade and cooling to reduce the urban heat island effect and enhance the green infrastructure network.

## 5.2 OPEN SPACE

Willoughby has over 142 hectares (350 acres) of open space, including features such as wildlife habitats, streams and riparian areas and detention ponds. These open spaces help define the character of Willoughby, offering residents a strong sense of place and connection to nature and contribute significantly to the ecological health of the community. The protection of these spaces is key to building Willoughby as a complete and sustainable community.

### 5.2.1 Open Space

The Open Space designation includes areas where no development is permitted, as they are intended for long-term natural conservation. These areas include wildlife habitats, streams and riparian areas and detention ponds identified as having environmental sensitivity.

General Policies:

1. Maintain and increase total open space in Willoughby to provide ecological services.
2. Every effort should be made to preserve significant tree stands and wildlife corridors to accommodate wildlife and songbirds. Consideration will be given to development projects which include provision for significant preservation of forests and woodlots and include, where appropriate, provision for storm water detention ponds.
3. Enhance safety and decrease disruption of wildlife during clearing and construction activity.
4. Maintain or increase the amount of green space that is in a natural or naturalized state. Natural areas provide greater ecological benefit than green spaces that are groomed.
5. Facilitate the connection and restoration of wildlife habitat, natural features and environmentally sensitive areas to create a comprehensive network of wildlife corridors.
6. Encourage integration and connectivity and provide low-impact, passive recreation opportunities within natural areas and adjacent to conservation areas, as shown on Map 4 where appropriate.
7. Explore opportunities to improve the retention and re-use of native soil, when appropriate, on development sites and particularly in new parkland or greenway amenity locations.

Wildlife Habitat Policies:

8. Integrate wildlife habitat protection efforts by collaborating with national, provincial, regional and First Nation initiatives and by incorporating them into other Township plans, policies and programs.
9. Enhance wildlife habitat through appropriate choice of plant species, location and density of plantings and minimization of hard landscape, where appropriate.

10. Maintain and enhance connectivity and reduce fragmentation of wildlife habitat by integrating areas such as wildlife tunnels, greenways, habitat patches and corridors.
11. Conceptual wildlife patches and corridors as shown on Map 4 may be further reviewed and refined as part of neighbourhood planning.
12. Ensure design of existing and new habitat corridors, including greenways, to minimize disturbance of and danger to wildlife that may use the corridors. Corridor design shall consider:
    a. implementing contiguous pathways
    b. locating corridors away from roads and property lines, where possible
    c. reducing interaction between pedestrians and wildlife habitat, where feasible
    d. protecting wildlife habitat found on private lands
13. Ensure lighting designs for developments to minimize negative impacts on wildlife and nocturnal activities of local wildlife.

Streams and Riparian Area Policies:

14. Facilitate the protection and enhancement of streams and riparian areas, including the maintenance of fish passage in streams.
15. Require all developments to conform to the Streamside Protection and Enhancement Development Permit Area in the Official Community Plan Schedule 3.

Detention Pond Policies:

16. Require and maintain sufficient detention pond infrastructure as guided by Engineering Servicing Plans.
17. Landscape detention ponds with trees and plants, where possible.
18. Recognize detention ponds as critical utility infrastructure that require separate standards from publicly accessible open spaces.

## 5.3 GREENWAYS

A network of Greenways is planned in Willoughby to link parks, neighbourhoods and destinations. Greenways form a critical pedestrian and cyclist network and may serve as linear parks in some areas. They range from hardscaped, tree-lined urban street greenways to forested trail network greenways providing opportunities to increase tree canopy and biodiversity. Greenways are critical elements that structure the urban form of Willoughby.

The Willoughby Community Plan Map 4 provides an overview of all greenways in the community, while the accompanying Neighbourhood Plans provide a more detailed breakdown of greenways by type and requirements. In general, greenways are to be funded through the Willoughby Greenway Amenity Policy (GAP), as amended or replaced.

The various greenway typologies in Willoughby include:

- **Arbour Ribbon**: The arbour ribbon is the linear treed corridor and trail system that runs along the eastern boundaries of the Williams and Gordon neighbourhoods abutting the Agricultural Land Reserve. This is an important buffer between urban and agricultural land uses and it plays an important role in defining the edge of Willoughby. It is an active trail that provides a linear park function, where residents can maintain a connection to Langley's farmland heritage.

- **Creek/Trail Greenways:** Separate from the road network, these are recreational greenways that promote active transportation and access to nature from each neighbourhood. Creek or trail greenways are typically built into the parks and open space system. They also serve as wildlife corridors and enhance biodiversity.

- **Ecological Buffer**: The Ecological Buffer is intended to act as a buffer between land uses, support wildlife habitat and facilitate movement of wildlife between habitat areas.

- **Ecological Greenway**: The Ecological Greenway is a linear greenway having a minimum width of 30m. Between 202A Street and 210 Street and generally along the 77 Avenue alignment, the Ecological Greenway is built, providing a critical ecological linkage between the Nicomekl River watershed and the Latimer River watershed which drains into the larger Serpentine River watershed in Surrey.

- **Enhanced Sidewalks:** Smaller greenways along non-major roads offer a pedestrian connection and boulevards for tree planting and landscaping alongside shared space for a multitude of active transportation users.

- **Green Links:** Green links are pedestrian-priority or pedestrian-only mid-block connections with enhanced landscaping and street or sidewalk amenities. They are typically a combination of private and public space that interconnect trails, pathways and parks, particularly smaller ones, with schools and larger greenways.

- **Recreational Greenways**: Recreational Greenways provide informal off-street pathways primarily within subdivisions to enhance neighbourhood connectivity.

- **Street Greenways:** Broad, landscaped corridors along major roads that create a welcoming environment for walking and cycling. These greenways enhance connectivity by linking neighbourhoods with key community amenities, promoting active transportation and supporting public health and safety. They offer tree canopy shade and cooling, act as traffic noise buffer and provide a pedestrian safety barrier. Integrated into the public street network, street greenways form a continuous route through Willoughby, encouraging sustainable mobility and community interaction.

Map 4 illustrates specific areas with lands or buffers intended for future greenways, which are to be achieved using development permit guidelines, land purchase, or dedication.

<u>Greenways Policies:</u>

1. Develop a multi-use, contiguous greenway system as conceptually indicated on Map 4. Explore further greenway opportunities as part of neighbourhood planning processes. Require provision of greenways identified on Map 4 during development, by landowners, per the Willoughby Greenway Amenity Policy.
2. Connect centres, key destinations and community facilities by greenways.
3. Integrate off-street greenways with on-street cycling routes (bike lanes, cycle tracks, multi-use paths).
4. Retain existing mature and significant trees within the greenway right-of-way, where possible.
5. Locate greenways adjacent to parks and plazas.
6. Promote the integration of pedestrian and cyclist amenities, including benches, bike racks and waste bins along greenways.

7. Incorporate greenway designs with stormwater capture, detention and release functions, where possible.
8. Limit driveway crossings over street greenways.
9. Design greenways to conform with Crime Prevention Through Environmental Design (CPTED) guidelines to enhance user safety and comfort.
10. Continue to establish an arbour ribbon along the urban-rural interface through the acquisition of properties or rights-of-way. The arbour ribbon would limit development along the urban-rural boundary, act as a buffer for agricultural uses, protect natural habitat and offer passive recreational opportunities.
11. All new developments should consider mid-block green link connections.
12. Required boulevard planting and provision of street trees along all roads as a component of all new development.

# 6. COMMUNITY AMENITIES AND FACILITIES

Willoughby is rich in community amenities and facilities. While Willoughby is home to the Langley Events Centre (LEC) and major parks (outlined in Section 5, Parks, Open Space and Greenways), population growth is projected to generate additional demand for public amenities and programmable spaces. The Willoughby Transit Corridor, a major component of the new planning framework, will host high density, transit-supportive developments. High density often includes a variety of amenities to enhance the urban living experience and quality of life.

Adopted on March 23, 2026, Amenity Cost Charges Bylaw No. 6115 includes a Convention Centre, Concert and Performance Hall, Ice and Dry Arenas (future phases), Smith Athletic Park (future phases) and Willoughby Community Centre (with planned aquatic facilities) as major amenities and facilities to be built as the community continues to grow. These proposed amenities and facilities will be built in addition to the following notable and existing ones:

- Fraser Valley Regional Library in the Willoughby Town Centre
- LEC - Willoughby Community Park, including key amenities such as:
  - sports fields, playgrounds, pickleball courts, bocce courts, tennis courts
  - indoor basketball courts, ice and dry arenas
  - outdoor Amphitheatre, picnic areas, spray park
  - indoor walking surface
- Smith Athletic Park and Soccer Campus
- Smith Reservoir Park
- Yorkson Community Park, including key amenities such as:
  - community garden, play area, pump track
  - concession
  - dog off-leash area, dog wash
  - grass fields, synthetic fields, ball diamonds
  - spray park

## 6.1 PUBLIC COMMUNITY FACILITIES

Policies:

1. Develop the planned Concert and Performance Hall at the LEC
2. Develop the Willoughby Community Centre (with planned aquatic facilities) in the Willoughby Town Centre
3. Build future phases of the Ice and Dry Arenas at the LEC and the soccer campus at Smith Athletic Park

# 7. TRANSPORTATION AND MOBILITY

Transportation is a key component of a livable, connected and sustainable community. The Willoughby Community Plan aims to facilitate a shift from suburban auto-orientation toward a more multimodal transportation system. The movement of goods and services must also be accommodated. This approach supports walking, cycling, public transit or other alternative forms of transportation, while aligning with the Township's broader sustainability objectives and mitigating traffic congestion.

The transportation network in Willoughby consists of several integrated systems, including roads, transit, greenways and active transportation routes. Consideration should also be made for the 200 Street corridor which is part of the TransLink Major Road Network (MRN), a Major Arterial Road in the Transportation and Mobility Strategy and a designated truck route that services both the Willoughby area as well as other areas of the Township. The following policies apply broadly across all modes of transportation and guide the development of a safe, inclusive and sustainable mobility network in Willoughby:

General Transportation Policies:

1. Provide a fine-grained, multimodal road network that accommodates walking, cycling, vehicles, transit and goods movement. Preferred block lengths may be considered in the neighbourhood plans.
2. Co-ordinate with the City of Langley, City of Maple Ridge and City of Pitt Meadows to ensure an integrated and regionally consistent approach to the design and implementation of the 200 Street transit corridor, to ensure continuity across municipal boundaries.
3. Develop a comprehensive transition plan for the implementation of Bus Rapid Transit (BRT).
4. Co-ordinate a bus integration plan for Willoughby with TransLink to provide feeder transit routes into the future BRT stations and the Willowbrook SkyTrain Station.
5. Require robust Transportation Demand Management (TDM) strategies and measures as a part of all new developments to encourage transit ridership and support other modes of transportation such car-share programs and end-of-trip facilities.
6. Promote the implementation of curbside management strategies that prioritize transit, active transportation, loading and micromobility needs.

## 7.1 ROADS AND CIRCULATION

A well-functioning street hierarchy of local, collector and arterial roads is essential to support vehicle movement, local circulation, transit trips and active transportation. The following policies aim to improve safety for all road users, enhance the functionality of the existing network and minimize traffic impacts on local neighbourhoods.

Policies:

1. Provide mobility infrastructure for persons of all ages and abilities.
2. Enhance overall circulation and safety through identifying locations for traffic calming on local and collector roads in neighbourhoods, particularly around schools, parks and areas with high pedestrian activity.
3. Prevent development of new cul-de-sacs that restrict the movement and circulation of pedestrians, cyclists and vehicles. If site development necessitates the use of cul-de-sacs, then integrate pedestrian and cycling connections in place of a through street.
4. Ensure emergency vehicle access through the public road network.

5. Accommodate local deliveries within neighbourhoods.
6. Ensure transit vehicles can navigate neighbourhoods in anticipation of future transit services.
7. Implement the recommendations and street classifications identified in the Transportation and Mobility Strategy.
8. Identify undeveloped or underdeveloped sites to prioritize grid formation and require new developments to dedicate roadways that complete this network and create urban block sizes.
9. Where applicable, require new developments in strategic locations to provide active transportation facilities, intersection upgrades, including full signalization, pedestrian crossing(s), roundabouts, or traffic calming measures as a condition of subdivision approval or building permit issuance in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.
10. Prioritize goods movement along 200 Street and maintain truck route standards. Develop a construction-phase plan to preserve truck access during BRT construction (led by Translink).
11. Ensure emergency vehicle access throughout the public road network
12. Develop pedestrian-oriented road sections along north-south local and collector roads east and west of 200 Street (particularly around 200A Street and 199 Street corridors) with wide sidewalks or multi-use paths and traffic calming measures.

## 7.2 PUBLIC TRANSIT

Willoughby is served by existing TransLink bus routes and contains the Carvolth Transit Exchange. Willoughby also contains a regionally-designated a Major Transit Growth Corridor on 200 Street, which sets an expectation for enhanced transit service, including Bus Rapid Transit (BRT) with reliable, fast and frequent transit connecting south to the SkyTrain (Surrey-Langley extension of the Expo Line) and north to Maple Ridge. This network supports walkable, compact, transit-oriented development that allows transit riders to live and work close to the transit networks they rely on. The following policies aim to enhance transit service and infrastructure, support future rapid transit options and ensure that new development is well integrated with the transit network.

Policies:

1. Continue to co-ordinate with TransLink regarding service expansion and improvement, especially the 200 Street corridor.
2. Integrate land use and transportation planning to ensure that future stations serve the highest concentrations of jobs, housing and redevelopment potential.
3. Provide or require high-quality transit rider amenities at bus stops and stations including weather-protected, universally accessible transit shelters, seating, bike racks, waste receptacles and wayfinding information.
4. Encourage public transit service expansion and more frequent service to areas in Willoughby beyond 200 Street as other neighbourhoods grow and advocate for straightforward transit connectivity to BRT stations.
5. Work with TransLink on a bus integration plan for these anticipated transit services.

## 7.3 ACTIVE TRANSPORTATION NETWORKS

There is an opportunity in Willoughby to continue to build a high-quality active transportation network, including protected bike lanes, shared-use paths, sidewalks and safe crossings. These networks are intended to connect residential neighbourhoods to key community amenities and destinations including schools, community and recreation centres, parks and commercial centres, to enable local trips without the use of a personal vehicle.

These facilities should be designed to serve people of all ages and abilities. The following policies aim to expand and improve bicycle, pedestrian and micromobility infrastructure, enhance safety and comfort and support integrated, multimodal travel throughout the community.

Policies:

1. Implement safe and effective pedestrian and cyclist street crossings at frequent block intervals to promote walking and cycling. Provide mid-block crossings as necessary.
2. Integrate bicycle use in road designs (e.g. integrated, separated, multi-use paths, cycle tracks, or shared-use bike lanes and paved shoulders).
3. Require new commercial, multi-family and institutional developments to include high-quality pedestrian and cycling infrastructure, including secure and weather-protected bike parking, end-of-trip facilities and maintenance stations.
4. Encourage incentives for developments that provide cyclist-supportive features, such as bike repair hubs, showers and lockers.

## 7.4 PARKING MANAGEMENT

Parking policies are intended to ensure a balanced supply of on- and off-street parking that supports sustainable transportation choices and aligns with transit-oriented development goals.

Policies:

1. Implement parking maximums and remove minimums for new developments within 400 metres of a BRT station, or in alignment with provincial Transit-Oriented Development Area guidelines if applicable.
2. Implement transportation demand management measures, such as shared parking or off-site parking provisions, to mitigate and manage parking supply efficiently.
3. Implement the recommendations of the Township Parking Study through neighbourhood plan policies and zoning.
4. Locate off-street parking underground for medium and high density residential, mixed use and gateway uses. Where not feasible, parking should be concealed from view from arterial roads and public spaces.

# 8. UTILITIES AND SERVICES

Willoughby has been built over the last 30 years. New municipal sewer, water and stormwater infrastructure has been constructed in tandem with ongoing development. The intent of the Utilities and Services policies are to ensure long-term planning and provision of natural, enhanced and engineered infrastructure to support Willoughby as it matures as a major urban area in the Township.

## 8.1 STORMWATER

Rainwater runoff in Willoughby has the potential to impact groundwater levels, ponds and creek water levels, ditch water levels and fish-bearing streams and riparian areas. Stormwater management systems are in place to mitigate the impacts of impervious surfaces that have changed the natural hydrologic cycle by infiltrating water when and where possible and detaining water during larger storm events.

### Stormwater Management Objectives

Risks associated with inadequate stormwater management involve increased flooding and stormwater runoff flows, deterioration of water quality and impacts on fish habitat and natural ecosystems. The stormwater management objectives in Willoughby are to mitigate these risks.

### Stormwater Runoff Control

Urbanization increases impervious surfaces, resulting in increasing stormwater runoff peak flows and volumes, unless measures are taken to reduce the impact. Mitigation strategies are implemented to better replicate the natural (pre-development) hydrologic cycle after development occurs. Stormwater detention ponds control increased flows by reducing post-development peak flows to pre-development levels, thereby reducing erosion and flooding potential. Detention ponds are supplemented by source controls such as infiltration galleries, rain gardens, swales and permeable surfaces to reduce runoff volumes and improve water quality.

### Green Infrastructure

Green infrastructure includes the natural, enhanced and engineered assets that collectively provide ecosystem services. Natural assets (e.g. forests, wetlands and soil), enhanced assets (e.g. urban tress and bioswales) and engineered systems (e.g. green roofs and permeable pavement) improved resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

### Water Quality

Contaminants and pollutants from the urban landscape including organics, metal, oils, sediment and other materials should be managed and mitigated to improve runoff water quality. Some effective best management practices and measures include protective buffer strips along stream banks and surface permeability that allows natural hydrologic cycle to filter stormwater into the ground.

### Fish Habitat

Protection and maintenance of fish habitat areas and fish-bearing streams is a priority to be addressed through land conservation, sensitive ecosystem protection and development setbacks and stormwater peak flow and quality management.

The Latimer Creek, Nicomekl River, Salmon River and Yorkson Creek watersheds cover the Willoughby Area. The respective Integrated Stormwater Management Plans for these watersheds include stormwater management recommendations, which are implemented through Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.

Policies:

1. Provide constructed infrastructure that conveys a 100-year storm event or provide a safe overland drainage route as per the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.
2. Provide community detention facilities at critical locations to control the release of post development flow rates to match pre-development flow rates. The need for any additional detention facilities will be considered as part of the neighbourhood planning process.
3. Integrate stormwater management, including green infrastructure as a component of parks and open space design. Source control and infiltration techniques may include:
    a. Absorbent landscapes
    b. Raingardens
    c. Underground storage and release infrastructure
    d. Bioswales, infiltration galleries and enhanced tree canopy
    e. Disconnected roof downspouts
4. Incorporate low-impact development strategies in stormwater management designs.
5. Encourage the infiltration of clean stormwater, including run-off from roof areas.
6. Promote the use of permeable concrete and pavers for private on-lot driveways and laneways in residential areas.
7. Implement source control best management practices for stormwater management facilities in new developments with a focus on infiltration and water quality.
8. Require that Integrated Stormwater Management Plans be completed in advance of, or in conjunction with, future neighbourhood plans.

## 8.2 WATER AND SEWER

The municipal water and sanitary sewer system will be upgraded and expanded, as required, to support the growth in Willoughby and provide municipal water and wastewater service to all development.

Policies:

1. Provide municipal water and sanitary sewer services for all new developments.
2. Optimize the existing servicing systems through appropriate phasing of development.
3. Encourage water conservation measures in new and existing developments to curb demand and overuse of water through conservation measures, sustainable building design and infrastructure design.

## 8.3 EMERGENCY AND PROTECTIVE SERVICES

As the community grows, there will be a greater need for emergencies and protective services to meet increased demand. The following Emergency and Protective Services policies apply to police, health and fire services and they are intended to facilitate efficient responses to emergencies.

Policies:

1. Continue to co-ordinate with adjacent municipalities to ensure that any response to a disaster or emergency is both fluid in co-ordination and communication.
2. Maintain emergency infrastructure (e.g. hydrants and fire lanes) on all applicable roadways.
3. Continue to review emergency and protective services needs in the community on an annual basis.
4. Work with regional and provincial health authorities to co-ordinate land use planning efforts that provide adequate space for sufficient hospital or primary care facilities needed to serve the population.

# 9. IMPLEMENTATION

## 9.1 FINANCING

An underlying principle is that new development should pay for its proportionate share of costs. New developments will be required to provide works and services (new streets, greenways, sidewalks, utilities, infrastructure) and help pay for the cost of providing community amenities.

Policies:

1. New developments shall provide works and services at the time of development, in accordance with Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.
2. New developments shall pay Amenity Cost Charges (ACCs), subject to adoption of proposed Bylaw No. 6115, as amended or replaced; Development Cost Charges (DCCs) Bylaw No. 6189, as amended or replaced; Neighbourhood Park Land Acquisition Charges, Policy No. 07-231, as amended or replaced; and School Site Acquisition Charges; as well as any other applicable charges and fees.
3. Each neighbourhood plan shall consider the need for amenities and facilities that contribute to the social, recreational, cultural, heritage and environmental character of Willoughby. These amenities shall be funded by the Willoughby Greenway Amenity Policy No, 07-234, as amended or replaced and the ACC Bylaw No. 6115, as amended or replaced.

# 10. DEVELOPMENT PERMIT AREAS

Areas shown on Map 5 are designated as Development Permit Areas where special conditions apply. Objectives and guidelines for these Development Permit Areas are provided in this section. The following table summarizes the Development Permit Areas established in Willoughby.

| DEVELOPMENT PERMIT AREA | TYPE | NEIGHBOURHOOD PLAN | LOCAL GOV'T ACT SECTION |
|---|---|---|---|
| ~~AREA A~~ | ~~Infill Residential~~ | ~~Routley~~ | ~~488 (1) (e)~~ |
| AREA B | Residential | Yorkson, Gordon, Williams, Smith, Willoughby Transit Corridor | 488 (1) (e) & (f) |
| AREA C | Local Commercial | Yorkson, Williams, Smith, Willoughby Transit Corridor | 488 (1) (f) |
| AREA D | Mixed Use | Smith, Willams, Gordon | 488 (e) & (f) |
| ~~AREA E~~ | ~~Conservation Area~~ | ~~Yorkson, SW Gordon, NE Gordon~~ | ~~488 (1) (a)~~ |
| AREA F | ALR | Willoughby Transit Corridor | 488 (1) (c) |
| AREA G | Business/Office Park | Williams | 488 (1) (f) |
| ~~AREA H~~ | ~~Business/Technology Park~~ | ~~Willoughby Community Plan~~ | ~~488 (1) (f)~~ |
| AREA I | Agricultural Edge and Escarpment Protection | Gordon, Williams | 488 (1) (c) (e) & (f) |
| AREA J | Town Market Commercial | Yorkson, Smith | 488 (1) (f) |
| AREA K | Town Market Mixed Use | Yorkson, Smith | 488 (1) (f) |
| AREA L | Yorkson Mixed Use | Yorkson | 488 (1) (f) |
| ~~AREA M~~ | ~~Carvolth (various)~~ | ~~Carvolth~~ | ~~488 (1) (e) (f) (h) (i) & (j)~~ |
| ~~AREA N~~ | ~~High Density~~ | ~~Jericho, Yorkson~~ | ~~488 (1) (f)~~ |
| ~~AREA O~~ | ~~Energy and GHG Emission Reduction~~ | ~~Latimer, Williams~~ | ~~488(1)(h) & (j)~~ |
| AREA P | Transit-Oriented Development (TOD) | Willoughby Transit Corridor | 488(1)(e) & (f) |

## 10.1 RESIDENTIAL DEVELOPMENT PERMIT PROVISIONS

(Note: Development Permit Area "A" – Infill Residential appeared as Section 4.1.1 in Willoughby Community Plan Bylaw 1998 No. 3800. Section 4.1.1 has been deleted.)

### 10.1.1 Development Permit Area "B" – Residential

(Note: This section appeared as Section 4.1.2 Development Permit Area "B"- Residential in Willoughby Community Plan Bylaw 1998 No. 3800.)

Lands identified as "Residential" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488(1)(e) and (f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of intensive and multi-family residential development. The objective of this development permit area designation is to encourage development of attractive and safe intensive residential and multi-family areas.

Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of a multi-family dwelling (including a townhouse, rowhouse, apartment, duplex, triplex or fourplex) must not be started.
Development permit guidelines are as follows:

**10.1.1.1 General**
The following general guidelines apply to all development within Development Permit Area "B."

**10.1.1.2 Single Family Development**

General
1. Single family developments shall enter into an Exterior Design Control Agreement (to be registered on title as a restrictive covenant) prior to final subdivision approval and to the acceptance of the Township. The agreement shall incorporate the following single family development permit guidelines.

Architectural Details
2. No residential units shall back onto a public road or street greenway other than 212 Street between 76 and 80 Avenues.
3. All building elevations visible from public land (i.e. parks, roads, greenways and detention pond sites) shall provide architectural detailing to be consistent with the front of the building.

Parking and Traffic/Pedestrian Circulation
4. Where single-family lots abut an arterial road or a street greenway, vehicular access and parking shall be provided via a rear lane or any other vehicular access from the rear of the property while retaining the front pedestrian access of the building facing the street.

Landscaping
5. Fences adjacent to a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall be designed to complement the building and be an open picket fence design. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.

Building Form
6. Pitched roofs are required. Pitched roofs shall have architectural grade roof material, including ridge caps and shadow lines.

**10.1.1.3 Multiple Unit Development**
The following guidelines apply to all multiple-unit development including but not limited to apartment, townhouse, rowhouse and fourplex buildings.

Site Design

1. While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.

2. Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.

3. Buildings sited on corners shall address both street edges, shall express a visually stimulating ‘landmark’ architecture and be massed to define the intersection.
4. On sloping sites, buildings should be massed to create a terraced form of development and provide view opportunities for a majority of housing units.
5. Site planning and landscaping for residential development should take into account established principles of Crime Prevention Through Environmental Design (CPTED) – including opportunities for neighbourhood surveillance of pathways, landscaped areas and roadways and provision of defensible space that is clearly separated by fences, landscaping or paving, readily visible by residents and adequately lit.
6. In order to allow for stormwater infiltration to maintain flow in watercourses, development is encouraged to maintain low surface imperviousness through compact building form and site layout, consideration shall be given to alternative stormwater and road standards, use of pervious surface materials where feasible and preservation of existing vegetation.
7. Multi-family buildings shall be designed to maximize avoidance of leaky condominium syndrome by using industry best building practices.
8. Mail box kiosks located within a stratified development shall be protected from the weather, be architecturally integrated into the development and be located adjacent to a visitor parking stall with pull-out.
9. Presenting garages to public roads is discouraged. Offsetting garages behind the front face of the building is encouraged. Carports are not permitted. Developments shall register a restrictive covenant on title preventing conversion of the garage to any other use that prohibits vehicle storage.
10. Development of street facing buildings (i.e. the front door is facing towards the municipal roadway) is required abutting a street or street greenway, other than 200 and 212 (between 76 and 80 Avenues) Streets.
11. A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
12. A strong street presence is required through inclusion of elements such as extended porches and patios, recessed entries, ground oriented units with direct pedestrian street access and other similar arrangements. Where individual street access to residential units is not practical, building design should foster a relationship with the adjacent street and pedestrians using the street.
13. Buildings should be oriented to streets, greenways, or other public spaces, neither gated nor turning away from the public realm, to provide overview for safety and encourage resident involvement with the activities of the neighbourhood.
14. Pedestrian street access to individual residential units is strongly encouraged in order to reinforce pedestrian activity and street life.
15. Private outdoor spaces of residential buildings fronting public streets shall provide a sense of separation while still contributing to the streetscape. Semi-private outdoor spaces adjacent to the public realm shall be similarly arranged.
16. Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways may be restricted to laneway access only.

<u>Building Form</u>

17. Roofscape is an important element of building design. Green roofs and green walls are encouraged in compliance with the BC Building Code. Roofs may also be developed to provide resident amenities. Open areas of flat roofs shall be finished with pavers or other coloured materials to enhance the view from above. Pitched roofs are required unless a green roof or amenity space incorporating landscaping is provided. Flat roofs shall be designed to enhance the view from adjacent buildings with patterned, textured and/or coloured materials and also include activity areas and or green roofs. Low albedo (light coloured) roofing should be used to the greatest possible extent consistent with appearance from above and avoidance of glare from light reflection for the visual comfort of occupants.
18. Ground level and roof areas created by setbacks shall be used as active outdoor space wherever possible, arranged to create ‘eyes on the street’ and appropriately landscaped.

19. Building entrances should be clearly identified by the architecture of the building and include articulation or added elements to provide weather protection.

Exterior Design and Finish

20. The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings, canopies and building overhangs to provide protection from the weather.
21. Exterior finish of buildings shall be high quality to ensure integrity of the building envelope design and to present an attractive appearance.
22. Exterior materials, colours and textures shall be selected and applied in the context of newer residential and mixed use developments as well as overall community character.
23. Acceptable wall cladding materials include natural and manufactured stone, brick masonry, wood, fiber cement composite siding and panels, metal and glass. Vinyl as a secondary material is permitted, however, a variety of cladding orientation, material, design and/or colour shall be used. Stucco cladding materials may also be used, however are discouraged and may not fill more than 25% of any wall surface.
24. Glass elements incorporated into weather protection shall be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles.
25. Mechanical equipment shall be screened or integrated with the roof form, as viewed from the street or higher buildings, in a manner consistent with the overall architecture of the building.
26. To provide visual interest elevations of buildings facing a street shall have architectural details such as roofline height, varied colour treatments, windows, articulation in the building envelope, etc.
27. Building elevations that are visible from adjacent roads, municipal greenway or other public spaces shall be designed with the same level of care and attention in terms of character, articulation, fenestration, architectural detail and material quality.
28. All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal are not permitted.

Landscaping

29. Significant tree stands and tree corridors shall be incorporated into the development. A Tree Management Plan shall be prepared and submitted in compliance with the Subdivision and Development Servicing Bylaw 2019 No. 5382 (Schedule I – Tree Protection), as amended or replaced.
30. Roof top patios shall be landscaped with water and electrical outlets.
31. On-site landscaping shall be required to enhance the appearance of the development, screen parking, loading and utility areas and garbage containers/enclosures from adjacent properties and roadways. Best efforts should be made to appropriately screen all utility boxes and meters.
32. A landscape plan shall be prepared by a registered B.C. Landscape Architect.
33. Playground facilities shall be provided, in accordance with the Township's Child Friendly Amenity Area requirements, as amended or replaced.
34. Entrances shall be articulated with appropriate low fencing and high quality features to provide distinction between public and private space.
35. Where lots abut municipal property (i.e. environmental area or a park) a black coated chain link fence shall be constructed to municipal standard. If an adequately landscaped buffer (native plant species are encouraged) of at least 2 metres in width is provided on the greenway side of the fence to the acceptance of the Township, other fence types may be used provided they are visually permeable above 122 cm (48 inches) and do not exceed 180 cm (6 feet) in total height.
36. If security fencing is required for storage areas, black coated chain link fencing screened with hedging material may be used.
37. A 5 metre wide landscaping area and a fence shall be provided on multi-family properties along abutting lots designated for non-residential development (other than municipal greenspace). Fences should be aesthetically designed and reflect adjacent residential building character where applicable.

38. The use of perimeter berms (in most circumstances), high fences and security gates is not permitted to provide surveillance and a more pedestrian-friendly street system. Fences adjacent to a public road allowance or a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall complement the building in terms of design character, materials and colour. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance form the road.
39. Landscape materials and design, on development sites and within road rights-of-way and other public spaces, shall be selected in the context of adjacent developments as well as overall community character, all in consultation with the Township.
40. Landscape site planning and design shall incorporate both hard and soft materials in support of the principles of CPTED.
41. Where fencing or guards are used for life safety purposes or public/private space definition within the landscape, such enclosures shall be as transparent as possible in support of CPTED objectives.
42. All retaining walls shall be composed of split face concrete block, natural stone, or patterned cast-in-place concrete. Material selection shall be in the context of and integrate with similar installations on adjacent properties.
43. The public realm shall incorporate street furniture and amenities, heritage artifacts and public art pieces, to enhance the pedestrian experience and contribute to the character, unity and identity of the neighbourhood.
44. The design, materials and finishes of site furniture and pedestrian walkways shall be selected and should be generally consistent throughout the neighbourhood.
45. Street and site furniture shall be durable and have a low life-cycle cost; be selected to discourage vandalism and use for skateboard activity; and be designed to meet the needs of a wide range of users including children, seniors and those with disabilities.
46. On-site utilities shall be architecturally integrated into the development or screened from view through a combination of hard and/or soft landscaping.
47. Landscape planting within residential and commercial areas shall use minimum 50% native plantings with appropriate character and mixed with other non-invasive plants.
48. Use of materials such as permeable paving to maximize surface permeability to the greatest extent possible and practical is encouraged.
49. The following surface treatments shall be incorporated into on-site hard surfaces and/or walkway design as a substitute for conventional pavement in low traffic areas.
50. Porous pavement in areas with low-risk of ground water contamination. Porous pavements may be applied to lanes/access roads, driveways and low-traffic parking areas.




51. Concrete grid / modular pavers in low-traffic areas and may be applied to lanes/access roads, driveways and low-traffic parking areas, footpaths and bike paths.




52. Grass Pave/Grasscrete/Golpha plastic reinforcement products used in conjunction with gravel or grass surfaces.



53. Curb cuts may be used to divert runoff from road surfaces into swales or rainwater gardens which contribute to evapotranspiration.



54. Multi-use trails shall be incorporated into the development to promote pedestrian and cyclist activity and link to the surrounding trail network.

Parking Lot Landscaping

55. Screen at-grade and structured parking or service areas located within a residential building from the public street through such treatments as soft and hard landscaping elements. Where possible, parking should be integrated into the building structure or provided below grade.
56. If surface parking areas are required in multi-unit residential buildings, place them away from public view and not between the public street and the building. Design landscape parking areas so they do not detract from any rear yard amenity space.
57. Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees and decorative fences.
58. In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping are required within parking lots as per Section 111 of Zoning Bylaw 1987 No. 2500 Landscape Requirements, as amended or replaced.
59. Pedestrian connections should be facilitated throughout the development, including through parking lots and to adjoining land uses.

Parking and Traffic/Pedestrian Circulation

60. Pedestrian connections shall be provided throughout the development, including through parking lots and to adjoining land uses. Ornamental paving materials (stamped and coloured concrete or better) are required for all pedestrian connections.
61. Provision of underground parking is encouraged and shall be designed with CPTED principles. Access to either underground or structured parking should be from a lane if possible.
62. Parking shall be provided in enclosed and secured garages attached to individual units or in a secure underground parkade.
63. Tandem parking on all end units is not permitted.

64. Surface parking should be provided for in a number of smaller areas rather than one large lot and shall be located primarily in the interior of the site or otherwise screened from view. Surface parking shall integrate landscaping and other design elements to reduce the massing of parking areas. Vehicular entrances to surface parking areas shall be landscaped, not gated, to create a subtle boundary between the semi-private and public areas.
65. Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways accessing arterial roads may be restricted.
66. Wheelchair access shall be provided throughout the development.
67. Pedestrian connections shall be clearly visible, landscaped and provided with hard surfaces suitable for older people and wheelchairs.
68. Highly detailed paving materials are required along the High Street to indicate such things as storefronts, through traffic, seating areas and aesthetic relief areas.





69. Without compromising the safety of users, all surface parking shall be visually screened from sub-neighbourhood streets through a combination of building arrangement and landscaping.
70. At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
71. Vehicular access and egress points shall be combined and the presence and appearance of garage entrances should be designed so that they do not dominate the street frontage of a building.
72. Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are discouraged.
73. Garage entrances shall have less prominence than the pedestrian entrances. A separate pedestrian entrance to the garage shall be provided. This may be achieved through:

    a. The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.
    b. Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
    c. Recessing the portion of the facade where the entry is located to help conceal it.
    d. Extending portions of the structure over the garage entry to help conceal it.
    e. Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
    f. Use of screening and landscaping to soften the appearance of the garage entry from the street.
    g. Locating the garage entry where the topography of the site can help conceal it.

74. Pedestrian entrances shall be separate from vehicular access points.
75. Uses near access and egress points shall include design elements that reduce conflict between uses.
76. Ramps to additional levels are to be contained within the structure and screened from view.
77. Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
78. Provide separate parking areas for residential and commercial use.
79. The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
80. Setbacks from above the second storey shall be incorporated into the design.
81. If rooftop parking is provided, additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.

82. Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
83. Public and private parking shall be clearly identified through a system of numbering and signage.
84. Underground parking structures shall be planned for the convenience and safety of users; shall have walls and ceilings finished in a light coloured paint for reflectivity; and shall incorporate motion-activated lighting to the greatest extent permitted.
85. Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

    a. Short term bicycle parking should be in well-lit locations and clearly visible from the main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
    b. Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

**10.1.1.4 Townhouse/Rowhouse**

These guidelines are in addition to section 10.1.1.3 and apply to all townhouse and rowhouse developments.

Site Design

1. Ground-oriented developments shall be designed with continuity in the design with respect to the exterior finishing materials and architectural detailing. Individual or paired units shall be significantly visually differentiated from other adjoining units (i.e. staggering in plan or elevation, varying rooflines, variation in exterior materials, variation in colour treatments and architectural detailing).
2. Developments which include multiple buildings on the same site shall include significant variation in the exterior design, façade, roofline articulation, material and colour of buildings.
3. Units shall be oriented towards public roads, street greenways, natural areas and green links/commons where applicable.
4. Scale building height and massing in proportion to open spaces.
5. A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
6. Tandem parking on end units is not permitted.

Landscaping

7. Where there are multiple buildings on a site, buildings should be located to enclose courtyards and other landscaped spaces.

**10.1.1.5 Apartments**

These guidelines are in addition to section 10.1.1.3 and apply to all apartment developments.

Architectural Details

1. Street facing facades of free-standing apartment buildings shall be designed for a pedestrian scale with the first storey architecturally differentiated from upper floors.
2. The apparent mass of a building shall be reduced through roof design, facade articulation and shadowing.
3. Incorporate a ‘good neighbour’ policy by ensuring building heights being stepped or terraced to relate to adjacent buildings.
4. Building height and massing shall be in proportion to adjacent open space.
5. The main entrance of each apartment building should include an awning, canopy, porte-cochere or other architectural elements to provide protection from the weather.
6. Orient the main building entrance to the street and provide a secondary building entrance and pedestrian link to adjacent municipal greenspace where applicable.
7. Avoid blank or undifferentiated facades.

8. Provide weather protection from parking area to front entrance where appropriate.

Landscaping

9. Where there are multiple buildings on a site, buildings should be located to provide common space such as courtyards.

Parking and Traffic/Pedestrian Circulation

10. Minimize above grade projection of parking structures.
11. Provide drop-off areas at grade level near the main building entrance where possible.
12. Provide resident parking underground or within the building.

## 10.2 COMMERCIAL DEVELOPMENT PERMIT PROVISIONS

(Note: This section appeared as Section 4.2 Commercial Development permit provision in Willoughby Community Plan Bylaw 1998 No. 3800)

### 10.2.1 Development Permit Area "C"– Local Commercial

(Note: This section appeared as Section 4.2.1 Development Permit Area "C" - Local Commercial in Willoughby Community Plan Bylaw 1998 No. 3800)

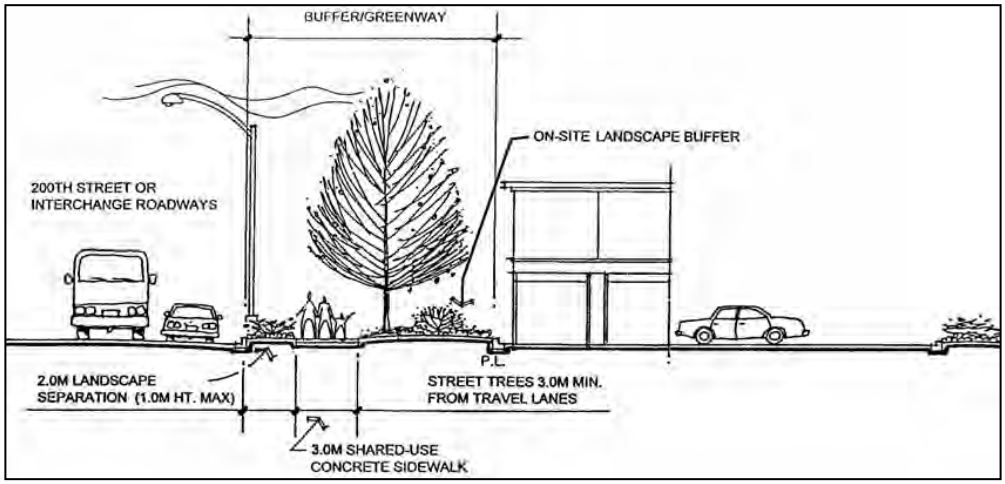
Lands identified as "Development Permit Area "C" – Local Commercial" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488(1) (f) of the *Local Government Act*. Act to establish objectives and provide guidelines for the form and character of development.
The objective of this development permit area designation is to encourage development of attractive and safe commercial areas and reduce conflict with adjacent land uses.

Development permit guidelines are as follows:

1. Developments in each commercial node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
2. The architectural and landscape design should be appropriate for the local context. Architectural design should draw inspiration from Langley's rural heritage.
3. The architectural design and exterior finish of commercial buildings should be compatible with and/or complementary to adjacent residential developments.
4. All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive commercial area.
5. Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
6. There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination should not, however, encroach onto adjacent residential properties.
7. While commercial uses will be oriented to automobile users, attention should also be given to enhancing the pedestrian environment – through safe pedestrian movement and outdoor seating or other public amenity.
8. Site planning for commercial development should take into account established principles of crime prevention through environmental design.
9. Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas and garbage containers from abutting residential development and adjacent roads. Garbage containers are encouraged to be fully enclosed in a building. All areas not covered by buildings, structures,

roads and parking areas shall be landscaped. Landscaping shall be provided in the parking areas to enhance the appearance of the development. A landscaping plan shall be submitted as part of a development permit application.

10. A 2 metre wide landscaping area shall be provided adjacent to arterial roads as a boulevard between the curb and the sidewalk to create an attractive streetscape. In addition, a 3.5 metre corridor, including a 2.5 metre shared use (pedestrian and bicycle) concrete sidewalk, shall be provided. Each proponent will have to show how this can be accommodated. Additional right-of-way may be required.
11. Consolidated site developments are encouraged to reduce street accesses. The number, location and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic. Coordination of access and interconnection of parking areas and driveways between adjacent properties will be encouraged as access from major roads will be limited to right turns only. Acquisition of sufficient property to allow access from roads other than major roads shall be encouraged.




Typical Cross-Section for the landscaping area along 200 Street

12. Adequate off-street parking, loading and service areas shall be required in the commercial areas. Parking and loading should be located in the rear of buildings. Where parking needs to be in front, a minimum of 2 metre landscaping buffer strip between the property line and the parking shall be provided. Additional landscaping shall be provided within parking lots, especially where residential views extend or will extend over the parking area. Site layouts should provide for truck loading areas located away from adjacent residential areas.
13. Outdoor seating areas for restaurants and cafes are encouraged.
14. Commercial building front façade shall be designed to appear as small scale tenancies with a maximum frontage of 10.0 metres (33 feet). Variation of infill design, consistent with the character of the tenancy, is encouraged.
15. Building front facades shall have extensive windows across their width to provide transparency and visual permeability.
16. No wall in a commercial building shall have a blank, uninterrupted length exceeding 5.0 metres (16.5 feet) without including at least one of the following: change in plane, change in cladding material texture or pattern, windows, entrances, or a landscape device such as a trellis with vines or green wall.
17. Commercial buildings and retain frontages shall incorporate weather protection comprised of canopies, structured awnings, or building overhangs. Such elements should be selected to create variety and interest along the street and to provide relatively continuous cover to pedestrians. Combinations of the above protective elements are preferred.

Signage

18. Custom-designed backlit and neon signage is acceptable, however, standard sign boxes with lettering applied to clear or translucent panels shall not be permitted.

Parking and Pedestrian Circulation

19. Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

    a. Short term bicycle parking should be in well-lit locations and clearly visible from the main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
    b. Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

## 10.2.2 Development Permit Area "D" – Mixed Use

(Note: This section appeared as Section 4.2.2 Development Permit Area "D" - Mixed Use in Willoughby Community Plan Bylaw 1998 No. 3800)

Mixed-Use development, in the form of multi-family and street level commercial development, is intended to provide vibrant neighbourhood convenience retail, office and residential uses either within the same building or within separate buildings on the same land parcel.

Lands identified as "Development Permit Area "D"– Mixed Use" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488 (1) (e) and (f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of development.

The objectives of this development permit area designation are:

- to encourage development of attractive and safe multi-family and commercial areas;
- to reduce conflict with adjacent land uses;
- to promote an appropriate interface with adjacent land uses; and
- to promote a sense of entry and identity at key road junctions.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of a building or structure must not be started.

Development permit guidelines for mixed use development to be applied in addition to those for residential (10.1.1.3) and commercial (10.2.1) development as appropriate, are as follows:

1. Developments in each mixed use node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
2. The architectural and landscape design should be appropriate for the local context. Architectural design should be drawn from Langley's rural heritage.
3. Pedestrian access should be encouraged through safe pedestrian movement, outdoor seating, attractive landscaping, appropriate scale of parking lots and provision of public amenities.
4. Site planning should reflect established principles of crime prevention through environmental design.
5. Commercial premises incorporated into mixed-use buildings shall be well-integrated in terms of building massing, colours and materials and reinforce the pedestrian focus.
6. Architectural features and details should articulate structure forms and modulate facades.
7. Architectural details and massing shall be expressed so that the base of the structure and its relationship to ground plane activity as well as the roof and its relationship to the skyline is expressed clearly.

8. Primary building entrances shall be clearly defined and shall have a sheltering element such as a canopy, awning, arcade or portico to provide protection from the weather.
9. The primary entrance to a building shall be located along the front wall of the building unless otherwise required for handicapped access. Housing units shall have access adjacent to a public street or alley.
10. Individual entrances in multi-tenant buildings shall have clear identities
11. Long expanses of uninterrupted single-height flat roofs should be avoided.
12. Roof forms should incorporate elements which create visual interest, such as cornices, gables and dormers.
13. Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
14. Third and fourth floors should be stepped back as necessary to enhance light penetration to the street and provide variety to building form.
15. No wall that faces a street or an open area on the same lot (such as a parking lot) shall have a blank, uninterrupted length exceeding 10 metres without including at least two of the following: change in plane, change in texture or masonry pattern, windows, entrances, a landscape device such as a trellis with vines or an equivalent element that subdivides the wall in human scale proportions.
16. Materials shall not dramatically change at the corners of buildings unless the corner is on an internal property line.
17. To ensure a visually appealing development, all building elevations visible from adjacent or nearby streets should be treated in a similar manner as the principle elevation – in terms of architectural details and quality of exterior finish. Use of contrasting colours and finishes is encouraged to provide identity to individual dwellings.
18. Where possible, use fixed roof overhangs and canopies to cover pedestrian walking areas along street facades.
19. Development of street-fronting units is encouraged to provide better integration with adjacent single-family areas and public spaces throughout the neighbourhood.
20. Buildings should be designed and sited to maximize sun penetration to adjacent roads, sidewalks and properties.
21. A unified visual language should be established for each mixed use node, including lighting standards, sign standards, feature site furnishings, pedestrian paving widths/patterns/materials.
22. Private and public spaces should be distinguishable.
23. There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination, however, should not detract from the residential uses in the development node. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must ensure an overall positive image.
24. All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage within the mixed use node to establish a unified and attractive commercial area.
25. Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas and garbage containers. Garbage containers are encouraged to be fully enclosed within a building. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. A landscaping plan shall be submitted as part of a development permit.
26. A 5 metre wide landscaping area and a fence shall be provided where adjacent to single family for residential development. Fences should be aesthetically designed and reflect adjacent residential building character where possible.
27. Where rear yards abut municipal greenways and where fences are proposed, fences shall consist of black vinyl-clad chain-links to a maximum of 180 cm (6 feet) in height and complemented with landscaping. Where an adequately landscaped buffer of at least 2 metres in width is provided between the greenway and the fence, other fence types may be used, provided they be visually permeable above 107 cm (4 feet) and not exceed 180cm (6 feet).

28. The use of perimeter berms, high fences and security gates is discouraged to provide surveillance and a more pedestrian-friendly street system. Fences adjacent to public road allowances are not to exceed 122 cm (48 inches) in height. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.
29. Public parking and employee or service vehicle access and pedestrian access from streets/sidewalks should be distinct and separate from one another.
30. Shared driveway access between adjacent buildings and rear lane access is encouraged.
31. Consolidated site developments are encouraged to reduce street accesses. The number, location and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic. Coordination of access and interconnection of parking areas and driveways between adjacent properties is encouraged. Acquisition of sufficient property to allow access from roads other than major roads shall be encouraged.
32. Surface parking accommodating more than 20 vehicles should be divided into a number of smaller areas rather than one large lot.
33. Provision of underground or enclosed parking is encouraged for residential units.
34. Common parking shall be located primarily in the interior of the site or otherwise screened from view.
35. Gating of vehicular entrances shall be discouraged.
36. Adequate off-street parking, loading and service areas shall be required in the commercial areas. Parking and loading should be located in the rear of buildings. Where parking needs to be in front, a minimum of 2 metre landscaping buffer strip between the property line and the parking shall be provided. Site layouts should provide for truck loading areas which should be located away from adjacent residential areas.
37. Additional landscaping shall be provided within parking lots, especially where residential views extend or will extend over the parking area.

Parking and Pedestrian Circulation

38. Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

    a. Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
    b. Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

## 10.3 OTHER DEVELOPMENT PERMIT PROVISIONS

(Note: This section appeared as Section 4.3 Other Development permit provision in Willoughby Community Plan Bylaw 1998 No. 3800)

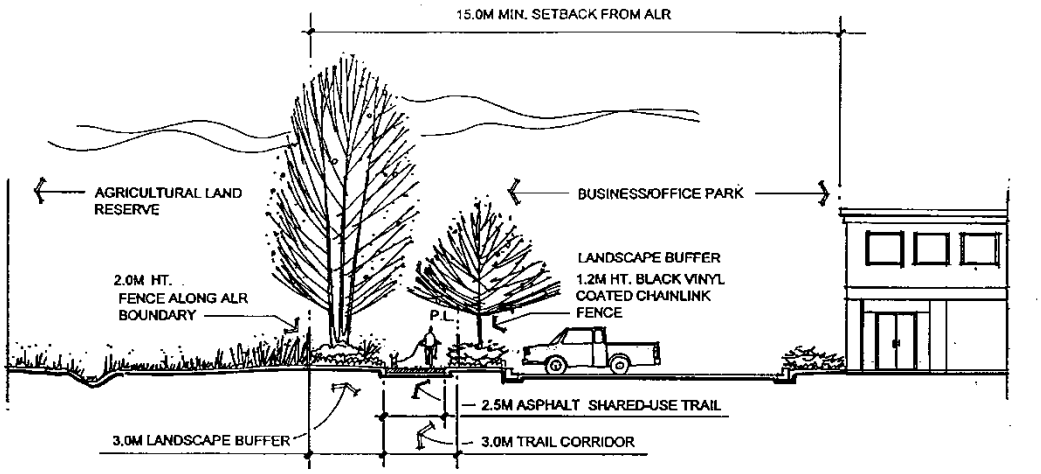
### 10.3.1 Development Permit Area “F” – Agricultural Land Reserve Boundary

(Note: This section corresponds to Section 4.3.2 Development Permit Area “F” – Agricultural Land Reserve Boundary in Willoughby Community Plan Bylaw 1998 No. 3800)

Lands identified as “Development Permit Area “F”– Agricultural Land Reserve Boundary” on Map 5, Development Permit Areas, are hereby designated as development permit areas under Section 488(1)(c) of the *Local Government Act* for the protection of farming. The objective of this development permit area designation is to reduce potential conflicts between urban development and farming activities.

The development permit guidelines for this area are:

1. In the case of land designated for Business Park development, buildings shall be located 15 metres from the ALR boundary.
2. A 3 metre wide landscaped buffer between any development and the ALR boundary shall be provided by the developer. Where a buffer includes a trail, a minimum 6 metres is required. This buffer may be provided on municipal road right-of-way if the road is closed and consolidated with the adjacent properties.




*Typical Cross-section for Buffer between the Agricultural Land Reserve and Business/Office Park*

3. Existing trees within landscaped buffers should be preserved. Additional landscaping should be provided in conformity with the Land Reserve Commission's *Landscaped Buffer Specifications*. A fence shall be located along the ALR boundary to ALC specifications.
4. Parking areas should be encouraged adjacent to the landscaped buffer.
5. Surface drainage shall be directed away from lands in the Agricultural Land Reserve. A Stormwater Management Plan is required to minimize the impact of surface drainage on adjacent ALR lands.

## 10.3.2 Development Permit Area "G" – Business/Office Park

(Note: This section appeared as Section 4.3.3 Development Permit Area "G" – Business/Office Park in Willoughby Community Plan Bylaw 1998 No. 3800)

Lands identified as "Development Permit Area "G" – Business/Office Park" on Map 5, Development Permit Areas, are hereby designated as development permit areas under Section 488(1)(f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area is to ensure attractive business park and commercial development along major roads and to reduce conflict with adjacent uses.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of development must not be started.

Development permit guidelines are as follows:

<u>General</u>

1. These guidelines apply to all Business Office Park designated areas.

Site Design

2. Consolidated site developments are encouraged to reduce street accesses. The number, location and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic. Coordination of access and interconnection of parking areas and driveways between adjacent properties will be encouraged as access from major roads will be limited to right turns only. Acquisition of sufficient property to allow access from roads other than major roads shall be encouraged.
3. Adequate off-street parking, loading and service areas shall be required in the commercial areas. Parking and loading should be located in the rear of buildings. Where parking needs to be in front, a minimum of 2 metre landscaping buffer strip between the property line and the parking shall be provided. Additional landscaping shall be provided within parking lots, especially where residential views extend or will extend over the parking area. Site layouts should provide for truck loading areas located away from adjacent residential areas.
4. Wheelchair access shall be provided throughout the development.
5. Outdoor employee amenity space is required for employees. Design of the recreation space must provide places to sit and eat appended or immediately adjacent to the main building.
6. Size of amenity space to be scaled to the size of the building(s).

    a. Minimum required $35m^2$.
    b. Larger buildings may require additional amenity space with multi-tenant buildings providing multiple amenity spaces distributed throughout the site.

7. Design of the recreational space must be considered:

    a. must be integrated into the overall landscape scheme and coordinated with the overall architecture
    b. may be located on the roof of the main building(s)
    c. a place(s) to sit and eat that are durable
    d. weather protection (precipitation, shade, etc.)
    e. landscaping (soft and hard features)
    f. avoiding locations near venting or access/egress points
    g. locations with limited nuisance (e.g. noises and smells). Design solutions may include, but are not limited to:
        i. noise barriers, where appropriate
        ii. wind protection
        iii. screening from unsightly uses

    h. integration of lighting and servicing (water, gas, electricity, etc.) as warranted

8. In addition, recreational activity space(s) may be considered, such as, but not limited to:

    a. basketball hoop(s)
    b. horseshoe pit(s)
    c. barbeque pit(s)
    d. lawn darts
    e. badminton net(s)
    f. ping pong table(s)
    g. putting green(s)

Building Form

9. Elevations of building facing a street or the Trans-Canada Highway should have glazing and other architectural details to provide visual interest. Building elevations that are visible from adjacent roads or properties shall be finished and treated similar to the front elevation.

10. Along 86 Avenue, east of 201 Street, the maximum building height of any buildings should be 2 storeys. The second floor of any buildings shall be setback above the ground floor to minimize the impact of development on the residential neighbourhood to the south. A 5.5 metre landscaped buffer, consisting of (i) a 2 metre wide boulevard between the curb and the sidewalk and (ii) a 3.5 metre corridor, including a 2.5 metre shared use (pedestrian and bicycle) concrete sidewalk, shall be provided.

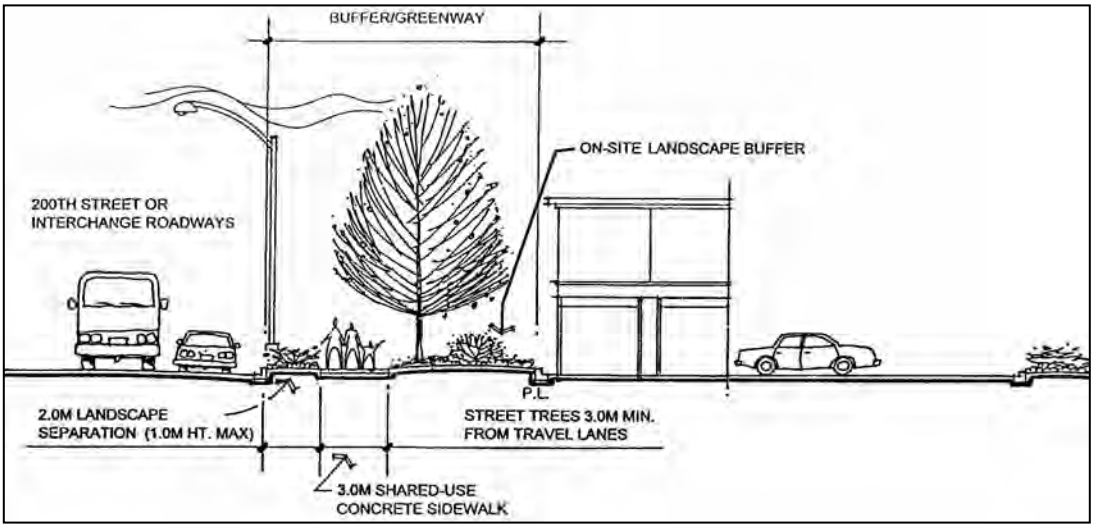
Landscaping

11. Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas and garbage containers from abutting residential development and adjacent roads. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. Landscaping shall be provided in the parking areas to enhance the appearance of the development. A landscaping plan shall be submitted as part of a development permit application.
12. In order to reduce the urban heat island effect, green walls are preferred for all south facing exterior walls as an additional landscape feature. Where building design prevents the south facing wall acting as a 'green wall' an equivalent green wall should be provided elsewhere on the building.
13. Green roofs are encouraged for all or a portion of the roof. Corporate logos could be used as advertisements while meeting the green roof component.
14. A 5 metre wide landscaping area and a fence shall be provided along abutting lots designated for residential development. Fences should be aesthetically designed and reflect adjacent residential building character where applicable.
15. A 2 metre wide landscaping area shall be provided adjacent to 200 Street and 86 Avenue east of 200 Street as a boulevard between the curb and the sidewalk to create an attractive streetscape. In addition, a 3.5 metre corridor, including a 2.5 metre shared use (pedestrian and bicycle) concrete sidewalk, shall be provided. Each proponent will have to show how this can be accommodated. Additional right-of-way may be required. On the north side of 86 Avenue across from future residential development a 5 metre landscaping area and a 3.5 metre corridor shall be provided.
16. A landscaped buffer not less than 15 metres in width shall be maintained immediately south of the Trans-Canada Highway. The buffer shall serve as a conservation area and a visual screen. Developments abutting this buffer shall address noise attenuation from Trans-Canada Highway traffic. Landscaping shall be provided to create a low impact view from the Trans-Canada Highway.
17. Along 86 Avenue, east of 201 Street, a 5.5 metre landscaped buffer, consisting of (i) a 2 metre wide boulevard between the curb and the sidewalk and (ii) a 3.5 metre corridor, including a 2.5 metre shared use (pedestrian and bicycle) concrete sidewalk, shall be provided.

Parking Lot Landscaping

18. In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping is required within parking areas at the following frequency:

    a. One tree per six parking stalls to be located in a minimum of 10 cubic metres of growing medium (structural soil, deep root soil cells, or planting beds) so that the tree will be sustained into maturity. Two adjoining rows of parking stalls (front to front) will require a minimum of one tree per bank of 12 parking stalls spaced no more than 18 metres between trees. A minimum grid placement of 18 metres on center should be attained for trees placed in parking areas. In addition to the foregoing, the end of each single row of parking stalls will require a tree and 2 metre wide landscaped area between the end parking stall and the adjacent drive aisle.
    b. Trees within parking areas should be of a type and height (at least 8 feet) so that the clearance to the underside of the tree extends above the height of standard types of vehicles that do not require clearance lights. Deciduous shade trees should be a minimum of 6cm calliper with a 1.8 metre clear stem at time of planting. Tree stems must be protected on all sides with a minimum of 1 metre of clearance to the front face of an adjacent barrier curb or other protection from vehicle overhangs.
    c. Shrubs and groundcovers should be planted around the base of all trees



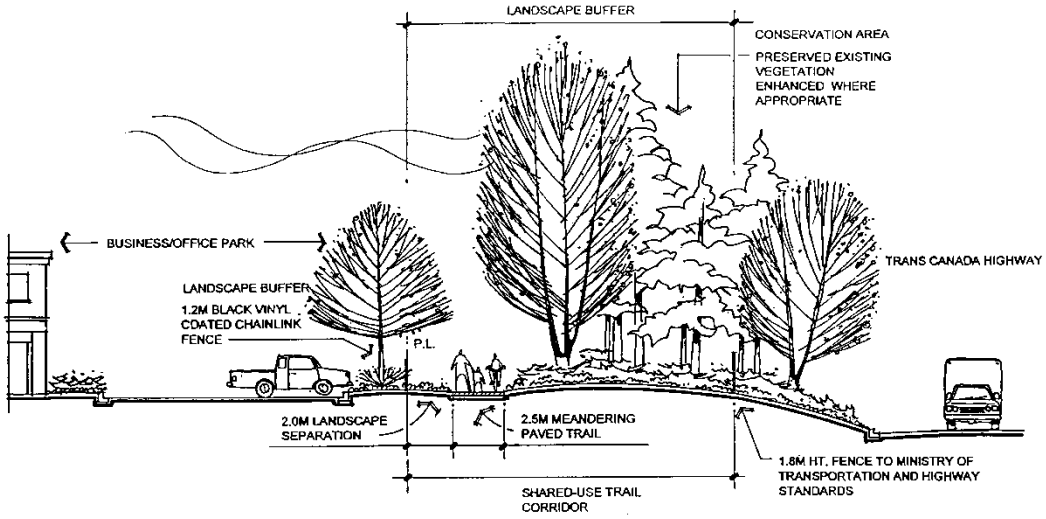

*Typical Cross-section for the Landscaping Area Along 200 Street*

Signage

19. Signs should be designed so that they are compatible with buildings on the site. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive commercial area. Freestanding signs are not permitted along the Trans-Canada Highway.

Exterior Lighting

20. Site lighting should be oriented away from adjacent properties and projected downward or towards on-site buildings.




*Typical Cross-section for the Landscaping Buffer*

## 10.3.3 Development Permit Area "I" – Agricultural Edge and Escarpment Protection

(Note: This section appeared as Section 4.3.5 Development Permit Area "I" – Agricultural Edge and Escarpment Protection in Willoughby Community Plan Bylaw 1998 No. 3800)

Lands identified as Agricultural Edge and escarpment Protection on Map 5, Development Permit Areas, are hereby designated as development permit areas under Section 488 (1) (c), (e) and (f) of the *Local Government Act* for protection of farming, the establishment of objectives for the form and character of intensive residential and multi-family development.

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

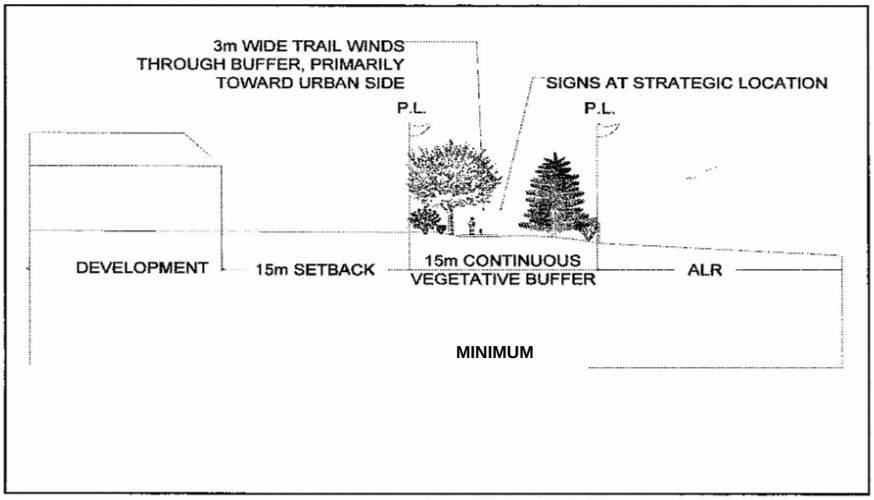
- Occurs in a manner that respects the environmentally sensitive nature of the area and the adjacent agricultural land,
- Increases agricultural awareness for new property owners,
- Provides guidelines to minimize potential land use conflicts and
- Minimizes any change in the view of the area from Glover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

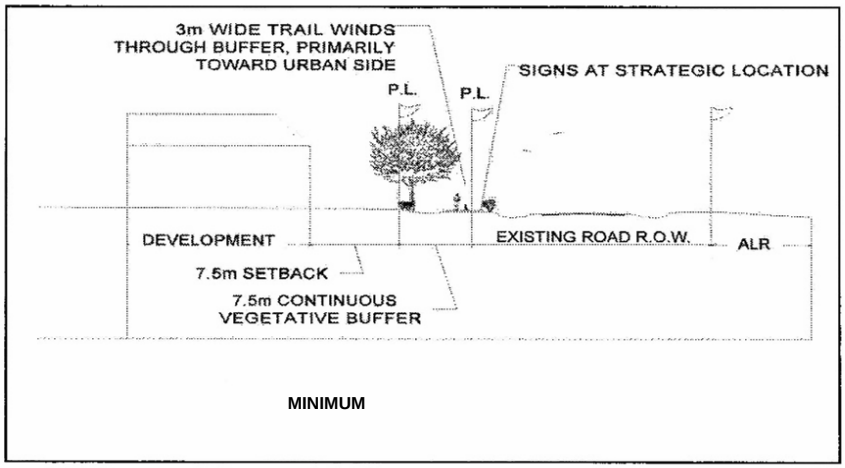
The following activities do not require a development permit for Development Permit Area "I":

- the construction of, addition to, or alteration of a residential, agricultural or accessory building or structure and
- the construction of, addition to, or alteration of an industrial, a commercial or an institutional building or structure on a lot that is not located immediately adjacent to the ALR boundary or a road that abuts the ALR boundary, provided a restrictive covenant is registered on property title that states that nearby lands are located in the ALR, which may expose the urban lands to nuisances associated with normal farm practices.

Development permit guidelines for this area are as follows:

1. Residential development shall be ground oriented and in the form of single family, duplex, or townhouse. The materials used for the siding and roofing of new buildings shall be natural earth-tone colours to blend with the natural, treed environment.
2. The provisions of the Tree Protection Bylaw shall apply and the location of new trees planted shall take into account the objective of maintaining a treed view from Glover Road.
3. A 15 metre landscaped area shall be dedicated adjacent to the ALR boundary (or a 7.5 metre landscaped area where a road exists along the ALR boundary).
4. Principal buildings in areas adjacent to the Urban/ALR boundary shall be sited as shown in the following diagrams:
5. Notification shall be provided on new property titles within the development permit area indicating the proximity to ALR lands and the potential for sound, odour and airborne impact from natural farm activities.
6. Agricultural awareness signage shall be provided advising of farm activities.
7. Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows and maintain pre-development infiltration rates.
8. Building setbacks and buffers shall be established in accordance with the BC Ministry of Agriculture *Guide to Edge Planning: Promoting Compatibility Along Agricultural – Urban Edges*, as updated from time to time. Any required buffers shall be installed prior to commencing building construction.
9. A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation in the adjacent buffer area




## 10.4 MIXED USE DEVELOPMENT PERMIT PROVISIONS

(Note: This section appeared as Section 4.4 Mixed Use Development permit provision in Willoughby Community Plan Bylaw 1998 No. 3800)

### 10.4.1 Development Permit Area "J" – Town Market Commercial

(Note: This section appeared as Section 4.4.1 Development Permit Area "J" – Town Market Commercial in Willoughby Community Plan Bylaw 1998 No. 3800)

Lands identified as "Development Permit Area "J" – Town Market Commercial" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of commercial and residential development.

The objective of this development permit area designation is to encourage development of a pedestrian oriented commercial and residential community centre.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of development must not be started.

Development permit guidelines are as follows:

- Development with residential above shall also conform to the development permit guidelines in section 10.1.1.3 (Multiple Unit Development).
- Mid-rise development shall also comply with the mixed use design guidelines in section 10.4.2 (Town Market Mixed Use).
- These provisions apply to all buildings and all phases.

Site Design

1. Development shall provide a walkable 'pedestrian-scale' Town Market.
2. The Town Market shall be designed, as reflected in the accompanying concept illustration. The required design elements are:

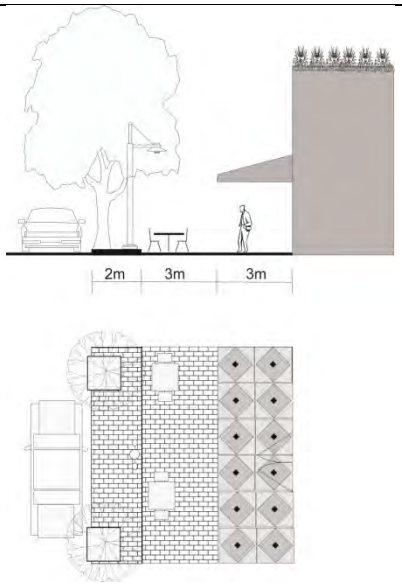
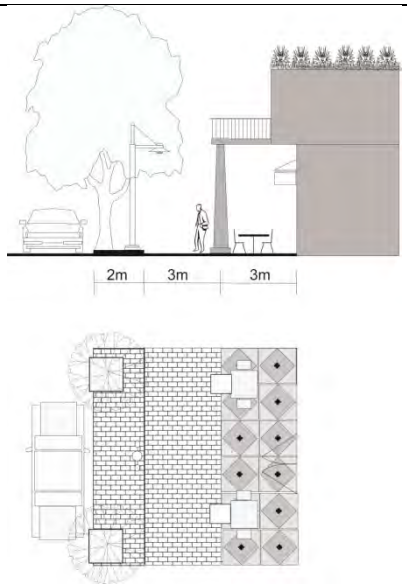
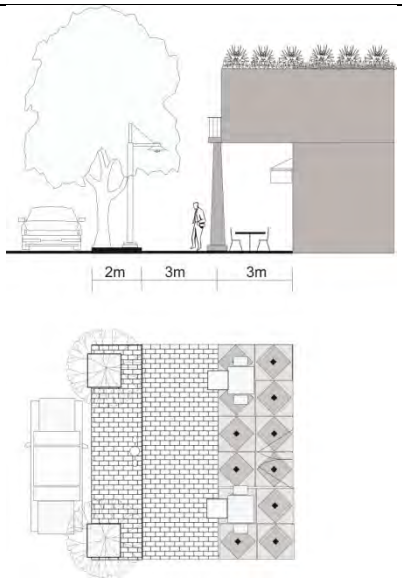
    a. A centrally located public plaza with food services (such as restaurants, neighbourhood pubs, cafes, coffee shops, bistro's, etc.) facing the plaza and including outdoor seating located adjacent to the intersection of the main pedestrian connection and main street surrounded by pedestrian scale development;
    b. A main 'pedestrian scale' street through the site;
    c. Continuous weather protection;
    d. A minimum of 50% of the required parking shall be provided underground with no more than 50% of parking being surface parking. Remaining surface parking should be located to the rear or sides of buildings and designed sympathetically to the pedestrian environment;
    e. A *bio-lung* designed into the main pedestrian corridor through the development and connecting to adjacent properties;
    f. Decorative amenity features in the plaza area;
    g. Street facing commercial development; and
    h. Consistent complementary exterior design and finish.

3. A landmark building defining the intersection shall be located at the main corner and/or entrance.
4. Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened enclosure or alternatively located within a building. Such enclosures shall be architecturally detailed to compliment the development.
5. Design shall take into account CPTED (Crime Prevention Through Environmental Design) principles.

Building Form

1. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a community commercial 'landmark' destination.
2. Balconies above the ground floor are encouraged.
3. Buildings fronts shall be consistent with Table 1 Building Front Typology.

## Building Front Typology

| Building Fronts | | |
|---|---|---|
| Building character<br>The character of the mixed and commercial land use areas are intended to reflect a walkable pedestrian-friendly urban atmosphere. Buildings shall have high quality exterior finishes and street furnishings that attract people to shop and meet. Design for the site shall include a mix of building fronts and provide multiple opportunities for sidewalk cafes and patios. Specific design considerations should be given to promoting transparency to building fronts and other qualities that engage the eyes. As such, building design shall consider unique facades for each tenant front (and where large –scale commercial is permitted it shall present a small-scale commercial façade where appropriate), changes in insets for doors and windows to create varying shadow lines. Roof skirts and varied cornice lines help to break the massing of buildings and help provide unique attributes to buildings. Further considerations to help provide visual interest may be achieved through balconies, projecting tops of windows, doors, sill caps and shutters. Ample landscaping shall be provided to create a pleasant atmosphere and opportunities for shade. | | |
| Open with projection for weather protection<br>• Weather protection material either fabric or frosted glass | Gallery with veranda | Gallery without veranda |
|  |  |  |
| Required minimum in mixed and commercial land uses | Permitted choice of building front in mixed and commercial uses | Permitted choice of building front in mixed and commercial uses |

4. Buildings sited on corners shall front both street edges, shall express a visually stimulating ‘landmark’ architecture and be massed to define the intersection.
5. Street level entrances shall be provided for uses located above the ground floor. When residential uses are above commercial additional architectural distinctions shall be made to clarify the separation of public and private space. These distinctions shall include entrance height variations between the two spaces.

6. Servicing and loading areas shall be limited to the rear.
7. The rear of all buildings shall have entrances treated with the same architectural details as the fronts and sides of the building.
8. Flat roofs are not permitted unless a green roof is provided.
9. Building courses should be stringed to align horizontally to adjacent buildings.

Exterior Design and Finish

10. All elevations of buildings shall have architectural details to provide visual interest and reduce the massing of the building. These include changes in roofline height, varied paint treatments, functional windows (i.e. to provide transparency) on the store entrance level and/or above and articulation in the building envelope.
11. The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings to provide protection from the weather. Exterior materials consisting of wood, brick, stone, metal, glass or ceramics (other than for a roof).
12. Storefront windows shall be transparent.
13. All buildings shall incorporate high quality exterior design elements that reflect a modern architecture with a Town Market pedestrian scale theme. Such as:

    a. All elevations shall incorporate a variety of setbacks and building ‘fronts’ that reflect the scale and proportion of a pedestrian-scale Town Market. Therefore large walls will have a variety of architectural detailing, setbacks and widths;
    b. A mix of façade treatments, cornice and roof lines;
    c. A mix of building surface treatments for each façade; and
    d. A mix of accent colours and materials.

14. No vinyl is permitted other than for architectural grade shingles.
15. Stucco siding shall be restricted to no more than 25% of any given elevation.
16. All glass weather protection designs shall be comprised of frosted glass.
17. Where larger buildings are proposed the façade shall be interrupted to create the impression of multiple buildings. Where practical this may be achieved by siting smaller buildings along the outside wall of larger buildings.
18. All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal are not permitted.
19. If residential units are incorporated above commercial special consideration shall be given the architectural detailing of the building in substantial accordance with Section 10.1.1.3 Development Permit Area “B” – Residential.
20. Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street, nearby buildings or where rises in elevation provide views to rooftops. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building. All screening must be a permanent part of the building structure.

Landscaping

21. Development is encouraged to retain existing significant trees within the development in accordance with the Township of Langley’s Tree Protection Bylaw, as amended or replaced.
22. Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas, utility/mechanical equipment and garbage containers from abutting roadways, residential, commercial and institutional developments.
23. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. Landscaping, including treed islands, shall be provided in the parking areas to enhance the appearance of the development and to reduce the heat island effect. Further landscaping shall be provided when abutting residential development or when residential views extend or will extend over the parking area.

24. To further reduce the urban heat island effect and create a natural visual reference; green walls, green screens and green roofs are encouraged as part of the landscaping component. Passive green walls are required for exposed sides of buildings with active green walls being an option. Green screens are encouraged as an additional landscape option for visual screening purposes. Green roofs are encouraged and may be designed as a corporate logo.
25. Streetscape items, such as lighting, banners, trees, benches, tree gates, tree guards, bike racks, directions kiosks, umbrellas for outdoor seating, garbage receptacles etc., should be provided on private property to create a village atmosphere. In addition, a minimum of two amenities (of the developers' choice and to the satisfaction of the Township) shall be provided from the following list and reflect in some way the natural and/or cultural heritage of the area. These amenities should be located in or around the central plaza area.

    a. An active demonstration green wall of substantial size;
    b. A water feature of substantial size (fountain, creek, pond etc.); or
    c. A work of public art of substantial size (sculpture, mosaic etc.).

26. For speed of coverage, green walls should include clematis (*Clematis* sp.), honeysuckle (*Lonicera* sp.), wisteria (*Wisteria* sp.) or golden hops (Humulus sp.) as the climbing plant of choice for green walls and green screens. These vines require high-tensile steel cables to guide and support plants.
27. On parking structures and other solid durable surfaced structures Russian-vine (*Fallopia* sp.) and Virginia-creeper (*Parthenocissus* sp.) are common species that cling directly to surfacing.

Parking Lot Landscaping

28. In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping is required within parking areas at the following frequency:
29. One tree per six parking stalls to be located in a minimum of 10 cubic metres of growing medium (structural soil, deep root soil cells, or planting beds) so that the tree will be sustained into maturity. Two adjoining rows of parking stalls (front to front) will require a minimum of one tree per bank of 12 parking stalls spaced no more than 18 metres between trees. A minimum grid placement of 18 metres on center should be attained for trees placed in parking areas. In addition to the foregoing, the end of each single row of parking stalls will require a tree and 2 metre wide landscaped area between the end parking stall and the adjacent drive aisle.
30. Trees within parking areas should be of a type and height so that the clearance to the underside of the tree is at least 8 feet. Deciduous shade trees should be a minimum of 6 cm calliper with a 1.8 metre clear stem at time of planting. Tree stems must be protected on all sides with a minimum of 1 metre of clearance to the front face of an adjacent barrier curb or other protection from vehicle overhangs.
31. Shrubs and groundcovers should be planted around the base of all trees

Streetscape

32. All buildings shall front onto a public road in accordance with the street typology.
33. Extra sidewalk width shall be provided to allow for permitted sidewalk uses. Design of such sidewalk areas may be accomplished through varied setbacks and design of buildings. Sidewalks abutting fronts and sides of buildings shall be provided to allow for easy pedestrian circulation.
34. Streetscape furniture, such as lighting, banners, trees, benches, tree grates, tree guards, bike racks, directions kiosks, umbrellas for outdoor seating, garbage receptacles etc., shall be provided on private property to create a village atmosphere. In addition, a minimum of two amenities (of the developers' choice and to the satisfaction of the Township) shall be provided from the following list throughout the development that reflect in some way the character of the area or region:

    a. An active demonstration green wall;
    b. Water features (fountain, creek, pond etc.); and
    c. Work of public art (sculpture, mosaic etc.).

35. Underground parking entrances shall be from the side or rear of buildings.
36. Direct common pedestrian access for residential units is encouraged on the main road.

Parking and Pedestrian Circulation

37. Pedestrian connections shall be provided throughout the development, including through parking lots and to adjoining land uses (see Table 1).
38. All internal pedestrian links shall be red coloured raised patterned concrete, interlocked brick or other similar natural or semi-natural material to differentiate the pedestrian environment.
39. A main pedestrian walkway shall connect diagonally at or near the intersection of 208 Street and 80 Avenue into the surrounding land uses near the southwest corner of the Town Market.
40. Surface parking shall be predominantly to the rear or side of buildings and away from the street.
41. Where a building has parking to the front and rear building entrances shall be at or near the front of the building.
42. Wheelchair access shall be provided throughout the development.
43. Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

    a. Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
    b. Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

Structured Parking

44. At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
45. Vehicular access and egress points shall be combined with the presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
46. Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are not permitted.
47. Entrances shall be subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis. This may be achieved sometimes through:

    a. The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.
    b. Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
    c. Recessing the portion of the facade where the entry is located to help conceal it.
    d. Extending portions of the structure over the garage entry to help conceal it.
    e. Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
    f. Use of screening and landscaping to soften the appearance of the garage entry from the street.
    g. Locating the garage entry where the topography of the site can help conceal it.

48. Pedestrian entrances shall be separate from vehicular access points.
49. Uses near access and egress points shall include design elements that reduce conflict between uses.
50. Ramps to additional levels are to be contained within the structure and screened from view.
51. Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
52. Provide separate parking areas for residential and commercial uses.
53. The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
54. Setbacks from above the second storey shall be incorporated into the design.

55. If rooftop parking is provided, additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.
56. Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
57. Public and private parking shall be clearly identified through a system of numbering and signage.
58. Access shall be provided throughout the development for those persons that require functional assistance (this includes mobility, visually and hearing impaired, as well as those who have reduced strength or dexterity), with parking spaces made available as close as possible to the stores entrance.
59. A minimum of 50% of the required parking shall be provided underground or contained within a building with no more than 50% surface parking. Remaining surface parking should be located to the rear or sides of buildings and designed sympathetically to the pedestrian environment.
60. Loading areas shall be provided to the rear or sides of buildings, away from residential areas and include additional screening architecturally integrated into the development. Loading areas on the sides of buildings will only be considered when additional screening and landscaping is provided (i.e. roofed and gated loading areas etc.).
61. Loading areas on the Town Market Road shall be provided to the rear of buildings, away from residential areas and include additional screening architecturally integrated into the development.
62. Where access and egress points are permitted on arterial roads they shall be consolidated to minimize the number of access points. In all other cases, consolidated access and egress points are preferred.
63. Surface parking shall be provided for in a number of smaller areas rather than one large lot and shall be located primarily in the interior of the site or otherwise screened from view. Surface parking shall integrate landscaping and other design elements to reduce the massing of parking areas.
64. Vehicular entrances shall be landscaped.
65. Parking to be in accordance with the street type typology where applicable.

| **Table 1 - SIDEWALK TYPOLOGY** | | | | | |
|---|---|---|---|---|---|
| Sidewalk | Main pedestrian link | Town Market Road | Parking lot | Multi-way | Mixed/Town Market interface |
| Width | 6 metres minimum | 3 metres | 1.5 metres | 7.5 metres | 3 metres |
| Minimum hard surface width | 3 metres | 3 metres plus room for patio uses | 1.5 metres | 8 metres (includes 3m R.O.W. to connect Street greenway)<br>SEE BUILDING FRONT TYPOLOGY | Varies – min. 3 metres SEE BUILDING FRONT TYPOLOGY |
| Material | Patterned and coloured concrete or better | Patterned and coloured concrete or better | Patterned and coloured concrete or better | Patterned and coloured concrete or better | Patterned and coloured concrete or better |
| Crossing treatment | Raised textured surface or better | Raised textured surface (no asphalt permitted) | Raised textured surface (no asphalt permitted) | Raised textured surface (no asphalt permitted) | Raised textured surface (no asphalt permitted) |
| Adjacent Landscaping | Additional 'Bio-lung' requirement | Additional landscaping encouraged | 1.5m both sides Additional landscaping encouraged | Additional landscaping encouraged | 1.5m both sides (should include entrance features) Additional landscaping encouraged |
| Building | Galleries an option | Galleries preferred | N/A | Galleries preferred | Galleries preferred |
| ** NOTE: Accessibility is to be provided universally. | | | | | |

Signage

66. All signage should have a pedestrian scale and be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated throughout the development to establish a unified and attractive commercial area. All signage shall comply with the Township's Sign Bylaw, as amended or replaced, unless otherwise varied in a Development Permit.
67. Projecting signs are encouraged.
68. Pedestrian scale monument signs are encouraged only where necessary. Pylon signs are not permitted. Where permitted signs are limited to 3 metres height.
69. Fascia signage shall consist of channel lettering (backlit illuminated light boxes and exposed neon signs are not permitted).

Exterior Lighting

70. There shall be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination shall consist of full cut-off lighting fixtures and shall not encroach onto adjacent residential properties and must comply with the provisions of the Township's Exterior Lighting Impact Policy.

## 10.4.2 Development Permit Area "K" – Town Market Mixed Use

(Note: This section appeared as Section 4.4.2 Development Permit Area "K" – Town Market Mixed Use in Willoughby Community Plan Bylaw 1998 No. 3800)

Lands identified as "Development Permit Area "K"– Mixed Use" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of commercial and residential development.

The objective of this development permit area designation is to encourage development in support of a pedestrian oriented Town Market.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of development must not be started.

Development permit guidelines are as follows:

General

1. These guidelines apply to all mixed use designated areas including Town Market designated mixed-use buildings.
2. These guidelines are to be implemented supplemental to the guidelines of Development Permit "N". Where these guidelines conflict the more stringent guideline shall be implemented.

Site Design

3. Buildings shall be developed to be pedestrian scale through provision of outdoor amenities, minimizing the visual impact of parking areas, creating landmarks and visual interest along street fronts.
4. Ground-oriented design is required at street level facing.
5. Spatial separation shall be provided to ensure privacy for all dwelling units on and adjacent to the site.

6. When properly proportioned and articulated, mid-rises should introduce the opportunity for giving distinct form and presence to the development, providing the strong visual signal that is necessary to establish a unique identity in the Town Centre.
7. Buildings shall be designed to maximize penetration of natural light into all dwelling units' corridors/stairwells.

Building Form

8. Podium style mid-rises are encouraged as the predominant mid-rise building form.
9. Each building front facing 78A Ave shall be in accordance with the Building Front Typology.
10. Each unit of podium style high rises shall include its own separate pedestrian access to the street and a private patio space that shall be connected to the street access and screened and/or gated which is raised and separated vertically from the street by a minimum of 0.6 metres and maximum of 1 metre.
11. In the Town Market area each mid-rise shall be a minimum of 5 storeys and maximum of 12 storeys in height. In the mixed use area a maximum height of 12 storeys is permitted.
12. Higher buildings shall integrate with adjacent low-rise developments using similar materials, proportions and elements, where applicable and use design elements from the lower façades (ground to third floors) to increase visual interest and help integrate the design.
13. Higher buildings shall have a slim elegant form and incorporate a terraced exterior.
14. Any building setbacks from the front lot line shall be incorporated into the public sidewalk space. As such, a combination of hard and soft landscaping is encouraged.
15. Each podium of a podium style high rise shall be required to have rooftop landscaping and rooftop access for tenants and include no more than 6 contiguous units fronting a given street without incorporating architectural elements to break up the massing of buildings facing the street.
16. Design shall incorporate unique architectural elements for all elevations and roofs.

Exterior Design and Finish

17. Continuous weather protection, such as canopies, structural awnings, or building overhangs (galleries with arcades), is required where at-grade retail uses are included in a development and over common entries to commercial and/or mixed-use developments that front a public sidewalk or open space.
18. All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal are not permitted.

Landscaping

19. Provide primarily urban hard landscaping fronting onto 78A Avenue (see building front typologies). Landscape elements to include streetscape furniture, such as lighting, banners, trees, benches, tree grates, tree guards, bike racks, directions kiosks, umbrellas for outdoor seating, garbage receptacles etc. on private property to create a village atmosphere.
20. Development is encouraged to retain existing significant trees within the development in accordance with the Township of Langley's Tree Protection Bylaw, as amended or replaced.
21. On-site landscaping shall be required to enhance the appearance of the development, screen parking, loading and utility areas and garbage containers/enclosures from adjacent properties and roadways. All utility boxes and meters shall be shown on the landscape plan.
22. A landscape plan shall be prepared by a registered B.C. Landscape Architect.
23. Playground facilities shall be provided, in accordance with the Township's Child Friendly Amenity Area requirements, as amended or replaced.

Parking Lot Landscaping

24. In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping is required within parking areas at the following frequency:

a. One tree per six parking stalls to be located in a minimum of 10 cubic metres of growing medium (structural soil, deep root soil cells, or planting beds) so that the tree will be sustained into maturity. Two adjoining rows of parking stalls (front to front) will require a minimum of one tree per bank of 12 parking stalls spaced no more than 18 metres between trees. A minimum grid placement of 18 metres on center should be attained for trees placed in parking areas. In addition to the foregoing, the end of each single row of parking stalls will require a tree and 2 metre wide landscaped area between the end parking stall and the adjacent drive aisle.
b. Trees within parking areas should be of a type and height (at least 8 feet) so that the clearance to the underside of the tree extends above the height of standard types of vehicles that do not require clearance lights. Deciduous shade trees should be a minimum of 6 cm calliper with a 1.8 metre clear stem at time of planting. Tree stems must be protected on all sides with a minimum of 1 metre of clearance to the front face of an adjacent barrier curb or other protection from vehicle overhangs.
c. Shrubs and groundcovers should be planted around the base of all trees.

Parking and Pedestrian Circulation

25. A minimum of 50% of the required parking shall be provided underground or contained within a building with no more than 50% surface parking. Remaining surface parking should be located to the rear or sides of buildings and designed sympathetically to the pedestrian environment.
26. All pedestrian links on 78A Avenue shall be red coloured raised patterned concrete, interlocked brick or other similar natural or semi-natural material to differentiate the pedestrian environment.
27. Surface parking shall be predominantly to the rear or side of buildings and away from the street.
28. Where a building has parking to the front and rear building entrances shall be at or near the front of the building.
29. Wheelchair access shall be provided throughout the development.
30. Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

    a. Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
    b. Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

Structured Parking

31. At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
32. Vehicular access and egress points shall be combined with the presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
33. Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are not permitted.
34. Entrances shall be subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis. This may be achieved sometimes through:

    a. The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.
    b. Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
    c. Recessing the portion of the facade where the entry is located to help conceal it.
    d. Extending portions of the structure over the garage entry to help conceal it.
    e. Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
    f. Use of screening and landscaping to soften the appearance of the garage entry from the street.
    g. Locating the garage entry where the topography of the site can help conceal it.

35. Pedestrian entrances shall be separate from vehicular access points.

36. Uses near access and egress points shall include design elements that reduce conflict between uses.
37. Ramps to additional levels are to be contained within the structure and screened from view.
38. Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
39. Provide separate parking areas for residential and commercial uses.
40. The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
41. Setbacks from above the second storey shall be incorporated into the design.
42. If rooftop parking is provided, additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.
43. Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
44. Public and private parking shall be clearly identified through a system of numbering and signage.

Signage

45. All signage should have a pedestrian scale and be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated throughout the development to establish a unified and attractive commercial area. All signage shall comply with the Township's Sign Bylaw, as amended or replaced, unless otherwise varied in a Development Permit.
46. Projecting signs are encouraged.
47. Pedestrian scale monument signs are encouraged only where necessary. Pylon signs are not permitted.
48. Fascia signage shall consist of channel lettering (backlit illuminated light boxes and exposed neon signs are not permitted).

Exterior Lighting

49. There shall be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination shall consist of full cut-off lighting fixtures and shall not encroach onto adjacent residential properties and must comply with the provisions of the Township's Exterior Lighting Impact Policy.
50. Decorative street lighting and ornamental poles shall match the development and be designed to the satisfaction of the Township.
51. Ornamental poles shall be faced with architectural detailing to match the development theme.
52. Street lighting accessories shall include single banner arms equipped with irrigation to allow for hanging baskets.
53. Photocells are required for all street lighting to automatically control lights.

## 10.4.3 Development Permit Area "L" – Yorkson Mixed Use

(Note: This section appeared as Section 4.4.3 Development Permit Area "L" – Yorkson Mixed Use in Willoughby Community Plan Bylaw 1998 No. 3800)

Lands identified as "Development Permit Area "L" –Yorkson Mixed Use" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of commercial and residential development.

The objective of this development permit area designation is to encourage development in support of a pedestrian oriented mixed use neighbourhood node designed in a manner compatible with existing heritage buildings.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of development must not be started.

Development permit guidelines are as follows:

Site Design

1. Building and site design should contribute an orderly and attractive appearance to the streets.
2. Conflicts with adjacent residential land uses (where applicable) should be avoided through effective architectural design and landscaping.
3. Access for the disabled should be provided for in building and site design.

Building Form

4. The form and character of building design and site planning should be reflected with the agricultural rural roots of the Willoughby area and therefore should follow an overall heritage theme.
5. New buildings shall be generally humble structures – simple and straight forward to complement (not copy) the heritage buildings that will be retained or relocated.
6. Construction methods shall incorporate the basic post and beam construction that can be exposed on the exterior to reveal the structure and shall integrate “punched” window openings to provide relief and dimension in the building façade.
7. Continuous overhead weather protection shall be incorporated into the heritage area, preferably a wood porch arcade extension of the building but awnings and canopies are acceptable in discontinuous buildings. The awnings or canopies should be designed as simple flat planes of durable fabric or wood - glass or plastics are not permitted.
8. Buildings shall have distinct bases, middles and tops with gabled roofs.
9. Large windows shall be provided along the building façade to create views from outside to large airy and inviting business interiors with slightly recessed building entries.
10. The window shall be larger on the ground floor for commercial use but should not extend to the ground level.
11. The construction shall use high quality materials and craftsmanship including molding and cornice detailing in wood or other appropriate materials.
12. The primary materials shall be wood with some stone detailing, secondary cladding, ornamental glass, concrete and metal siding.
13. CPTED (Crime Prevention Through Environmental Design) principles shall be applied.
14. Setbacks will vary but should have active building facades facing on 82 and 83 Avenue and 208 Street – with 4 metre setbacks required to encourage patios and cafes extending from the buildings.
15. Developments shall feature an attractive and unified architectural presentation with continuous weather protection where possible.
16. Overly abrupt façade changes between CRU’s (Commercial Retail Units) shall be avoided.
17. Blank building facades should be articulated with materials or graphic definition.
18. High quality exterior finishes shall be used to ensure the integrity of the building envelope and to present an attractive appearance.
19. All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal are not permitted.

Landscaping

20. Landscape plans shall be prepared by a registered BC Landscape Architect.
21. Landscaping shall be in accordance with BCNTA/BCSLA standards and shall be equipped with an in-ground irrigation system.
22. All trees shall be a minimum 6.0 cm caliper and one tree is required for every six parking spaces.
23. Street trees shall comply with the Township of Langley Street Tree Master Plan or equivalent in plant species, spacing and size.

24. Landscaping shall screen parking areas from adjacent streets and “soften” the overall appearance of the development.
25. Landscape plans should emphasize shade tree species in order to moderate the summer climate.
26. Provide rich landscaping and pedestrian facilities such as benches, bicycle racks and pedestrian lighting along the closed portion of 83 Avenue, the 83 Avenue connections to 82 Avenue and 208 Street.
27. Entrances should be distinctive but not overstated using ground mounted signs, apron walls and rail fences complemented by generous landscaping to create emphasis.
28. Pedestrian areas should feature distinct surface treatments (concrete, brick or stone) from vehicular parking and maneuvering areas.
29. Preserve the hedgerow of coniferous trees along the south side of 83 Avenue.

Streetscape

30. The design of surfaces, on-site illumination, outdoor seating and other public amenities shall compliment the prevailing heritage theme.
31. Buildings should be sited to provide for convenient vehicular access and parking with rich landscaping and pedestrian facilities such as benches, bicycle racks and pedestrian lighting along the closed portion of 83 Avenue, the 83 Avenue connections to 82 Avenue and 208 Street.

Parking and Traffic/Pedestrian Circulation

32. Parking lots are required to have significant landscape plans to provide a safe and attractive pedestrian/automobile environment.
33. Special surface treatments in parking lots shall emphasize a pedestrian safe environment.
34. Driveways accessing arterial roads shall be consolidated where possible to minimize the number of access points.
35. Walkways through parking lots shall be provided to ensure safe and convenient pedestrian access to building entrances.
36. Surface parking shall be predominantly to the rear or side of buildings and away from the street.
37. Where a building has parking to the front and rear building entrances shall be at or near the front of the building.
38. Wheelchair access shall be provided throughout the development.
39. Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

    a. Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.

40. Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

Structured Parking

41. At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
42. Vehicular access and egress points shall be combined with the presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
43. Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are not permitted.
44. Entrances shall be subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis. This may be achieved sometimes through:

    a. The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.
    b. Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.

c. Recessing the portion of the facade where the entry is located to help conceal it.
d. Extending portions of the structure over the garage entry to help conceal it.
e. Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
f. Use of screening and landscaping to soften the appearance of the garage entry from the street.
g. Locating the garage entry where the topography of the site can help conceal it.

45. Pedestrian entrances shall be separate from vehicular access points.
46. Uses near access and egress points shall include design elements that reduce conflict between uses.
47. Ramps to additional levels are to be contained within the structure and screened from view.
48. Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
49. Provide separate parking areas for residential and commercial uses.
50. The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
51. Setbacks from above the second storey shall be incorporated into the design.
52. If rooftop parking is provided additional landscaping shall be required consistent with Parking Lot Landscaping within Development Permit Area "J". Planters with arbors shall be provided continuously along the parapet.
53. Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
54. Public and private parking shall be clearly identified through a system of numbering and signage.

Signage

55. New development shall ensure that signage is:

a. An integral part of building and site design and its form, material and character complements the types of activities being advertised;
b. Wood (painted, stained, sand blasted or carved) metal (cast, painted, embossed, or enameled), fabric, or painted/etched on windows or glazed door panels;
c. Not plastic, internally illuminated, back-lit awnings/canopies, electronic or moving signs or messages, or neon;
d. Primarily oriented to pedestrians on the sidewalk except gateway boulevard signs;
e. Illuminated externally by concealed fixtures with a heritage theme;

56. Signs shall complement the architectural design and be approved by the project architect.

Lighting

57. Lighting should be safety focused for visibility and the use of non-glare and direct lighting to minimize impacts to adjoining residential properties and in compliance with Township of Langley's Exterior Lighting Impact Policy.

## 10.5 TRANSIT ORIENTED DEVELOPMENT PERMIT PROVISIONS

### 10.5.1 Development Permit Area "P" – Transit- Oriented Development (TOD)

Lands identified as "Development Permit Area "P" – Transit-Oriented Development" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(e) & (f) of the *Local Government Act* to establish objectives and provide guidelines for the form and character of intensive residential development and commercial, industrial or multi-family residential development.

The objective of this development permit area designation is to guide all commercial, commercial and mixed-use development to ensure the future development along the corridor to make it a transit-oriented, complete and livable urban community.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided and construction of, addition to or alteration of development must not be started.

Development permit guidelines are in Appendix A of this plan

# 11. NEIGHBOURHOOD PLANS

Neighbourhood Plans provide more specific plans for smaller areas of the Willoughby community. These plans deal with land use, density of development, extension of utility services, development of road, pedestrian and cyclist networks, retention of green space, provision of schools, parks and other facilities and financial considerations in implementing the plans.

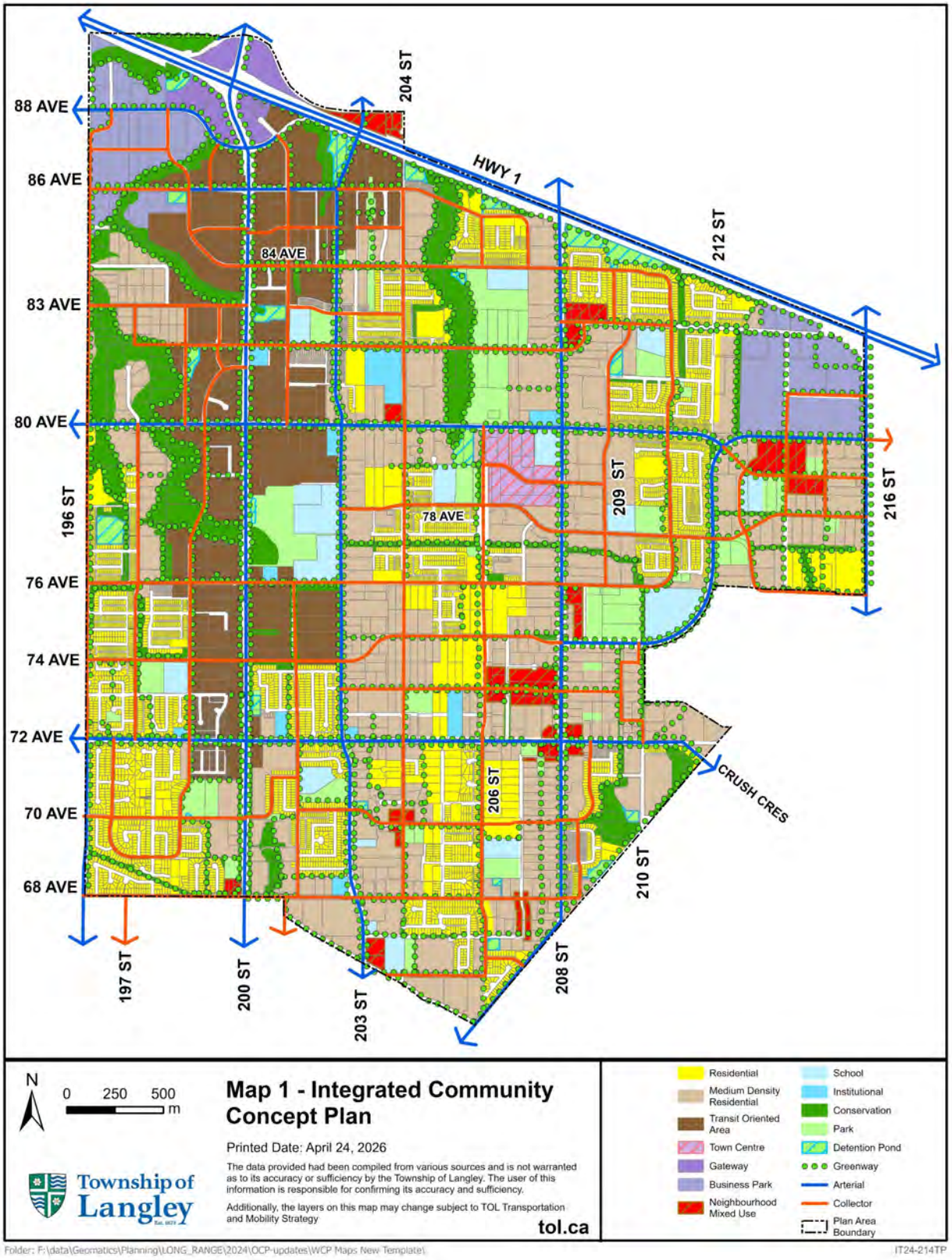
The following neighborhood plans are attached to this plan as schedules:

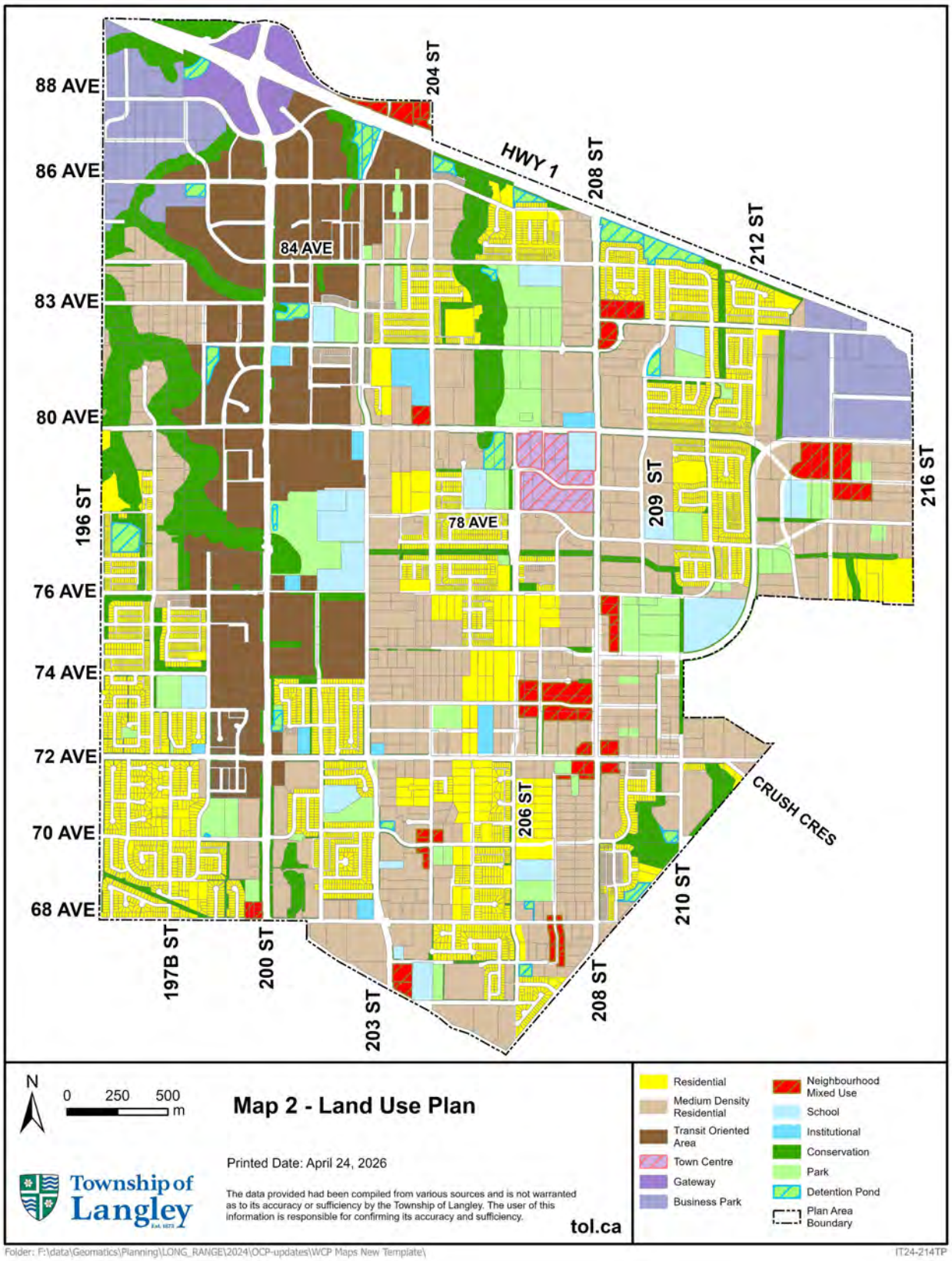
- Gordon Neighbourhood Plan, Schedule “A” (see Bylaw No. 6203)
- Smith Neighbourhood Plan, Schedule “B” (see Bylaw No. 5973)
- Williams Neighbourhood Plan, Schedule “C” (see Bylaw No. 5799)
- Willoughby Transit Corridor Plan, Schedule “D” (see Bylaw No. 6202)
- Yorkson Neighbourhood Plan, Schedule “E” (see Bylaw No. 4030)

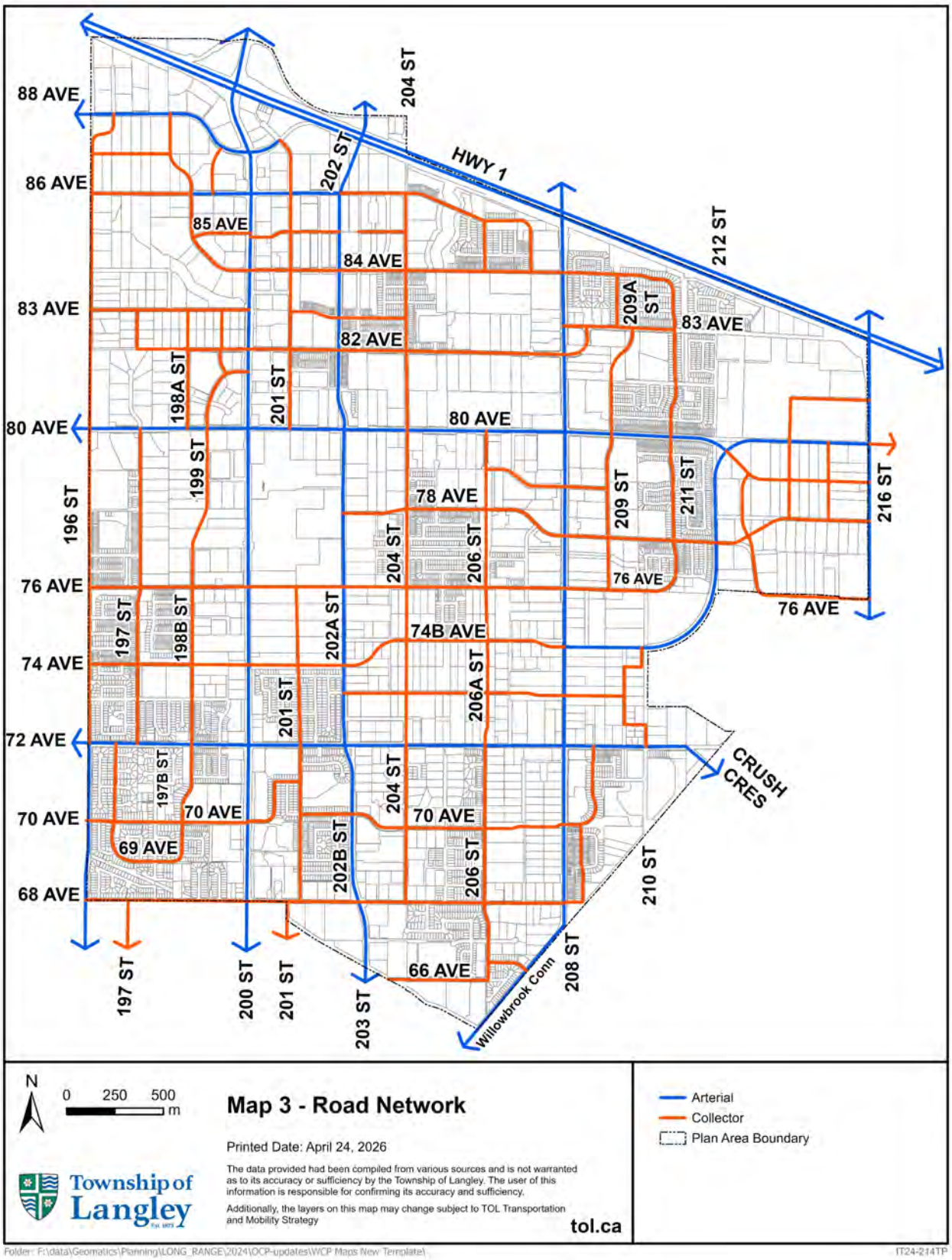
# 12. SEVERABILITY

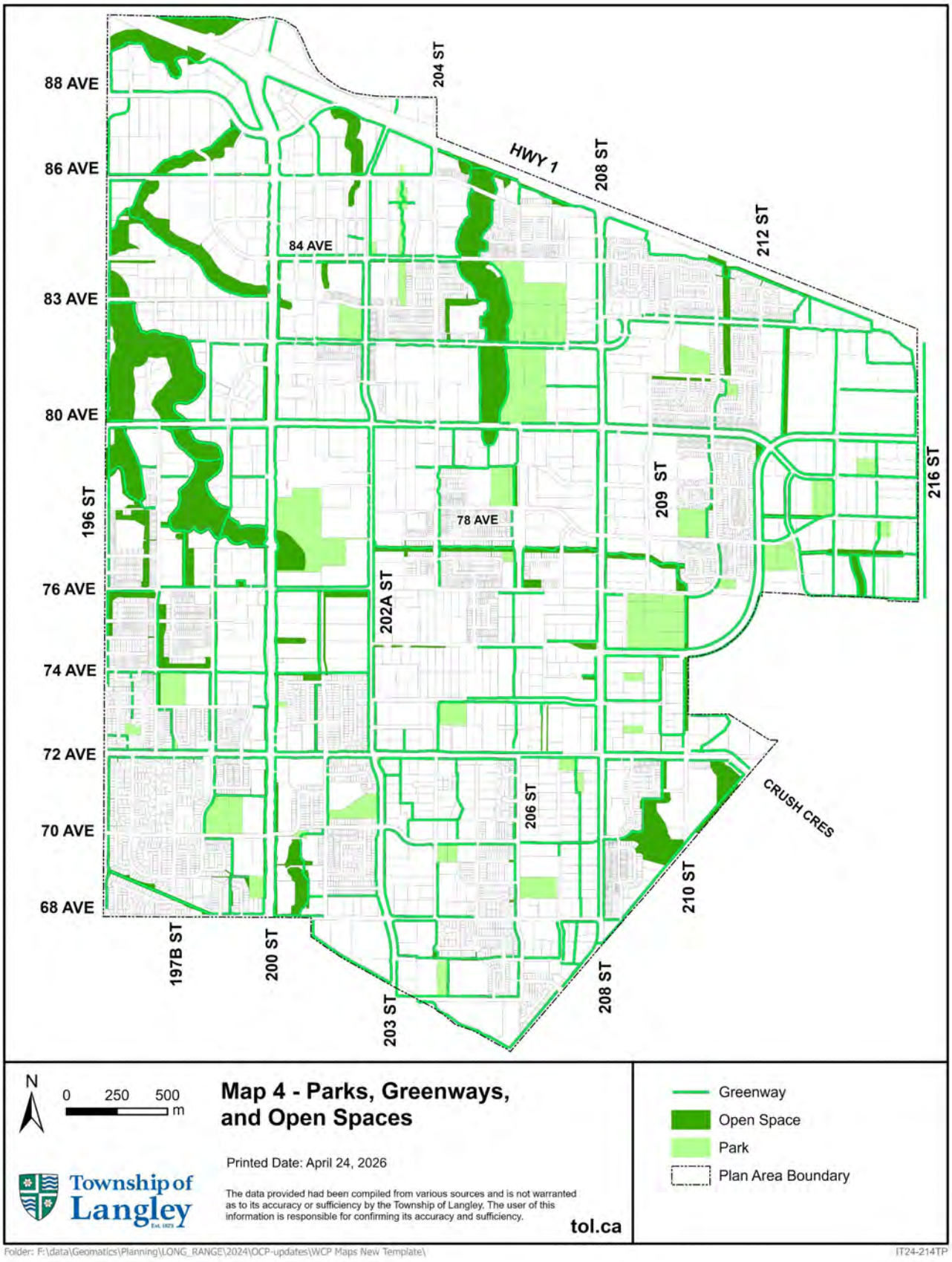
If any section, subsection, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the decision that is invalid shall not affect the validity of the remaining parts of this Bylaw.

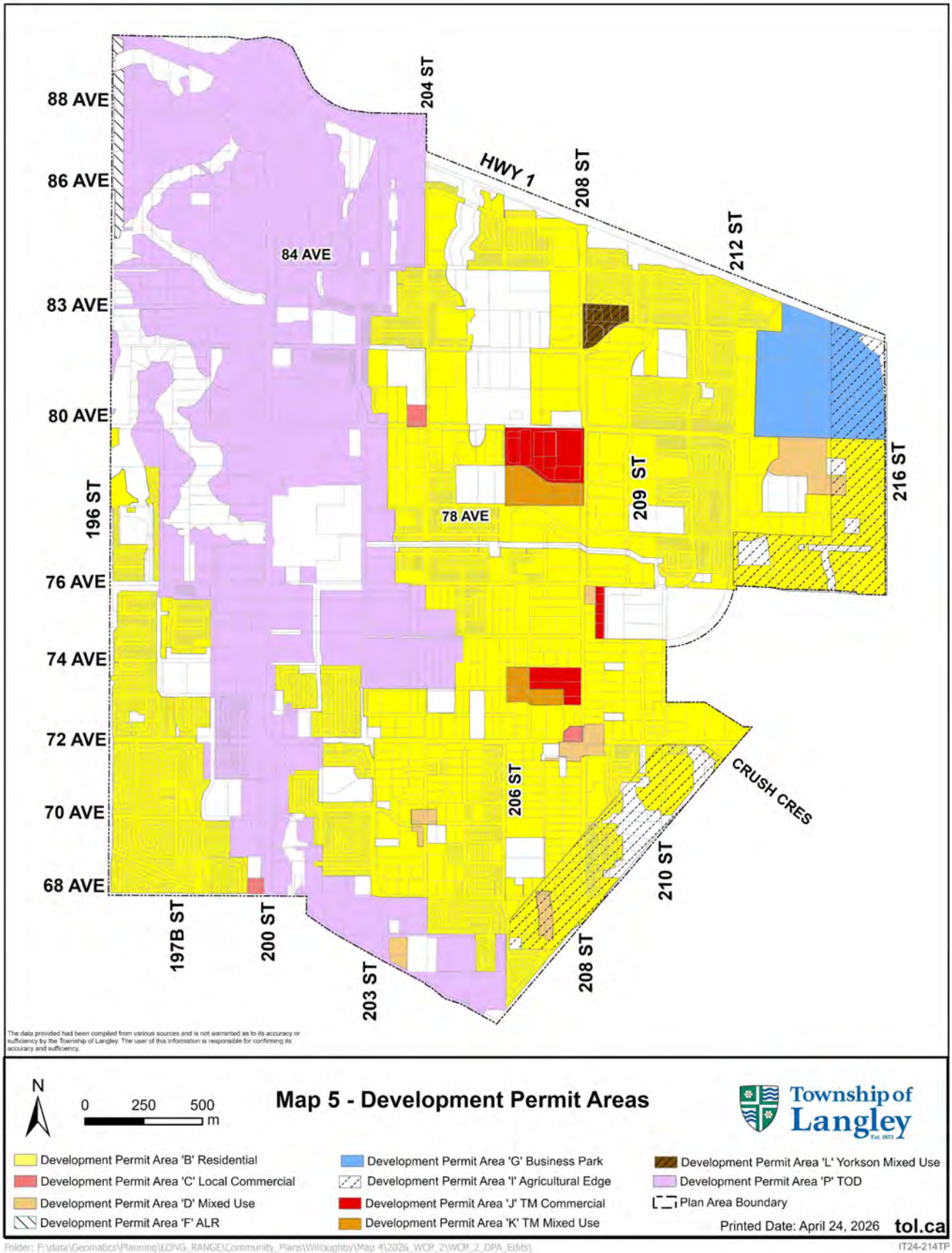
# 13. MAPS

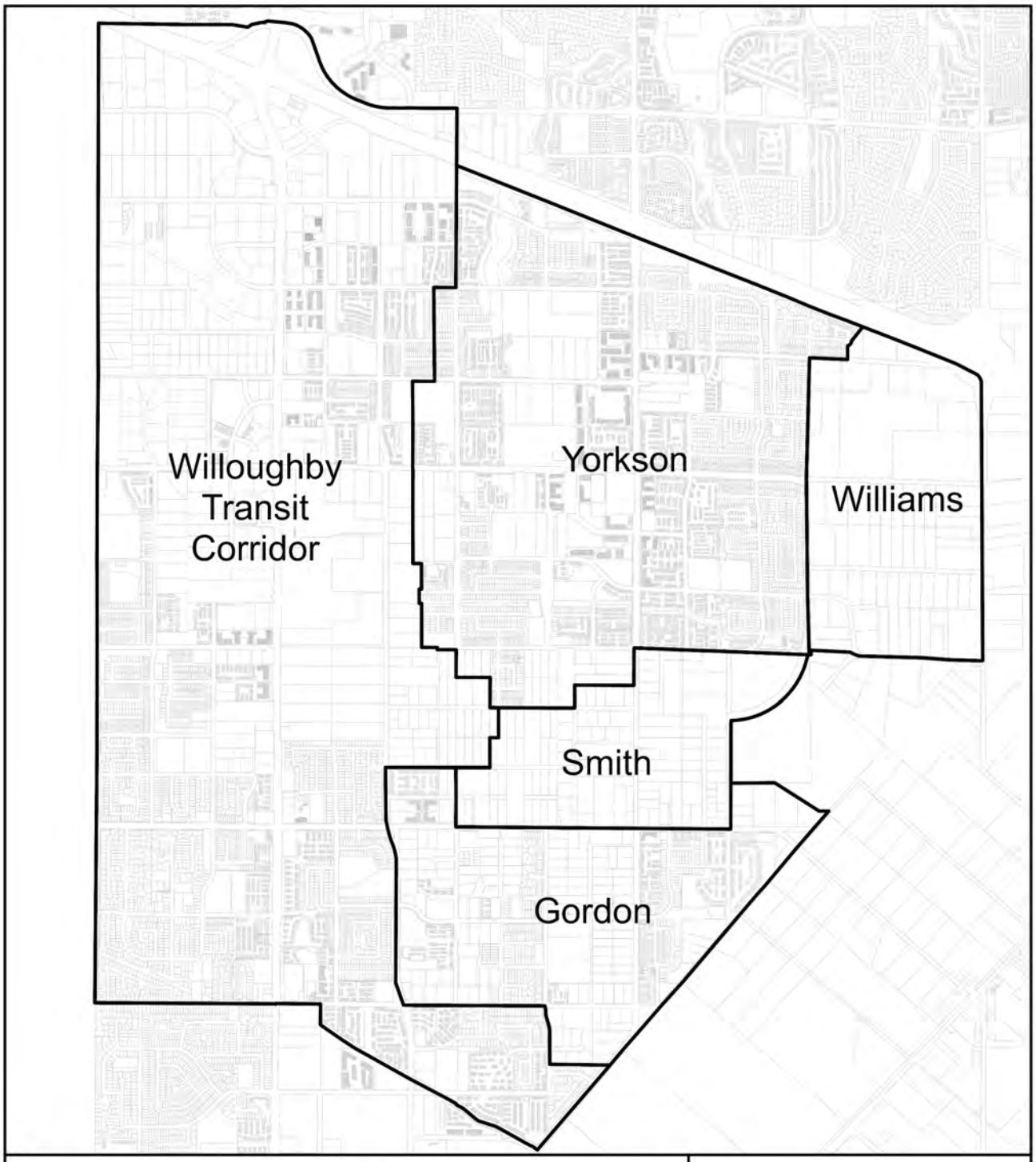

88 AVE
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210 ST
208 ST
203 ST
200 ST
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Map 1 - Integrated Community Concept Plan
Printed Date: April 24, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Additionally, the layers on this map may change subject to TOL Transportation and Mobility Strategy
tol.ca
Township of Langley
Residential
Medium Density Residential
Transit Oriented Area
Town Centre
Gateway
Business Park
Neighbourhood Mixed Use
School
Institutional
Conservation
Park
Detention Pond
Greenway
Arterial
Collector
Plan Area Boundary
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CRUSH CRES
210 ST
197B ST
200 ST
203 ST
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Map 2 - Land Use Plan
Printed Date: April 24, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Residential
Medium Density Residential
Transit Oriented Area
Town Centre
Gateway
Business Park
Neighbourhood Mixed Use
School
Institutional
Conservation
Park
Detention Pond
Plan Area Boundary
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216 ST
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202A ST
206A ST
201 ST
197B ST
202B ST
210 ST
CRUSH CRES
200 ST
203 ST
208 ST
Willowbrook Conn
N
0 250 500 m
Map 3 - Road Network
Printed Date: April 24, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Additionally, the layers on this map may change subject to TOL Transportation and Mobility Strategy
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Township of Langley
Arterial
Collector
Plan Area Boundary
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IT24-214TP


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CRUSH CRES
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Map 4 - Parks, Greenways, and Open Spaces
Printed Date: April 24, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Greenway
Open Space
Park
Plan Area Boundary
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IT24-214TP


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68 AVE
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HWY 1
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The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Map 5 - Development Permit Areas
Township of Langley
Development Permit Area 'B' Residential
Development Permit Area 'C' Local Commercial
Development Permit Area 'D' Mixed Use
Development Permit Area 'F' ALR
Development Permit Area 'G' Business Park
Development Permit Area 'I' Agricultural Edge
Development Permit Area 'J' TM Commercial
Development Permit Area 'K' TM Mixed Use
Development Permit Area 'L' Yorkson Mixed Use
Development Permit Area 'P' TOD
Plan Area Boundary
Printed Date: April 24, 2026
tol.ca
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IT24-214TP


Willoughby Transit Corridor
Yorkson
Williams
Smith
Gordon
N
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Map 6 - Willoughby Neighbourhood Plan Areas
Printed Date: May 5, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Township of Langley
Neighbourhood Plan Boundaries
Folder: F:\data\Geomatics\Planning\LONG_RANGE\2024\OCP-updates\WCP Maps New Template\
IT24-214TP

# WILLOUGHBY TRANSIT CORRIDOR

# DEVELOPMENT PERMIT AREA "P" GUIDELINES



Township of Langley

MAY 2026

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# 1.0 INTRODUCTION

# 1.1 GUIDELINES APPLICABILITY

**DPA "P": Transit-Oriented Development (TOD)**

Lands identified as "Transit-Oriented Development (TOD)" on Map 5, Development Permit Areas, are hereby designated as development permit areas under Section 488(1)(e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of development within areas intended to support transit-oriented communities.

The objective of this development permit area designation is to encourage compact, pedestrian-oriented, mixed-use, and higher-density development that supports transit use, enhances walkability, and creates vibrant and complete communities in proximity to frequent transit services.

Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided, and the construction of, addition to, or alteration of a building or structure within the designated area must not be started.

The Willoughby Transit Corridor Development Permit Area "P" Guidelines provide a consistent framework for the form and character of new development within the Willoughby Transit Corridor . They apply to all properties located within this geographic area.

These Guidelines are intended to guide all multi-family residential, commercial, and mixed-use development from townhouse forms to mid-rise and high-rise buildings, ensuring that growth along the corridor reflects the Township of Langley's vision for a transit-oriented, complete, and livable urban community.

**The guidelines apply to:**

- Development Permit Applications for multi-family residential, mixed-use, commercial, and industrial projects within the Willoughby Transit Corridor, and
- Public realm, frontage, and site interface design associated with private development.

These guidelines supersede any existing design guidance contained in previously adopted Neighbourhood Plan documents or development permit guidelines for properties that fall within the boundary of the Willoughby Transit Corridor Plan area. Where conflicts arise between documents, the Willoughby Transit Corridor Development Permit Area "P" Guidelines take precedence.

**The Guidelines are intended to be used by:**

- Applicants and designers, to inform project design from the earliest concept stage.
- The proposals will be reviewed by Township to assess their alignment with the community's urban design objectives.
- Council, to assess the quality, fit, and contribution of proposed development to the vision for 200 Street.

# 1.2 DOCUMENT ORGANIZATION

The Willoughby Transit Corridor Development Permit Area "P" Guidelines are organized to provide both a clear design vision and practical guidance for achieving high-quality development outcomes along the Willoughby Transit Corridor .

The guidelines within this document are structured as follows:

### SECTION 1 – INTRODUCTION

Provides guidance on how and where these Development Permit Area Guidelines apply, and sets out how these Guidelines should be used for the overall community development.

### SECTION 2 – DESIGN VISION AND PRINCIPLES

Establishes the overarching design intent for the Willoughby Transit Corridor — creating a new, transit-oriented urban heart for the Township that emphasizes livability, sustainability, and human-scaled streets.

### SECTION 3 – GENERAL RESIDENTIAL AND MIXED-USE GUIDELINES

Provides guidance that applies across all development types, covering building massing, site design, streetscape integration, sustainability, and interface with the public realm.

### SECTIONS 4–7– TYPOLOGY-SPECIFIC GUIDELINES

Offers detailed direction for individual building forms, ensuring consistency and quality across scales:

- Section 4 – Townhouses
- Section 5 – Low- to Mid-Rise Buildings
- Section 6 – High-Rise Buildings
- Section 7 – Industrial and Employment Buildings

Each section is structured around key design topics (e.g., Frontage Activation, Building Scale and Massing, Site Planning, Private and Semi-Private Open Space), providing both qualitative objectives and quantitative guidance to support implementation.

### HOW TO USE THESE GUIDELINES

The Guidelines are designed to be read and applied at multiple levels depending on the project scale:

- Start with Section 2 to understand the broader vision and design intent for the Willoughby Transit Corridor .
- Consult Section 3 for general guidance that applies to all developments, regardless of building type.
- Refer to the relevant typology section (Sections 4–6) for detailed direction specific to the building form and height being proposed.
- Consult the diagrams on pages 31, 38, 45 and 53 to see visual examples of how relevant Guidelines can be applied, in practice. These diagrams are intentionally high-level and illustrative, and are not representative of specific project proposals, but instead best practices in implementing the guidelines.
- Where conflicts exist between sections, typology-specific guidance should take precedence.

Applicants are encouraged to demonstrate how their proposals align with both the overall design principles and the specific guidelines relevant to their site and building form.

This document will be used as a comprehensive evaluation tool by Township, ensuring that all projects collectively contribute to a cohesive, vibrant, and human-scaled Willoughby Transit Corridor  Plan area.

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# 2.0 DESIGN VISION

# 2.1 DESIGN VISION

The Willoughby Transit Corridor is envisioned as the Township of Langley's transit-oriented urban core, an emerging vibrant, complete community defined by active street fronts, human-scaled design, and a diverse mix of livable buildings ranging from townhouses to mid- and high-rise towers. Ground-oriented homes, animated retail edges, and landmark mixed-use buildings together will create a place that feels welcoming, safe, and distinctly urban while maintaining the Corridor's strong sense of community.

As the area evolves from a suburban arterial into a connected series of Transit Hubs, development will frame the public realm with transparent (glass) façades, generous sidewalks, and frequent doorways that invite activity at every hour. Buildings will step down respectfully in height and scale - from townhouse and low-rise forms along local streets, to mid-rise and tower buildings near transit nodes. Architecture will emphasize lasting materials, fine detailing, and sustainable performance, reinforcing a cohesive identity along 200 Street that expresses Langley's desire for design excellence.

The design vision is rooted in delivering a high-quality and vibrant neighbourhod that capitalizes on the arrival of Bus Rapid Transit (BRT) and its connection to the SkyTrain. With these transit investments, the Willoughby Transit Corridor will become a model for compact, mixed-use, walkable BRT-oriented urbanism for the region.

**DESIGN INTENT**

- Create active, pedestrian-scaled frontages that support safe, vibrant streets and social interaction.
- Deliver livable buildings that prioritize daylight, views, and access to outdoor space for all residents.
- Encourage a graduated built form — townhouse to tower — to ensure both density and human comfort.
- Foster architectural variety within a unified corridor identity, grounded in high-quality, durable materials.
- Make the Township of Langley a leader in BRT-oriented community design, balancing housing, employment, retail, and green spaces in a cohesive urban framework.



*Vibrant, people-friendly streets characterize the future 200 Street Corridor vision*

# 2.2 DESIGN PRINCIPLES

The design principles below provide the overarching framework for all new development along the Willoughby Transit Corridor . They express the Township of Langley's commitment to design excellence, livability, and sustainability across every scale of building from townhouse to tower.

Together, these principles establish a unified approach that ensures the corridor evolves as a human-scaled, transit-oriented urban environment defined by active street edges, resilient architecture, and connected public spaces.

### 1. ACTIVE, HUMAN-SCALED FRONTAGES

All buildings reinforce lively and comfortable street edges to create animated, inclusive, and safe streetscapes that foster social life at the ground level.

### 2. INTEGRATED GROUND-LEVEL DESIGN

Ground floors anchor the building within its neighbourhood context to ensure that each building contributes to both neighbourhood identity and pedestrian comfort.

### 3. LIVABLE AND DIVERSE BUILDING TYPOLOGIES

Development provides a full spectrum of housing and mixed-use forms while maintaining livability, allowing the 200 Street Corridor to accommodate growth through a range of high-quality and diverse building types.

### 4. CONTEXTUAL SCALE AND MASSING

Buildings respond appropriately to their surrounding context to maintain comfortable proportions and ensure each building contributes positively to its setting.

### 5. SITE PLANNING AND NEIGHBOURHOOD CONNECTIVITY

New development strengthens the fine-grain network of streets, lanes, and public spaces and create a coherent, walkable urban structure that seamlessly connects people with the places they want to go.

### 6. ARCHITECTURAL ARTICULATION AND MATERIAL QUALITY

Architecture conveys permanence, craft, and civic pride to produce enduring buildings that enhance Langley's evolving urban identity.

### 7. PUBLIC REALM AND OPEN-SPACE INTEGRATION

Public and semi-public open spaces are generous, visible, and connected, embedding green and social spaces into everyday urban life.

### 8. SUSTAINABLE AND CLIMATE-RESPONSIVE DESIGN

Landscape and building design advance ecological health and climate resilience, creating an urban corridor that is both beautiful and environmentally responsible.

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# 3.0 GENERAL

# 3.1 SITE PLANNING

**Support connectivity, respond to natural conditions, and integrate site development with the urban fabric.**

## 3.1.1 BUILDING PLACEMENT

a) Site buildings to be parallel to the public street and/or open spaces with a distinct building front that addresses the public realm. This should include the longest façade of the building, contributing to a continuous and activated streetwall. The siting of buildings should strategically screen outdoor utility areas and surface parking lots.

b) Where buildings are placed on a corner, façade treatment (such as materials and detailing) should wrap around to address both public facing streets.

c) In larger master planned developments, wherever possible, orient blocks of units or double loaded buildings (i.e., buildings with units on both sides) with the longest façades facing east and west. This is to allow for the best overall distribution of natural light across units and minimize shadowing effects.

## 3.1.2 BLOCK AND PARCEL CONNECTIVITY

a) For sites with multiple buildings, or larger master planned developments, design an internal circulation network that connects with the existing and planned public street, bicycle and/or pedestrian network. Consider the following:

   i. Emphasis should be put on creating clear routes between public streets and key intersections or entrances to the site.

   ii. There should be additional pedestrian connections through the site and between blocks than those provided within street ROWs, for example with internal green links and mid-block connections.

## 3.1.3 INTEGRATION OF NATURAL FEATURES

a) As much as possible, align buildings with the natural grade of sloped areas, with the block or longest façades running parallel with the contours of the land. Where applicable, buildings and retaining walls should be stepped along a slope and create terraces that can be landscaped.

b) Wherever possible, site buildings, services and hardscape development to avoid disruption or impacts to mature trees, significant vegetation and ecological features on a site. Consider the following:

   i. These natural features should ideally be integrated and featured as part of a shared open space/park or streetscape to provide amenity enrichment and contribute to stormwater management.

   ii. Root zones of existing trees should be protected.

c) Coordinate and interconnect landscape design features with adjacent open spaces through preservation or enhancement.

# 3.2 GROUND LEVEL DESIGN

**Create vibrant, safe, and pedestrian-friendly streetscapes through building orientation and ground-level design.**

## 3.2.1 STREET EDGE DEFINITION

a) Building façades should be at or near the street facing the property line so that a continuous streetwall is defined, which creates a human scale for pedestrians and gives a sense of safety and enclosure.

b) Along streets and public facing areas, incorporate variation in the façade (1-3m setbacks) to support:

- » activation of the street through accommodating amenities like seating areas;
- » enhanced building entrances with recessed doorways or small entry plazas; and
- » modulation, variation and visual interest in the streetwall.

c) Ensure ground-oriented units or commercial uses directly face the street or public areas and have clearly visible individual entries.

## 3.2.2 FLEX UNITS

a) In mixed use areas, ground floor units may be designed as convertible between residential and commercial uses or, as purpose built live-work units. The following design strategies should be considered:

i. Incorporate high ground floor ceiling heights (e.g., 4-4.5m).

ii. Maximize glazing along public facing areas for storefront expression without compromising privacy of residential uses.

b) Provide universal accessibility with no grade change between the sidewalk and commercial entrances. Where residential units have a grade change, a ramp of no more than 1:20 (5%) needs to be achievable and incorporated if converted.

## 3.2.3 CANOPIES AND WEATHER PROTECTION

a) Provide awnings, canopies, or overhangs to buildings along public street edges, and ensure that they are integrated with the building's architecture. These should be provided at:

- » commercial frontages (i.e., over store fronts and display windows);
- » primary building entrances or shared residential space (i.e., lobby entrances);
- » adjacent to bus zones and street corners where people wait for traffic lights; and
- » any other areas where significant waiting or browsing by people occurs.

## 3.2.4 BLANK WALLS

a) Blank walls should be avoided wherever possible, and when unavoidable should not exceed 5m in length to ensure active and visually interesting frontages.

b) Integrate blank wall sections with the same architectural detailing, articulation and modulations as adjacent active frontages.

c) Screening, public art, landscaping (e.g., trellis, planter, green wall) or special façade materials/ treatments should be used to improve blank walls were unavoidable.

d) On sloping sites, step floor levels down to follow the natural grade to avoid large retaining walls.

# 3.3 GROUND LEVEL COMMERCIAL FRONTAGE

**Deliver continuous, transparent, and fine-grained retail edges to promote active streets and visual interest.**

## 3.3.1 COMMERCIAL FRONTAGE ACTIVATION

a) Ensure that buildings with a commercial or retail offering have a continuous active and transparent frontage at grade, free from excessive signage, posters or stickers, to provide a visual connection between the public and private realm.

b) Incorporate frequent and direct entrances to storefronts (generally every 15m maximum, except for larger-format retail like grocery stores) to create punctuation, visual interest, and support pedestrian activity along the street.

c) Ensure mixed use buildings provide universally accessible entries (i.e., no grade change between sidewalk and entrances) and continuous weather protection along commercial frontages for pedestrians.

d) For corner sites that have two publicly accessible frontages, ensure the commercial façade is wrapped around to address both sides. This could be through signage, transparent glazing and multiple or corner entrances.

## 3.3.2 HEIGHT AND DEPTH

a) Incorporate generous floor heights for commercial units with a height of more than 4.0m floor-to-floor to allow for access to natural light, spaciousness and greater flexibility for future changes of use.

b) Where commercial is to be across multiple floors use double floor heights of 7.5-9.0m to allow for mezzanine space and accommodating servicing and loading functionality at the back of the building.

c) A minimum unit depth of approximately 10m is recommended to accommodate a range of commercial uses.

## 3.3.3 LOCATION & SIZE

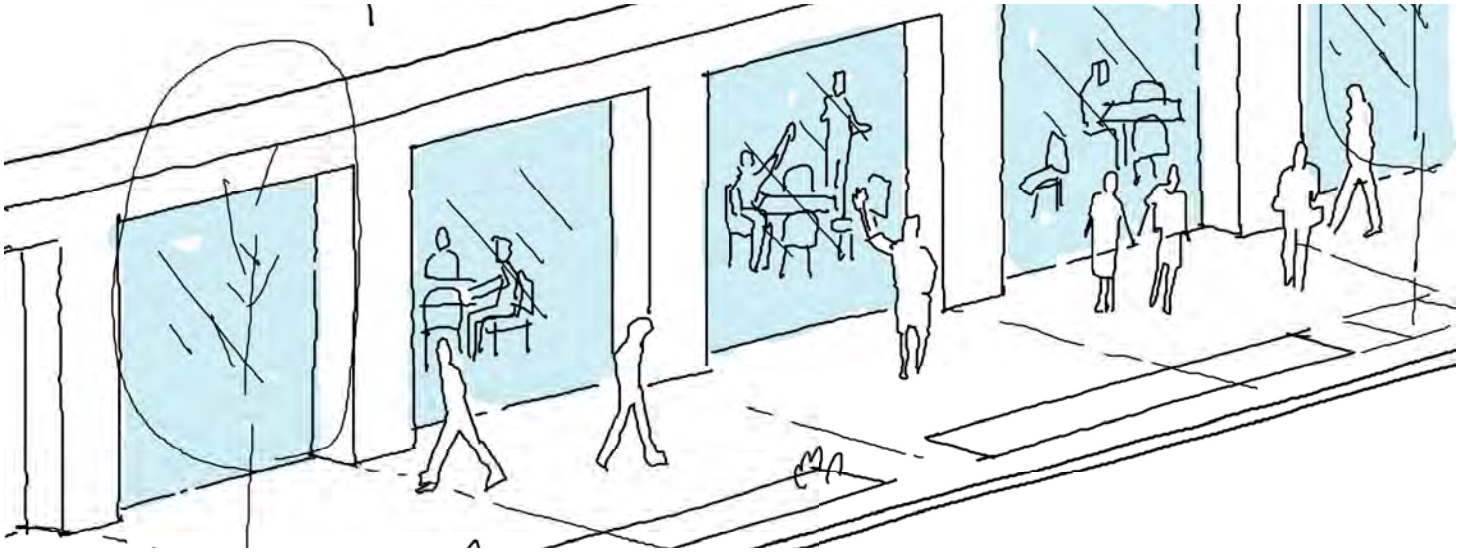
a) Small bay units are encouraged along street edges and public areas with frequent entries that contribute to activated frontages and reduce blank wall space.

b) Smaller commercial units should be located along the periphery of buildings. While larger format units should be located on upper floors, below grade, or wrapped with smaller units to minimize impacts to street activation.

## 3.3.4 LOBBIES

a) Design commercial office lobbies as signature architectural elements with generous height (typically two storeys) and high transparency. Ensure office lobbies are differentiated from retail and residential entries through scale, lighting and material.

b) To emphasize the prominence of office buildings at ground level, integrate public seating, landscaping or artwork in the public realm adjacent to building entrances.



*Frequent and direct entrances to storefronts provide visual interest and pedestrian activity.*

# 3.4 GROUND LEVEL RESIDENTIAL FRONTAGE

**Create inviting and well-defined public-to-private transitions at the ground level.**

## 3.4.1 ENTRANCES AND VISIBILITY

a) The interface between streets and ground-oriented units must be pedestrian focused, with the primary entry clearly visible and directly accessible from the public sidewalk.

b) Entrances should be emphasized through architectural elements – such as small porches, stoops, recessed doors, or canopies – that provide shelter and create a sense of entry.

## 3.4.2 TRANSITION ELEMENTS

a) Use subtle grade shifts, decorative fencing (1.2m maximum), or layered planting (shrubs, small trees) to create a defined yet permeable threshold between the street and the dwelling. Transition elements should support privacy while maintaining visibility and a welcoming character.

b) Interior level should ideally be between 0.6 and 1.2m above sidewalk level.




*Lobby entrances should be well-defined and identifiable.*

## 3.4.3 INDIVIDUALIZATION

a) Articulate individual unit entrances by incorporating a variety of transition elements, providing landscaping at each entrance and between boundaries, and options to differentiate materiality and colour treatments between units.

## 3.4.4 LOBBIES

a) Create well-defined and clearly visible residential lobby entrances using appropriate site layout and architectural and landscape features. These should be welcoming, universally accessible, differentiated between commercial entrances and front onto, or be as close as possible to transit stops were applicable.

b) Where a building fronts two or more public streets, a primary building lobby should be provided on each street frontage. Each lobby should be clearly identifiable and designed as a true "front door," not a secondary or service entrance.

c) To emphasize the building entrances at ground level, integrate public seating, landscaping or artwork in the public realm adjacent to building entrances.

# 3.5 STREETSCAPES & PUBLIC REALM DESIGN

**Support a high-quality pedestrian environment with visual interest and comfort.**

## 3.5.1 SIDEWALKS AND PEDESTRIAN MOVEMENT

a) Ensure that a clear path of travel for pedestrians is maintained in addition to setbacks and frontage zones. This should be:
   - » a minimum width of 2m;
   - » follow a straight and continuous desire line;
   - » universally accessible; and
   - » free from street furniture, signage and urban clutter.

## 3.5.2 FRONTAGE ZONES

a) For larger developments, particularly those with a commercial frontage, provide enough space (generally 1.8 to 2.5m) within a frontage zone to support activated street edges without compromising circulation. Frontage zones should be able to support personalized landscaping treatments and signage, patios, seating areas, and spaces to congregate.

b) Consider how gathering spaces within frontage zones can be integrated into the modulation or break up of the streetwall, for example a small courtyard within a wall setback.

## 3.5.3 STREET TREES AND LANDSCAPING

a) Trees should be planted at frequent intervals within the streetscape to help green the public realm, provide shading, limit heat island effects and frame building façades.

## 3.5.4 ON-SITE STREET FURNITURE AND LIGHTING

a) Provide appropriately-scaled, sufficient exterior lighting to illuminate all publicly accessible pathways to support safety and walkability.

b) Lighting features should complement the building and landscape design but be designed to adhere to dark sky standards and eliminate light pollution into adjacent properties or minimize it as much as possible.

c) Use street furniture to frame and enhance the pedestrian thoroughfare and key public realm spaces, such as transit stops and plazas. Furniture should be included within pedestrian-oriented streets and/or where there is a mixed-use frontage.

d) Street furniture should be:
   - » appropriately setback from the sidewalk;
   - » placed between trees and ideally reinforced with planting around it; and
   - » oriented towards commercial frontage.



*Provide frontage zones in front of retail units that allow for patios, signage and seating.*

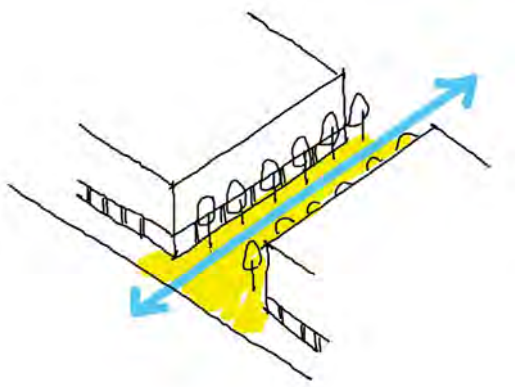
# 3.6 PRIVATELY OWNED PUBLICLY OPEN SPACES (POPS)

**Create high-quality parks and open spaces for residents and visitors that supports safety and privacy.**

## 3.6.1 PROVISION OF PLAZAS & OPEN SPACES

a) Large developments should provide privately owned publicly-accessible private open spaces (POPS) whenever possible to contribute to the open space network and enhance pedestrian connectivity along and through the site. These could include setback zones, plazas, courtyards, forecourts, green links, and mid-block pedestrian connections.

b) POPS should provide a variety of design treatments including landscaping, accessible pathways, furniture, weather protection, lighting and areas of play.

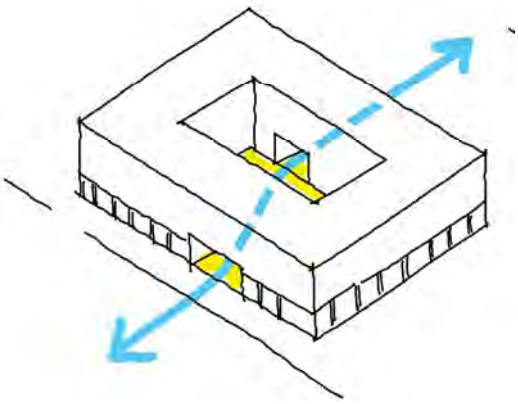


## 3.6.2 PLACEMENT & CONNECTIVITY

a) Avoid open spaces or parks as dead ends and ensure multiple points of access. Ideally, these should form part of a continuous network and there is clear connectivity between publicly available spaces.

b) Ensure POPS are directly connected to public streets or public open spaces. Where POPS are within or between buildings, integrate mid block connections or green links with clear visibility and a direct desire line from the adjacent street(s).

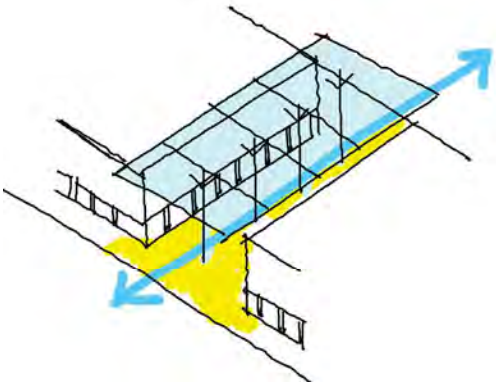
c) Where possible, locate POPS adjacent to public open areas/parks or POPS on adjacent properties to create seamless, contiguous spaces.



## 3.6.3 MID-BLOCK CONNECTIONS & GREEN LINKS

a) Provide mid-block connections or green links to increase permeability within a site and be designed to include:

- » active frontages with overlooking fenestration;
- » a minimum width of 6m;
- » publicly accessible wherever possible; and
- » at least 50% grass or planting coverage, and include a range of appropriately sized trees.



*Mid-block connections should provide breaks within development blocks.*

# 3.7 SUSTAINABLE LANDSCAPING

**Promote low-impact development practices and climate-resilient landscape design.**

## 3.7.1 LANDSCAPE STRATEGY

a) Plant/tree selection and location should be appropriate for the local conditions. Consider durability, climate and soil suitability, and compatibility with the site conditions.

b) Prioritize planting drought-tolerant and endemic species of the BC Lower Mainland.

c) Where appropriate, for instance in an open park setting, include flowering plants that support pollinator habitat to meet the Township of Langley's goal as a Bee and Bat Friendly City.

d) Avoid planting monocultures, except when planting of understory vegetation (like ferns or grasses), and include a diverse range of plants with different sizes and species. Park spaces should include a layered planting approach with a combination of groundcovers, perennials, shrubs, and trees.

## 3.7.2 SWALES AND STORMWATER MANAGEMENT

a) Protect, enhance or incorporate on-site stormwater infiltration as integrated landscape features that are visible and accessible to the public. Design features could include permeable paving, wetlands, rain gardens, bio-swales, detention systems/ponds, and blue-green roof systems.

b) Stormwater management features should be integrated into a site through capture, infiltration and filtration strategies, to the extent needed to maintain pre-development flows.

c) Where large impermeable surfaces are needed, for example driveways or surface parking lots, provide frequently planted islands to break up opportunities for water pooling and increase infiltration.

d) Preference should be given to planted areas or long grass meadows over lawn areas, particularly where adjacent to impermeable surfaces, which is poor at providing rainwater capture or infiltration from runoff.



*Bioswales are encouraged for stormwater management.*

### 3.7.3 TREE PLANTING AND CANOPY COVER

e) Provide sufficient canopy coverage along streets, driveways, and parks by planting enough medium to large trees at maturity, which give weather protection and minimizes heat island effects. Trees should be appropriately spaced out depending on the species to achieve this, however, ideally there should be spacings of 6m.

### 3.7.4 SUSTAINABILITY

a) Limit the use of concrete or steel as an edge condition within planted areas to reduce the embodied carbon in landscape design. Preference should be given to low maintenance natural boundaries where planting exists.

# 3.8 SITE ACCESS AND PARKING

**Minimize the impact of vehicular infrastructure on the pedestrian experience and public realm.**

## 3.8.1 VEHICLE ACCESS POINTS

a) Driveways and laneways should be consolidated wherever possible minimizing curb cuts, impact to the public realm, and continuity of street frontages.

b) Vehicle access points should be located between blocks or larger buildings exceeding 40m and off secondary streets/laneways.

c) Vehicle access points along a public street should be softened with low-lying landscaping and have set backed building corners to ensure adequate sightlines from the approaching sidewalk.

d) Where a street has multiple frontages, vehicle access should be provided from the lower capacity road.

## 3.8.2 BICYCLE PARKING

a) Short term outdoor bike parking should be placed in highly visible locations, like near a lobby entrance or alongside a commercial frontage.

## 3.8.3 PARKING LOCATION AND DESIGN

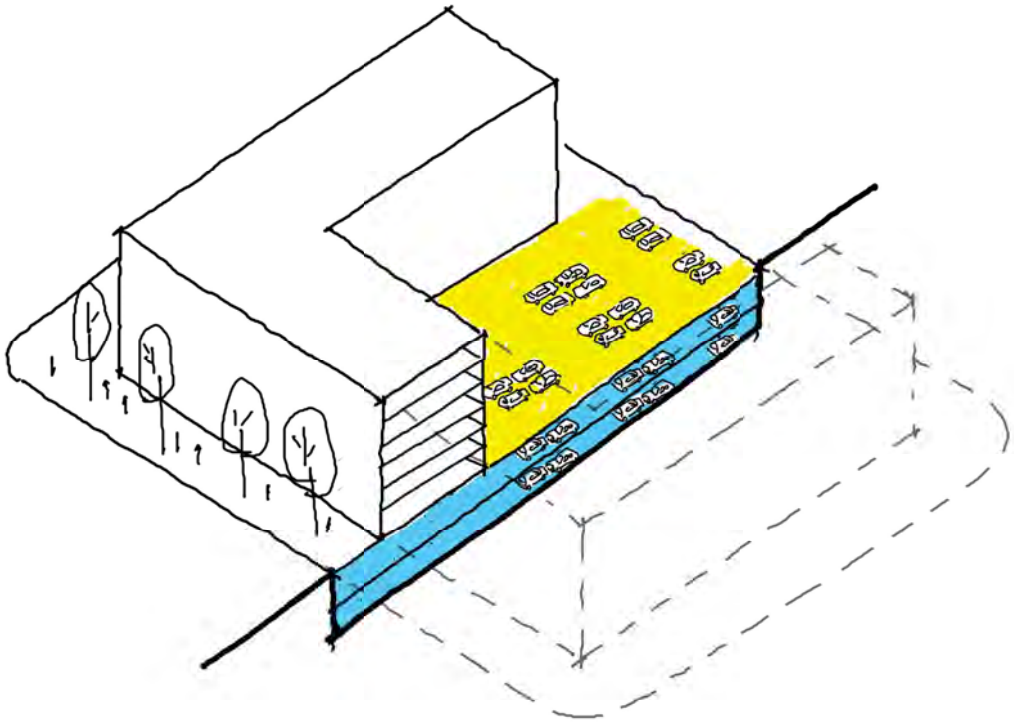
a) Wherever possible, parking should be accommodated underground or at least partially underground where it doesn't impact frontage activation.

b) Where parking cannot be located underground, it should be integrated within the rear facing side of the building.

c) Where parking cannot be accomodated within the rear facing side of the building it should be screened using landscaping, for example with a greenwall or garden buffer.

d) Access to parking should come from a lane or side street, wherever possible, to not compromise the streetwall frontage.

e) Utilize permeable surface treatments wherever possible in parking areas to maximize rainwater retention.



*Parking should be located underground, or wrapped behind buildings if surface parking is required.*

# 3.9 SCREENING AND UTILITIES

**Ensure utilities and servicing areas are unobtrusive and integrated into site and building design.**

## 3.9.1 UTILITY, LOADING AND SERVICING AREAS

a) Locate utility, loading and servicing areas (such as parking/garage access, garbage collection, gas meters, and compost,) at the rear of the block or building, away from public view and the primary street frontage. Access should be achieved off a rear laneway or side street.

## 3.9.2 UTILITY AND WASTE DISPOSAL STORAGE

a) Consider how utilities are located and waste disposal is stored within a site, in a way that is accessible but unobtrusive.

b) Ideally, especially within larger buildings, utilities and waste disposal should be accommodated inside.

c) For exterior utility and waste disposal storage, provide purpose-built enclosures and landscaping buffers around utilities, for example garbage bin storage, that help with pest control, odours, noise, and negative visual appearance. Utilities should not be stacked up alongside a façade.

## 3.9.3 MECHANICAL AND BUILDING EQUIPMENT

a) Exterior mechanical equipment and servicing features like elevators, air conditioning units, and electrical and plumbing systems, should be well-integrated into the cohesive design of the building and hidden from public view. These should be clad or screened with high quality materials that form part of a 'family of elements' within the building façade.

b) Minimize the impact and disruption of rooftop equipment and servicing on usable rooftop recreational space with separation, orientation (e.g., vents facing away), screening and landscape buffers.

# 3.10 SIGNAGE

**Support high-quality signage that reinforces the architectural character of the building and maintains visual clarity in the public realm.**

## 3.10.1 SIGN BYLAW

a) All signage should conform with the standards set out in the Township of Langley Sign Bylaw 2012 No. 4927 or any subsequent version of this.

## 3.10.2 INTEGRATION WITH BUILDING DESIGN

a) Signage should be architecturally integrated into the façade of buildings or along ground floor awnings, canopies, and overhangs. It should be minimal and have a compatible scale, design and materiality that is consistent with the building.

## 3.10.3 SCALE AND LEGIBILITY

a) Signs should be appropriately sized, oriented and placed towards the public realm. They should be large enough to be universally readable, but not so large that they dominate a façade or interrupt architectural detailing.

b) Signage should be scaled and located for pedestrian legibility and not motorists.

## 3.10.4 LIGHTING AND ILLUMINATION

a) Lighting for signage and advertising should not dominate a building façade and should be either halo-lit (overhead) or incorporate cut off shields to reduce light spill.

## 3.10.5 MULTI-TENANT BUILDINGS

a) Where there are multi-tenants, signage should reflect the pattern of businesses or shopfronts and allow for brand identification. However, individual branding, including images, colours, or lighting should remain consistent within the overall architectural design of the façade and other businesses, and not dominate the site.

b) To ensure cohesion in signage, a detailed signage plan should be privded for all commercial, industrial and mixed-use buildings.




*Signage should be integrated into the façade of buildings or awnings.*



# 4.0 TOWNHOUSES

# 4.1 SITE PLANNING

**Avoid inward-facing compounds and ensure outward orientation.**

## 4.1.1 STREET ORIENTATION

a) Buildings must be oriented outward, with entries, windows, and patios addressing streets and open spaces. When facing internal drive aisles, secondary entrances and windows should be oriented to face the internal drive aisle to provide 'eyes on the street'.

b) Corner units should be designed with dual frontages using wrap-around porches, windows, or secondary entries to reinforce visibility and presence on both sides.

c) Design and orient end units to address multiple public-facing frontages including side streets, parks or green links, through architectural and landscape treatments like wraparound porches/decks/yard space, windows, and entries. Each frontage should provide the same level of high quality architectural detail.

d) Incorporate a primary living space or living room associated with the front entrance that is oriented towards and overlooks the street or public realm.

## 4.1.2 CONNECTIVITY

a) Provide pedestrian pathways (with minimum width of 1.2m) that connect all primary unit entrances with public sidewalks, shared open spaces (e.g. Age Friendly Amenity Areas or shared mail rooms), parking areas and any adjacent pedestrian/trail/cycling networks.

b) Where adjacent to mid-block connections or green links, townhomes should directly connect to these with individual pathways to unit entrances.

## 4.1.3 SHARED OPEN SPACES

a) For larger townhouse developments, provide generous shared outdoor amenity spaces. These are encouraged to exceed the requirements for Age Friendly Amenity Areas, and at minimum should:

- incorporate landscaping, seating, play space, communal gardens, barbecue pits, or other communal amenities;
- be overlooked by rows of fronting townhouse blocks;
- not be in isolated, inaccessible areas or areas impacted by parking or servicing utilities; and
- meet universal accessible design standards.

# 4.2 BUILDING SCALE & MASSING

**Integrate townhouses and multiplexes into existing neighbourhood contexts.**

## 4.2.1 HEIGHT AND TRANSITION

a) Townhouses should generally be between 3 and 4 storeys.

b) Buildings should transition in height if a new townhouse development is higher or lower than surrounding existing buildings. Avoid abrupt variations in building massing, height and size of adjacent structures.

c) Design building height, scale and setbacks of townhouses (particularly when three storeys) to:

- » reduce direct sight lines into neighbouring properties;
- » use building articulation and features to minimize the perception of size and mass of townhouse blocks; and
- » optimize sunlight exposure for ground-floor areas by striving to provide a minimum building separation of 8m between facing townhouses and 9m when separated by a driveway.

## 4.2.2 UNIT GROUPINGS

a) Organize townhouse blocks into smaller groupings to avoid continuous, monotonous rows. Long building fronts should be broken into clusters (ideally no more than 6 units) and be separated by midblock connections.

b) In larger townhouse developments (e.g., master planned communities with internal circulation pattern):

- » integrate a large proportion of smaller 4 unit groupings to create a finer grain of development and limit visual impacts;
- » provide variation between different townhouse blocks, such as color, materiality, building and roof form; and
- » where possible avoid an arrangement of units where the front of one dwelling faces the back of another.

## 4.2.3 MATERIAL STRATEGY

a) Vary the type of materials used at different levels of units (i.e., between upper and lower floors), to contribute to the breakup of massing and reduced perception of scale. For example, using masonry at the base and siding on main levels, varying window trim widths, and treating gable ends with specialty materials. Vinyl siding is not a preferred material type and is not permitted on street facing frontages or as a primary material type on other building faces



*Units should form smaller grouping (to a maximum of 6 units per grouping)*

# 4.3 BUILDING ARTICULATION & MATERIALITY

**Break down scale and support architectural diversity.**

## 4.3.1 ROOF FORMS

a) In larger townhouse developments (e.g., those with multiple townhouse blocks), contribute to building articulation and diversity, through variation to roof forms. Change the roof line through alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation intervals.

## 4.3.2 FAÇADE MODULATION

a) Design façades to articulate the identity of individual townhouse units and not be repetitive in nature, especially between townhouse blocks. Façade articulation should be distinct but designed to achieve a cohesive and consistent frontage pattern, pedestrian scale and rhythm along the fronting street. Strategies for achieving this include:

- » recesses or projections in the façade, such as the entry or balconies;
- » providing variation through the breakup and variety of materials, architectural forms, colours and treatments used; and
- » providing a diversity of unit sizes.

## 4.3.3 ENTRY FEATURES

a) Provide landscaping and transition elements in strategic locations, to frame building entrances, soften edges, screen and divide driveways, and break up long façades.

b) In the case of shared landings that provide access to multiple units, avoid having more than two doors side-by-side facing outward.

c) Provide between 0.6–0.9 m of elevation between the sidewalk grade and the finished elevation of the front entrance (generally between 3 and 5 steps), to create separation between the private and public realm.

# 4.4 PRIVATE / SEMI-PRIVATE OPEN SPACES

**Provide usable, accessible, and overlooked open spaces.**

## 4.4.1 YARD SPACES

a) Each unit should have direct access to a private outdoor yard space at ground level. They should be designed with landscaping that enhances privacy while contributing to the overall streetscape.

## 4.4.2 PATIOS AND BALCONIES

a) Design rooftop patios to:
   - » have parapets with railings; and
   - » be oriented towards the primary street edge.

b) Limit building projections, such as balconies, over setback areas, streets, and front yards to maintain solar access.

## 4.4.3 PRIVACY AND OVERLOOK

a) Maintain privacy by minimizing overlook and direct sight lines between neighbouring properties. Design considerations to achieve this include:
   - » striving to provide a minimum of 8m between facing townhouse blocks, or 9m when separated by a driveway;
   - » orienting large windows, balconies and rooftop patios towards the front or rear;
   - » enhanced landscaping at property boundaries;
   - » in-setting balconies and rooftop patios back from building edges and using opaque railings;
   - » incorporate privacy screening between patios and balconies; and
   - » using clerestory and/or frosted windows on the upper storeys of end units.

b) Where two rear yards face each other, incorporate increased planting (e.g., hedges, small trees), privacy fencing, or grade separation to reduce direct views between private open spaces while maintaining adequate light and openness.



*Front yards should provide transitions from the public realm that enhance privacy while improving streetscapes.*

# 4.5 SITE ACCESS AND PARKING

**Manage vehicle access without undermining pedestrian experience.**

## 4.5.1 VEHICLE ACCESS POINTS

a) Where feasible, locate shared vehicle access points to townhouse developments off side streets.

b) Consolidate vehicle access points where possible and minimize widths, to reduce curb cuts and to enhance a safe, walkable streetscape.

c) Vehicle access points should be landscaped, and have a separate pedestrian path to ensure safer pedestrian access to internal units.

## 4.5.2 REAR-FACING UNITS AND LANEWAYS

a) Improve the rear "lanescape" by orienting units to also address the lane with building entrances, lighting, landscaping, and high-quality materials to reinforce a safe and attractive public realm.

b) Where space is constrained, consider decorative garage doors, enhanced paving, and pedestrian-scale lighting to improve the lanescape.

c) In odd-number row townhouse configurations, where one row of units faces the rear of another, provide a combination of landscape buffers, fencing, and/or architectural screening to soften views of garage doors.

## 4.5.3 GARAGES

a) Front garages must not face fronting street, and may be considered only off private internal roads or laneways, and must be visually minimized through design integration and landscaping.

b) Garage widths must not occupy more than 80% of the unit frontage.

## 4.5.4 VISITOR PARKING

a) For larger townhouse developments, provide visitor parking in accessible locations, away from major streets, with pedestrian connections to townhouse units. Acceptable locations could include:

- » smaller areas distributed through the site adjacent to townhouse blocks; or
- » a larger centralized space, that integrates with a shared outdoor amenity space to minimize the visual impact of parking.

b) All surface parking should be screened using fencing, landscaping, and other tools to mitigate visual impacts to the street and neighbouring properties, and should comply with parking lot landscape requirements located in Section 111 of the Zoning Bylaw.

# 4.6 TOWNHOMES SUMMARY DIAGRAM




1. Pedestrian focused, ground oriented units with clear and regular front entrances. See **Guideline 3.4.1**
2. Front yard setbacks used to create smooth transitions between public and private realms. See **Guideline 3.4.2.**
3. Provide mid-block pedestrian connections between blocks. See **Guideline 3.6.3.**
4. Orient units toward public streets and wrap around corners. See **Guideline 4.1.1.**
5. Units grouped into small clusters to prevent long, continuous rows. See **Guideline 4.2.2.**
6. Varied materials between upper and lower storeys to breakup massing. See **Guideline 4.2.3.**
7. Roof forms varied in height and form. See **Guideline 4.3.1.**
8. Vertical breaks distinguish individual units. See **Guideline 4.3.2.**
9. Orient patios and balconies to the street and front yard, but protect solar access. See **Guideline 4.4.2.**
10. Minimize overlook into neighbouring properties to maintain privacy. See **Guideline 4.4.3.**
11. Consolidate vehicle access, reducing curb cuts and enhancing safe, walkable streetscapes. See **Guideline 4.5.1.**
12. Garages should be facing rear lanes or shared internal driveways. See **Guideline 4.5.3.**

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# 5.0 LOW TO MID-RISE BUILDINGS

# 5.1 SITE PLANNING

**Reinforce connectivity and fine-grain urban structure.**

## 5.1.1 BLOCK SIZE

a) Block sizes should be shorter than 140m in length before breaking up the block by introducing a publicly accessible street, or laneway that creates permeability in the connectivity network.

## 5.1.2 MID-BLOCK CONNECTIONS

b) Organize development to promote a fine-grained network of streets and walkways by breaking up large buildings (i.e., over 40m in length) with mid-block connections which should be publicly-accessible wherever possible.

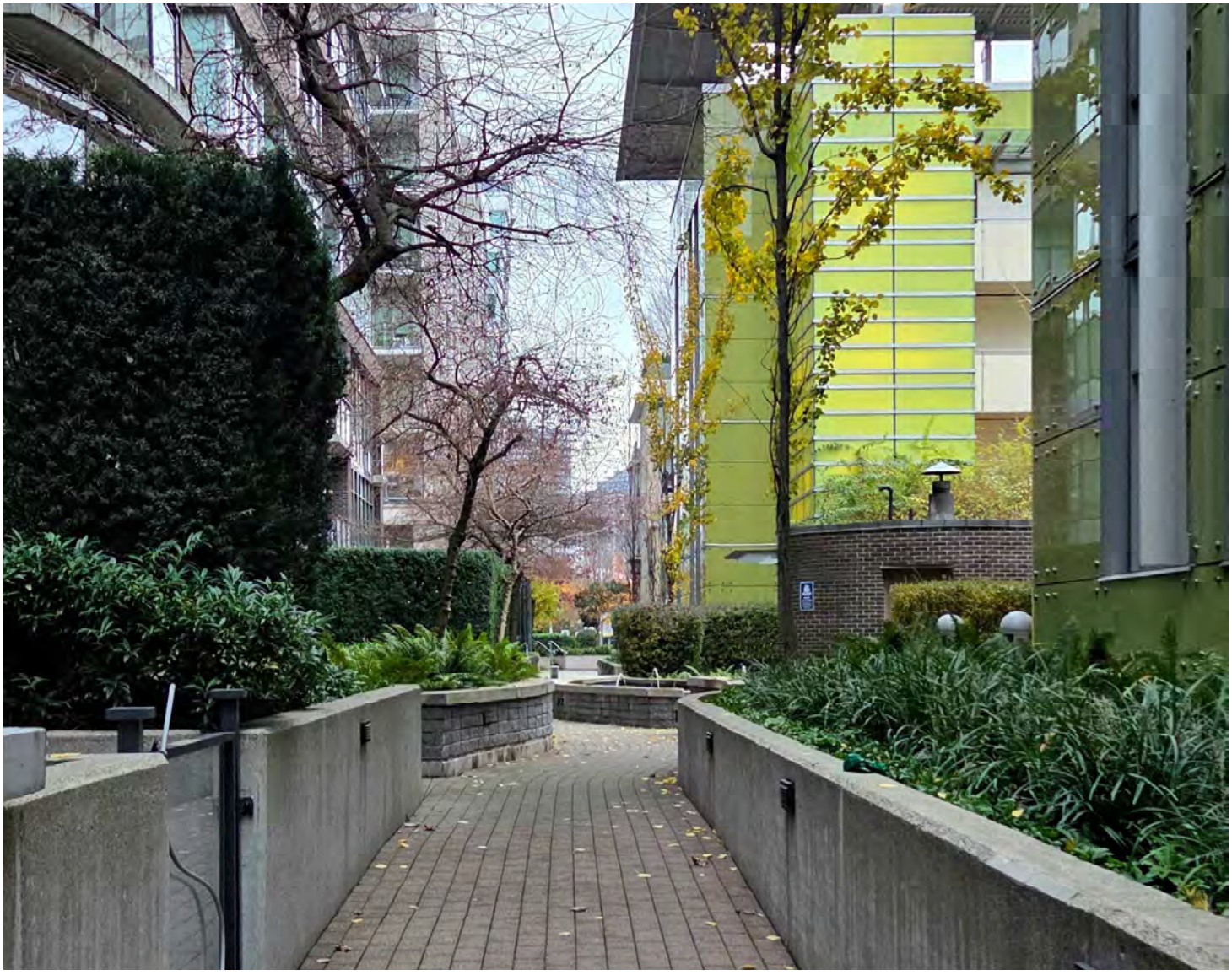
## 5.1.3 BUILDING SEPARATION

a) Low – mid rise buildings should observe the following building separations to allow for privacy, natural light, and efficient accessibility between buildings:

i. Minimum of 9m between building sides.

ii. Minimum of 12m between a building side and a building front.

iii. Minimum of 20m between two building fronts, or 24m when one of the buildings is more than 50 m wide.



*Publicly accessible mid-block connections are encouraged*

# 5.2 BUILDING SCALE AND MASSING

**Maintain contextual relationships and avoid bulky forms.**

## 5.2.1 MAXIMUM FRONTAGE DIMENSIONS

a) Buildings should have a maximum length of 60m, however 40m is preferred. Buildings over 40m should incorporate a significant vertical break in the façade to help break up their sense of massing and scale.

b) Buildings should have a maximum depth of 24m, however 18-20m is preferred.

## 5.2.2 HEIGHT AND STEP-BACKS

a) Building height should be a maximum of 23m for a 6-storey building.

b) Upper units, especially those between the 5th and 6th storeys are encouraged to be stepped back from ground-oriented uses and the front property line to support street edge definition, reduce building bulk and distinguish between uses.

## 5.2.3 STREETWALL PROPORTIONS

a) Building façades should be at or near the property line to support a well defined streetwall (as described in *Section 3.2.1 - Street Edge Definition*).

i. The streetwall should be a minimum height of 2 storeys with a residential frontage, or 1 storey where there is a commercial frontage with high ground floor ceilings (4.5m).

ii. The streetwall should be a maximum height of 3 storeys before a significant form of horizontal break or stepback is introduced to reduce the sense of mass and scale in the streetwall.



*Buildings should be stepped back at five storeys and above.*

# 5.3 BUILDING ARTICULATION

**Ensure mid-rise buildings support human scale and variety.**

## 5.3.1 FAÇADE MODULATION

a) Break down long façades into smaller segments using a mix of volumetric shifts, differentiated materials, or architectural detailing at regular intervals (ideally every 15–20 m) to maintain visual rhythm and pedestrian interest. Modulation should be supported with:
   - » corresponding window and individual entry door patterns (e.g., bay windows);
   - » providing porches, patios, decks, canopies, or balconies;
   - » changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements;
   - » varying materials, colour and textural treatments; and
   - » providing lighting fixtures, trellis, trees or other landscaping features.

b) Ground floor commercial frontages (including large-format single tenants) should also be modulated as part of the overall building façade pattern or, to suit individual shopfronts and entryways.



*Window patterns and porches break down long façades.*

## 5.3.2 ARCHITECTURAL DETAILING

a) Articulate the façade using design elements that are inherent (i.e., built into) the building as opposed to being decorative. For example, recessed window frames, balconies, bay windows, and cornices.

b) Where ground oriented residential units are incorporated into the base of the building (e.g., integrated townhomes in a mid-rise apartment building), articulate these through different architectural detailing than the levels/units above. For example include:
   - » a stepback above the ground level units;
   - » protruding roof/canopy elements; and/or
   - » differing façade treatments.

## 5.3.3 MATERIAL STRATEGY

a) Employ a coordinated material composition that distinguishes lower storeys from upper levels, emphasizing tactile, durable finishes and coherent detailing to express vertical hierarchy.

b) Use an integrated, consistent range of materials and high-quality finishes that provide a variety of colours, textures and treatments that align with the modulation intervals. Vinyl is not a permitted material type for residential apartment buildings.

c) For mid-rise commercial office buildings, prioritize durable, contemporary materials such as high-performance curtainwall, metal panels, and precast concrete and avoid residential materials (horizontal siding, heavy masonry cladding) on upper floors.

# 5.4 PRIVATE / SEMI-PRIVATE OPEN SPACES

**Provide well-designed resident amenities.**

## 5.4.1 ROOFTOP SPACES

a) Design shared rooftop amenity spaces to provide amenity and privacy by:
   - » supplying ample landscaping to soften hardscape areas and ensuring that the landscape design is coordinated with the structural design for the roof area;
   - » generously furnishing with features that are sturdy or built into the rooftop like seating, lighting, shade structures, and food preparation areas;
   - » locating with south or west facing aspects to ensure ample sun exposure;
   - » limiting sight lines from overlooking buildings where privacy is desired and providing shade and weather protection, by providing covered areas (e.g., pergolas or canopy shading); and
   - » providing landscaping, fencing, or screening at the edges of usable space, especially to prevent direct sight lines into adjacent or nearby residential units.

b) Where rooftop amenity spaces are not provided, greenroofs should be encouraged, which ensure:
   - » trees and tall shrubs are secured appropriately to the roof deck;
   - » soil depths and drainage systems are properly accommodated; and
   - » species selection is appropriate, as defined in *Section 3.7.1 - Landscape Strategy.*

## 5.4.2 BALCONIES

a) Design private balconies and patios with the following considerations:
   i. Be large enough to provide usable outdoor space. To achieve this these should ideally be a minimum of 1.8m deep, by 2.4m long and be at least 4.6 sq.m in area.
   ii. The design, placement and pattern of balconies should be part of a cohesive whole that doesn't add to the sense of scale or bulk of the building.
   iii. Recessed or partially recessed balconies are encouraged to offer greater privacy, comfort and weather protection.
   iv. Privacy screens should only be used where necessary and should look like a cohesive extension of the building.

## 5.4.3 COURTYARDS AND PLAZAS

a) Design internal courtyards and plazas to:
   - » reflect the features described in *Section 5.4.1.a - Rooftop Spaces*;
   - » provide additional amenities such as play areas, playground equipment, dog areas, barbecues, and outdoor seating where appropriate;
   - » provide networks of internal pedestrian connection; and
   - » provide a balance of surface treatments with both hardscape (e.g., paved courtyard) and softscape (e.g., gardens and grassed areas).

b) While outdoor amenity space is not required for commercial office uses, roof decks, terraces, or landscaped setbacks are encouraged to provide employee gathering areas.



*Courtyards should mix hard and softscapes.*

# 5.5 LOW TO MID-RISE BUILDINGS SUMMARY DIAGRAM




1. Public street facing uses with activation and facade variation (setbacks 1-3m) See **Guideline 3.2.1**
2. Frequent, accessible entrances every 15m into transparent commercial frontages. See **Guideline 3.3.1.**
3. Generous floor heights of 4.0m+ for adaptive use. See **Guideline 3.3.2.**
4. Keep block sizes to below 140m by introducing permeability in the street network. See **Guideline 5.1.1.**
5. Provide mid-block connections to break up buildings over 40m. See **Guideline 5.1.2.**
6. Appropriate buildings separations min. 9m between building sides. See **Guideline 5.1.3.**
7. Ideal building dimensions of 40 x 20m. See **Guideline 5.2.1.**
8. Support a well defined streetwall 1-3 storeys before a significant horizontal break or stepback. See **Guideline 5.2.3.**
9. Break down facades with regular modulation and architectural detailing. See **Guideline 5.3.1.**
10. Material composition that distinguishes lower and upper levels. See **Guideline 5.3.3.**
11. Rooftop and terraces that provide amenity, privacy and landscaping. See **Guideline 5.4.1.**
12. Balconies that offer privacy and comfort, and don't add to the scale of the building. See **Guideline 5.4.2.**

# 6.0 HIGH-RISE BUILDINGS

# 6.1 SITE PLANNING

**Integrate high density buildings into the urban fabric with strong edges.**

## 6.1.1 STREETWALL DEFINITION

a) Ensure high rise buildings incorporate a podium that should be at or near the front property line.

b) Podiums should run along all publicly facing areas including streets, parks and open spaces to support a consistent streetwall interface.

c) On corner buildings that have frontages on two public streets, corner cuts or rounded corners are encouraged to create well-defined entrances, enhanced activated frontage zones and better visibility.

## 6.1.2 TOWER PLACEMENT

a) Towers should be differentiated from podiums to support a well-defined streetwall and reduce the sense of mass and scale.

b) Where towers sit directly on top of a podium, there should be at least a 4m stepback to support a discernible top of the streetwall, provide sunlight, minimize the visual impacts on the ground level and reduce down-drafts.

c) Where the tower form meets the street, there should be a differentiation in building articulation or materiality at the base (i.e., the lower 4 storeys) to support the streetwall.

## 6.1.3 SERVICING ACCESS

a) Provide access to site servicing and parking at the rear of the building or along a secondary street. Through-lanes are encouraged to minimize the need for vehicle turnarounds on site.

## 6.1.4 MID-BLOCK CONNECTIONS

a) Refer to *Section 5.1.2– Mid-Block Connections* to ensure appropriate breaks in the site for mid-block connections, supporting permeability in the connectivity network.

## 6.1.5 SHADOWING

a) Towers should be located to minimize shadowing impacts on public spaces like parks or plazas and retail streets.

# 6.2 TOWER SEPARATION

**Protect light, privacy, and livability.**

## 6.2.1 MINIMUM SEPARATION DISTANCES

a) Residential towers should have a minimum separation of 25m corner-to-corner and 35m face-to-face.

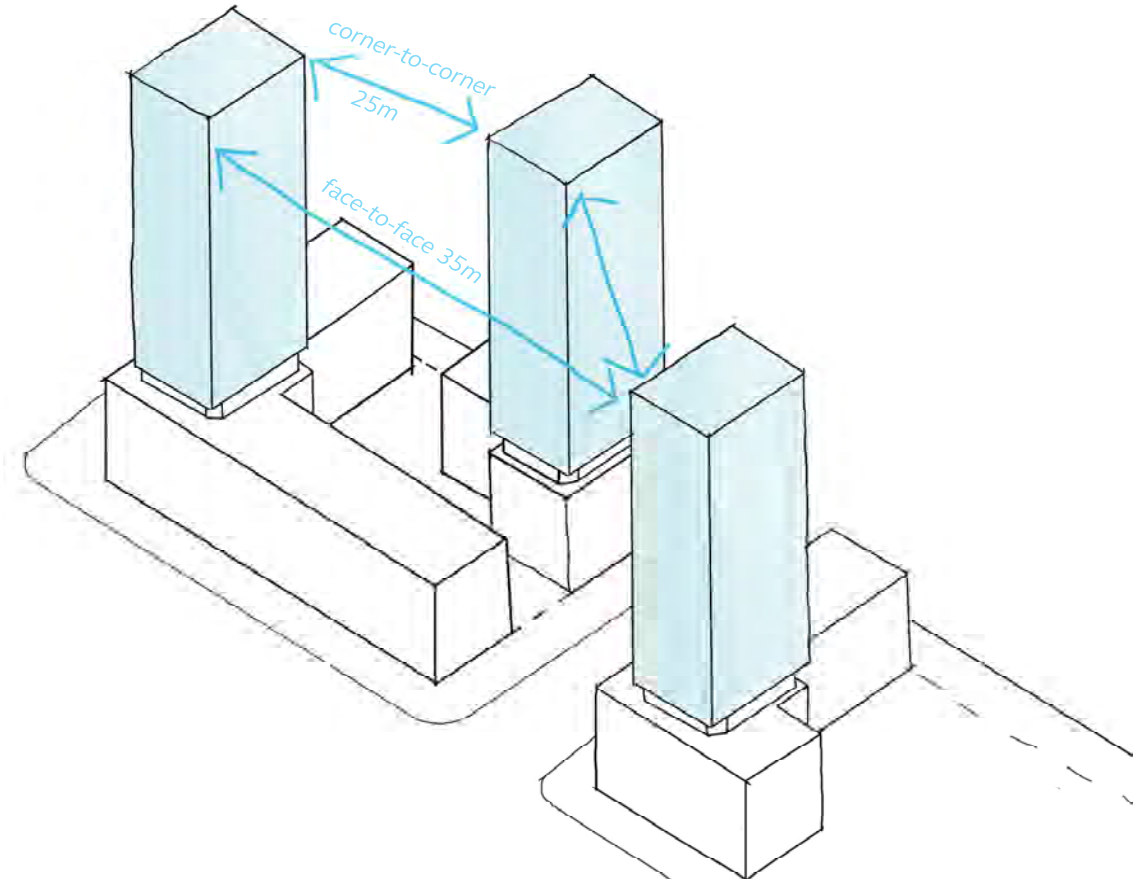
b) Commercial office towers can have reduced tower separations of 30m face-to-face, balancing skyline composition with site efficiency.

## 6.2.2 PRIVACY AND OVERLOOK

a) Tower fenestration and balconies should be oriented to overlook public streets and spaces, or shared building amenities. Avoid the placement of balconies on the side of face-to-face towers to minimize views into private residences.

## 6.2.3 SHADOW CONTROL

a) Towers should be oriented with the longest façades facing east and west to allow the best overall distribution of natural light across units.




*Tower separation distance should provide adecuate space to ensure sun lighthing and natural ventilation while reducing overlooking between units.*

# 6.3 BUILDING SCALE AND MASSING

**Regulate podium-tower relationships and overall scale.**

## 6.3.1 PODIUM DIMENSIONS

a) Ensure podiums are a minimum height of 2 storeys to support a well-defined streetwall (as described in *Section 3.2.1 – Street Edge Definition*).

b) Podiums should be a maximum height of 4 storeys to reduce the sense of mass and scale in the streetwall.

c) In general, the total podium height should not exceed 80% of the adjacent street right-of-way width.

d) Adjust the height of the podium to transition to neighbouring development. This should ideally be no more than 1 storey taller than neighbouring buildings that aren't expected to be redeveloped.

e) The length and depth of podiums as well as overall parcel sizes should align with the dimensions of low – mid rise residential and mixed-use buildings. Refer to *Sections 5.1.1 – Block Size* and *5.2.1 – Maximum Frontage Dimensions*.

## 6.3.2 TOWER FOOTPRINT

a) Residential tower footprints should be scaled appropriately relative to the podium dimensions and tower height. Tower footprints should be between 600 – 750 sq. m. per floor.

b) For commercial office towers, allow larger floorplates to accommodate efficient office layouts, typically between 1,200 to 1,500 sq.m. per floor.



*Podiums should be at the property line to create a defined streetwall.*

# 6.4 BUILDING ARTICULATION & MATERIALITY

**Reduce perceived bulk and enhance tower identity with a discernable base, middle and top.**

## 6.4.1 PODIUM TREATMENT

a) The articulation of podiums should align with the form and character of low – mid rise residential and mixed-use buildings. Refer to *Section 5.3 – Building Articulation* for guidelines on modulation, detailing and materiality.

b) Give podiums an architectural expression that distinguishes them from tower portions, for instance using varying materials or fenestration.

## 6.4.2 TOWER MODULATION

a) Design towers to have a cohesive architectural look which is distinct from the podium levels.

b) Mitigate the scale and bulk of towers and add visual interest using façade articulation. Design strategies could include sculpted forms, stepped terraces, perforated or textured façade treatments, modulation through recessed or protruding elements.

## 6.4.3 ARTICULATED TOWER TOP

a) Towers should have an articulated top that reduces bulk and has a unique architectural expression that contributes to variation in the skyline. Design strategies for this could include:

- » stepping back the upper floors;
- » projecting cornice or roof features;
- » landscaping or rooftop amenity spaces;
- » unique screening features of mechanical equipment/rooms; and
- » lighting features.

## 6.4.4 MATERIAL STRATEGY

a) Residential towers should express a clear tripartite hierarchy of materials and forms:

i. Base (Podium): Use tactile, durable materials such as brick, stone, or precast concrete to define the pedestrian scale.

ii. Middle (Tower Shaft): Employ lighter materials (e.g., glass, metal panels, or composite systems) to emphasize verticality and slenderness.

iii. Top (Crown): Use distinctive detailing or materials to provide visual interest and a refined skyline profile.

b) Select long-lasting, low-maintenance materials suited to local climate conditions and avoid low-quality finishes or materials typical of low-rise applications (e.g., vinyl, stucco, or untreated wood).

c) Use consistent spandrel and mullion detailing to maintain a coherent façade expression.

d) Design commercial office towers to convey permanence and civic quality through refined materials, crisp detailing, and clear structural expression, employing high-performance curtainwall or glazing systems with articulated mullions and spandrels to create vertical rhythm.

e) Incorporate higher glazing ratios for commercial office towers (typically 60 – 80 %) to maximize daylight and street visibility.



*Tower tops should be articulated, including through step backs of upper floors.*

# 6.5 PRIVATE / SEMI-PRIVATE OPEN SPACES

**Provide accessible, usable resident amenities.**

## 6.5.1 PODIUM AND TOWER ROOFTOP SPACES

a) Rooftops, particularly on the podium setback before the tower, should be designed to provide usable shared outdoor amenity space for residents.

b) Incorporate well-integrated landscaping into roof areas to reduce wind speeds and downdrafts.

c) The design of rooftop spaces on top of podiums and towers where applicable, should align with the guidelines of low – mid rise residential and mixed-use buildings. Refer to *Section 5.4.1 – Rooftop Spaces* to ensure well designed spaces, that provide amenity and privacy.



*Podium-level balconies should be inset behind the streetwall.*

## 6.5.2 BALCONIES

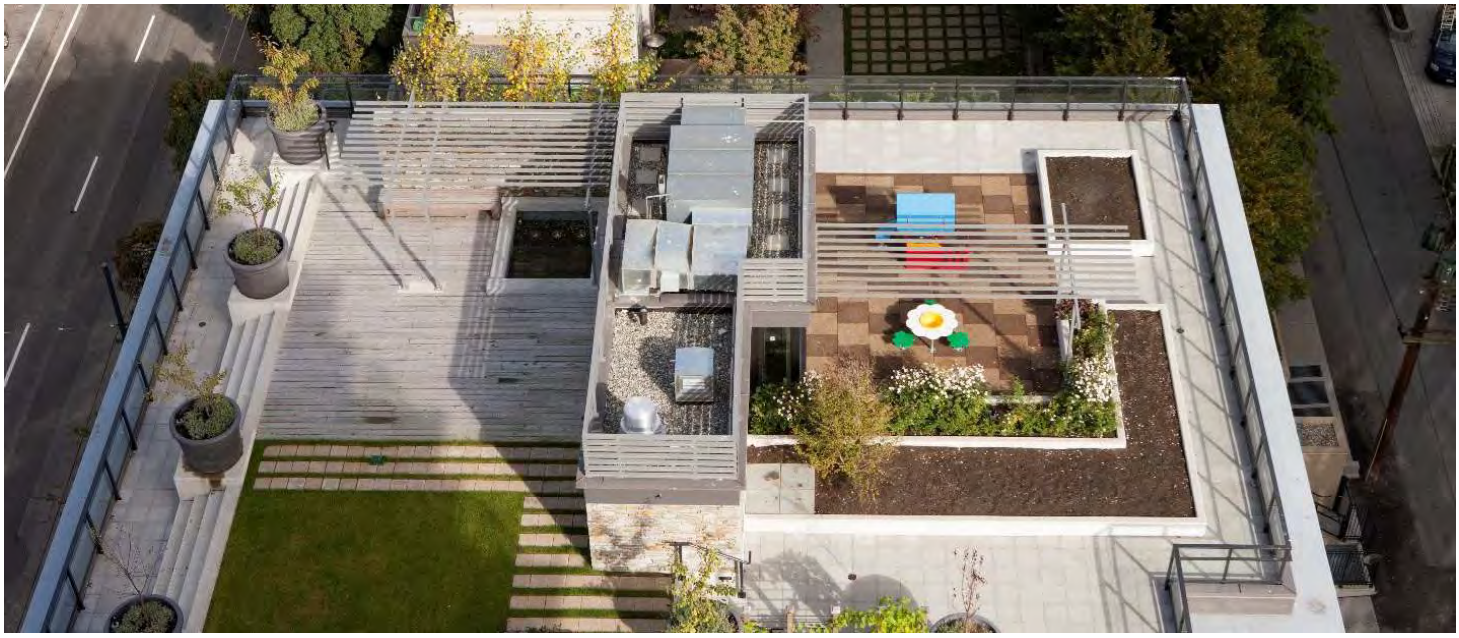
a) For the design and size requirements of balconies, refer to *Section 5.4.2 - Balconies*.

b) Balconies within the podium should be inset behind the streetwall.

c) Balconies within towers should form part of an integrated façade and not be 'stuck on', with design consideration given to sun exposure, prevailing wind direction and privacy.

## 6.5.3 COURTYARDS AND PLAZAS

a) For the design of shared ground-level courtyards and plaza spaces, refer to *Section 5.4.3 – Courtyard's and Plaza's.*



*Rooftop and podium outdoor spaces should be usable amenity space for residents.*

# 6.6 HIGH-RISE BUILDINGS SUMMARY DIAGRAM




1. Well-defined, clearly visible lobby entrances, close to transit stops. See **Guideline 3.4.4**
2. Site servicing and parking at the rear of the podium or along secondary street. See **Guideline 3.8.1.**
3. Secure landscaping and shade structures for amenity, protection, and privacy. See **Guideline 5.4.1.**
4. Provide corner cuts for well-defined entrances, visibility and active frontages. See **Guideline 6.1.1.**
5. Where ontop of podium setback towers 4m from face. See **Guideline 6.1.2.**
6. Maximize separation between towers with min. 25m corner-to-corner. See **Guideline 6.2.1.**
7. Orient longest facades east-west for best natural light across units and minimize shadowing. See **Guideline 6.2.3.**
8. Podiums 2-4 storeys to support the street wall. See **Guideline 6.3.1.**
9. Sensitively transition heights of podiums to adjacent areas. See **Guideline 6.3.1.**
10. Create a distinctive podium, tower shaft and tower top with materials and articulation. See **Guideline 6.4.4.**
11. Podium rooftops to provide shared outdoor amenity space. See **Guideline 6.5.1.**
12. Balconies well-integrated into the facade of towers that consider light, wind and privacy. See **Guideline 6.5.2.**

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# 7.0 LIGHT INDUSTRIAL

# 7.1 SITE PLANNING

**Balance operational efficiency with pedestrian safety, connectivity, and integration into the surrounding area.**

## 7.1.1 OFFICE PLACEMENT

a) Locate office components and customer-facing functions along public streets to animate frontages and support transit-oriented design.

## 7.1.2 CIRCULATION NETWORKS

a) Separate truck, car, and pedestrian circulation. Ensure truck turning radii are contained within the site and do not interrupt pedestrian areas.

## 7.1.3 CONNECTIVITY

a) Provide continuous pedestrian routes from the public sidewalk to building entrances and between adjacent sites.

b) Encourage mid-block connections for large industrial parcels and connect them to recreational green links where possible to encourage multi-modal transit to work.



*Office and retail entrances should animate street fronts.*

# 7.2 FRONTAGE & INTERFACE

**Ensure industrial buildings provide clear points of entry, enhance the pedestrian experience, and create an attractive, active street edge.**

## 7.2.1 STREET ORIENTATION

a) Orient primary building entrances and office components toward public streets, open spaces, or key intersections. Back-of-house activities like loading and servicing should be oriented towards the rear lane or back of a building.

b) Avoid large blank walls or loading docks on primary frontages.

## 7.2.2 BUILDING CORNERS

a) Distinguish the corner of buildings at intersections and the end of streets, to help define the prominence of street corners and break up the boxy look of industrial buildings. This could be achieved through architectural features such as articulation, structural elements, glazing, feature entrances or materiality.




*Building corners should be distinguished, for example through material change and the use of glazing.*

## 7.2.3 EDGE TREATMENTS

a) Use low planting, trees, or decorative fencing to buffer semi-industrial uses while maintaining visibility.

b) Provide pedestrian-scale lighting to enhance safety and extend usability into evening hours.

# 7.3 BUILDING SCALE & MASSING

**Reduce the perceived bulk of large industrial buildings and ensure compatibility with surrounding development.**

## 7.3.1 FAÇADE MODULATION

a) Incorporate vertical modulation, recesses, or material changes at least every 25m to prevent monotonous façades.

## 7.3.2 ROOF FORMS

a) Integrate parapets, clerestories, or green roof features to create visual interest and allow natural light into deeper plan spaces.

b) Encourage visible roof forms along key corridors to reinforce identity.

## 7.3.3 HEIGHT AND STEP BACKS

a) Step building mass down where industrial areas interface with residential, commercial, or open space uses.

b) Where adjacent to non-industrial uses, provide landscaped setbacks (minimum 6–10 m) incorporating trees, berms, or acoustic dampening fencing.

# 7.4 BUILDING ARTICULATION & MATERIALITY

**Promote durable, high-quality architecture that reinforces identity and human scale in employment areas.**

## 7.4.1 MATERIAL STRATEGY

a) Encourage use of concrete, brick, and high-quality metal or fiber-cement panels; avoid extensive use of unpainted tilt-up panels or unfinished concrete panels.

b) Colour palette should generally be neutral. However, buildings can be accented with brighter colours for detailing like at entrances or corners.

## 7.4.2 DIFFERENTIATION OF USES

a) Distinguish office or showroom portions from production areas through glazing (minimum 40% on office façades), material change, or colour differentiation.



*High-quality materials like metal panels are encouraged.*

# 7.5 SITE SERVICING, ACCESS & PARKING

**Provide efficient site access and servicing while minimizing impacts on the public realm.**

## 7.5.1 SERVICE AND LOADING AREAS

a) Place loading docks and servicing in areas that are screened from major streets, ensuring safe pedestrian separation and a more visually appealing street edge. This can be achieved with internal loading courtyards or by locating loading bays at the rear of buildings.



*Internal loading courtyards can be used to hide loading bays.*

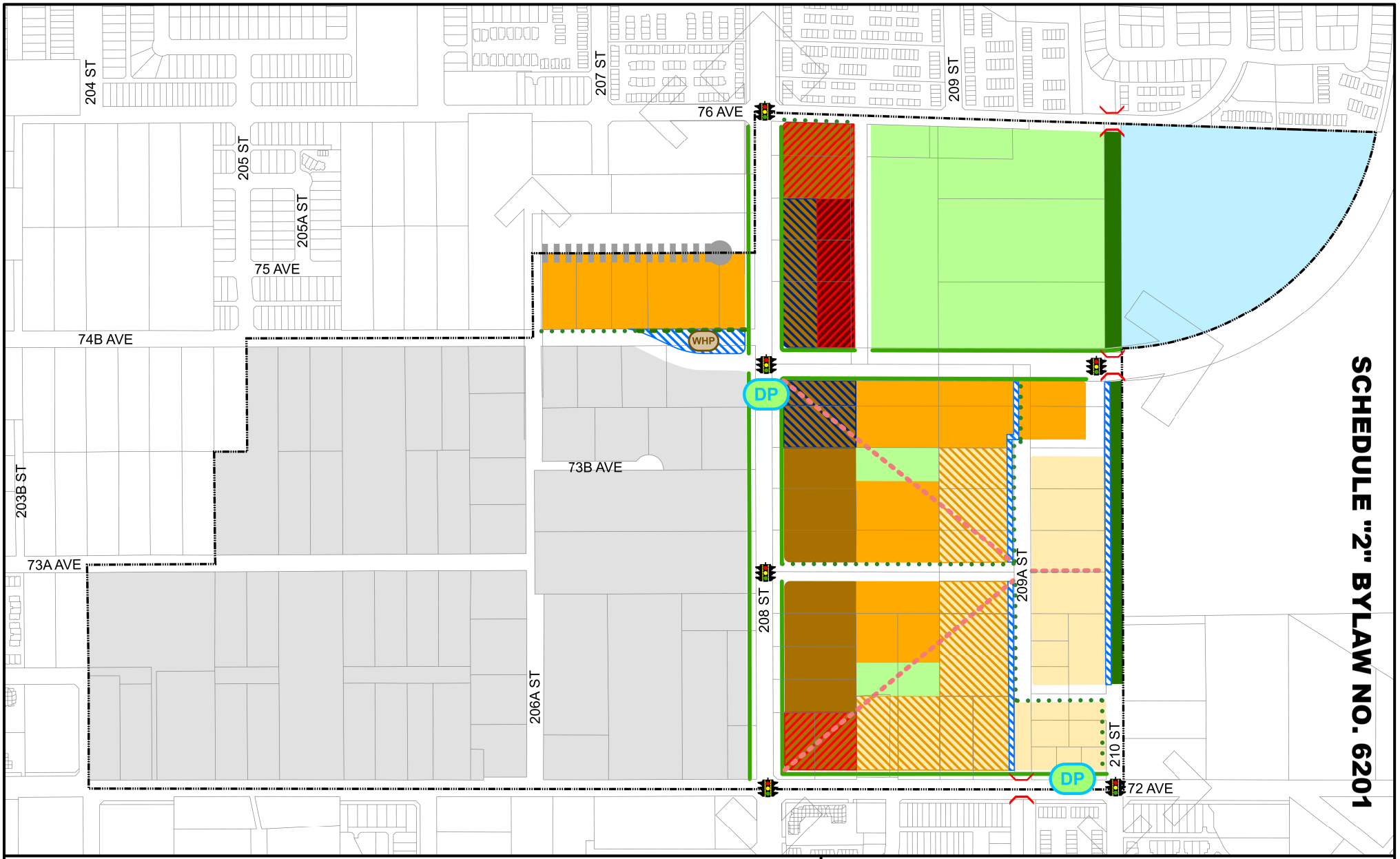
# 7.6 INDUSTRIAL BUILDINGS SUMMARY DIAGRAM




1. Emphasize prominence of office lobbies at ground level. See **Guideline 3.3.4**
2. Incorporate stormwater infiltration and detention to maintain pre-development flows. See **Guideline 3.7.2.**
3. Integrate signage into architectural composition and avoid large decals or vinyl wraps. See **Guideline 3.10.2.**
4. Locate office components and customer-facing functions along public streets. See **Guideline 7.1.1.**
5. Ensure truck movements do not interrupt pedestrian areas. See **Guideline 7.1.2.**
6. Define the prominence of street corners and break up the boxy look of industrial buildings. See **Guideline 7.2.2**
7. Provide pedestrian-scale lighting to enhance safety and after hours use. See **Guideline 7.2.3.**
8. Integrate modulation, recesses, or material changes at least every 25m. See **Guideline 7.3.1.**
9. Step building mass down where industrial areas interface with other uses. See **Guideline 7.3.3.**
10. Use generally neutral colour palette, with accent tones for detailing. See **Guideline 7.4.1.**
11. Distinguish offices, showrooms and production areas through materiality and colour. See **Guideline 7.4.2.**
12. Loading docks and servicing at rear of buildings to maintain street edge. See **Guideline 7.5.1.**



Township of Langley




N

0 80 160 m

F.2 Page 101

# Map 1 - Land Use Plan

*Smith Neighbourhood Plan*

Printed Date: April 29, 2026

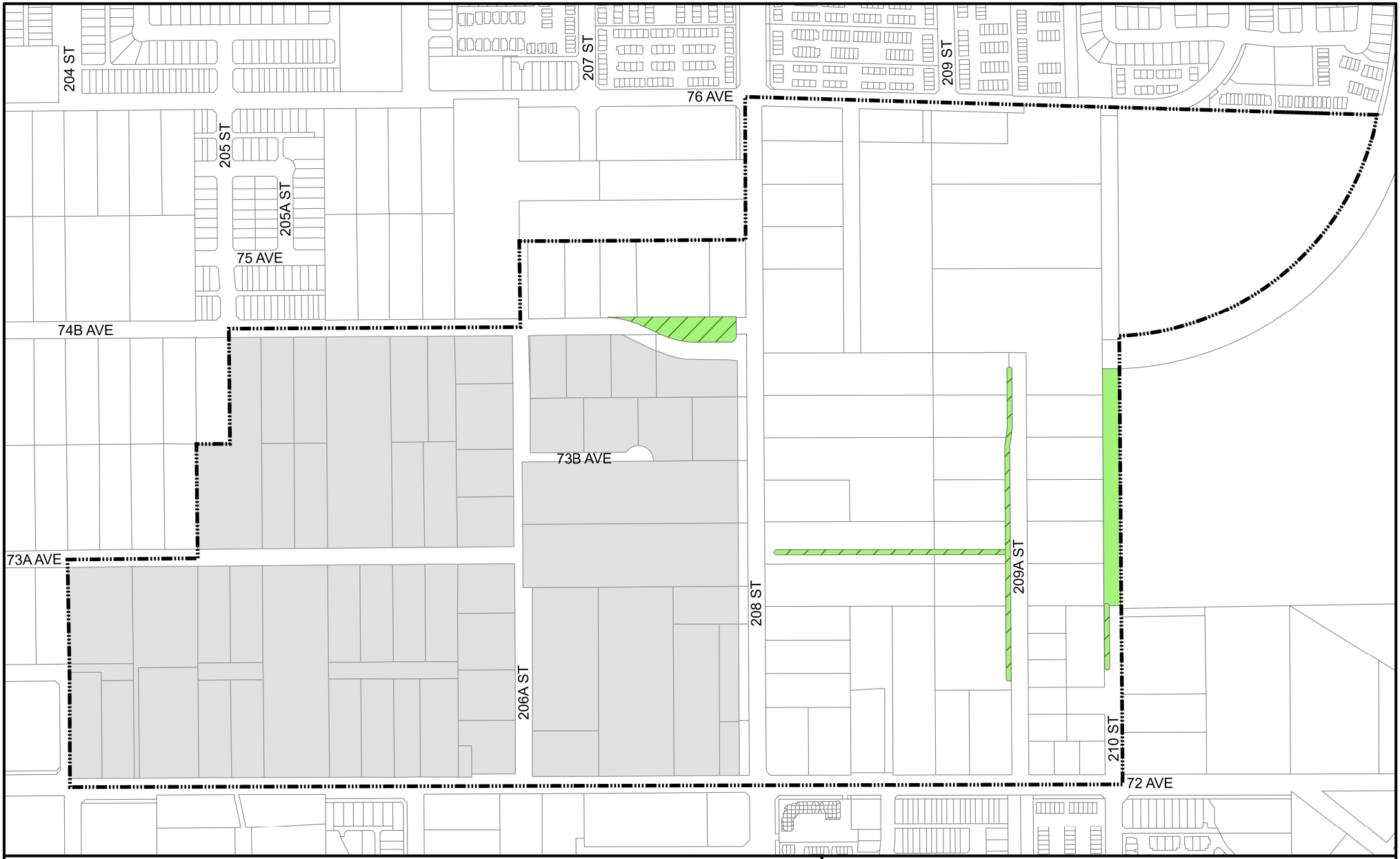
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Township of Langley Est. 1873

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- Row House / Townhouse (8-10 UPA)
- Row House / Townhouse (8-15 UPA)
- Row House / Townhouse (8-22 UPA)
- Low Density Apartment (1.4 FSR)
- Medium Density Mixed Use (1.9 FSR)
- High Density Apartment (2.4 FSR)
- Apartment Mixed Use (2.4 FSR)
- Park
- Ecological Greenway
- Creek
- Special Study Area
- School
- Proposed Local Road
- Blue Link / Art Walk
- Creek Greenway (Trail)
- Enhanced Sidewalk
- Street Greenway
- Pedestrian Connection
- DP Detention Pond
- Wildlife Tunnel
- WHP Wildlife Habitat Patch
- Traffic Light

F.2




N

0 75 150 m

# Map 2 - Watercourse Setbacks

*Smith Neighbourhood Plan*

Printed Date: April 29, 2026

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Township of Langley
Est. 1873

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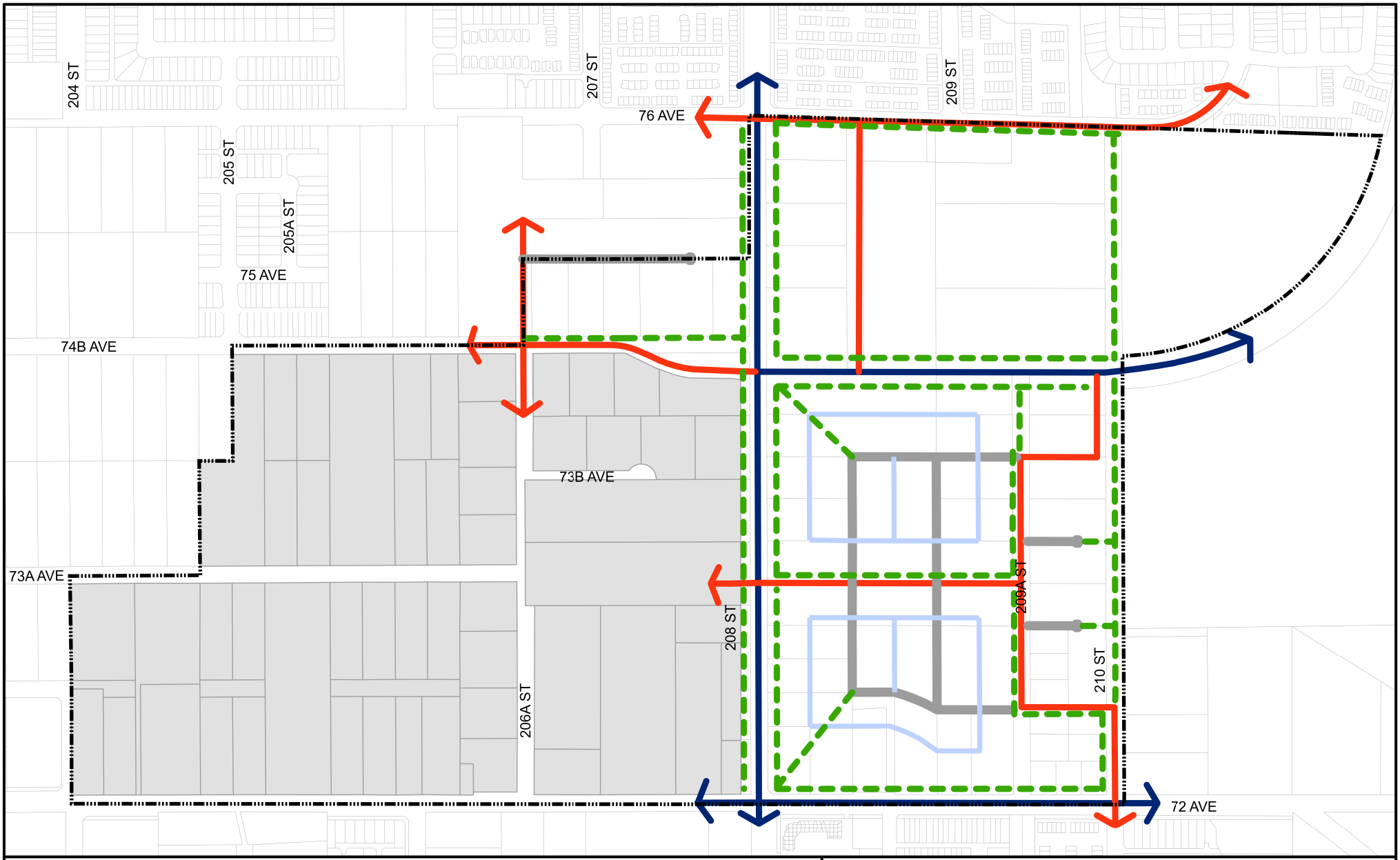
- Streamside Protection and Enhancement Areas Yellow Coded Watercourse (setbacks as shown)
- Relocated and or Reconstructed Watercourse

F.2



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0 75 150 m

F.2 Page 103

Township of Langley
Est. 1873

# Map 3 - Circulation Concept Plan

*Smith Neighbourhood Plan*

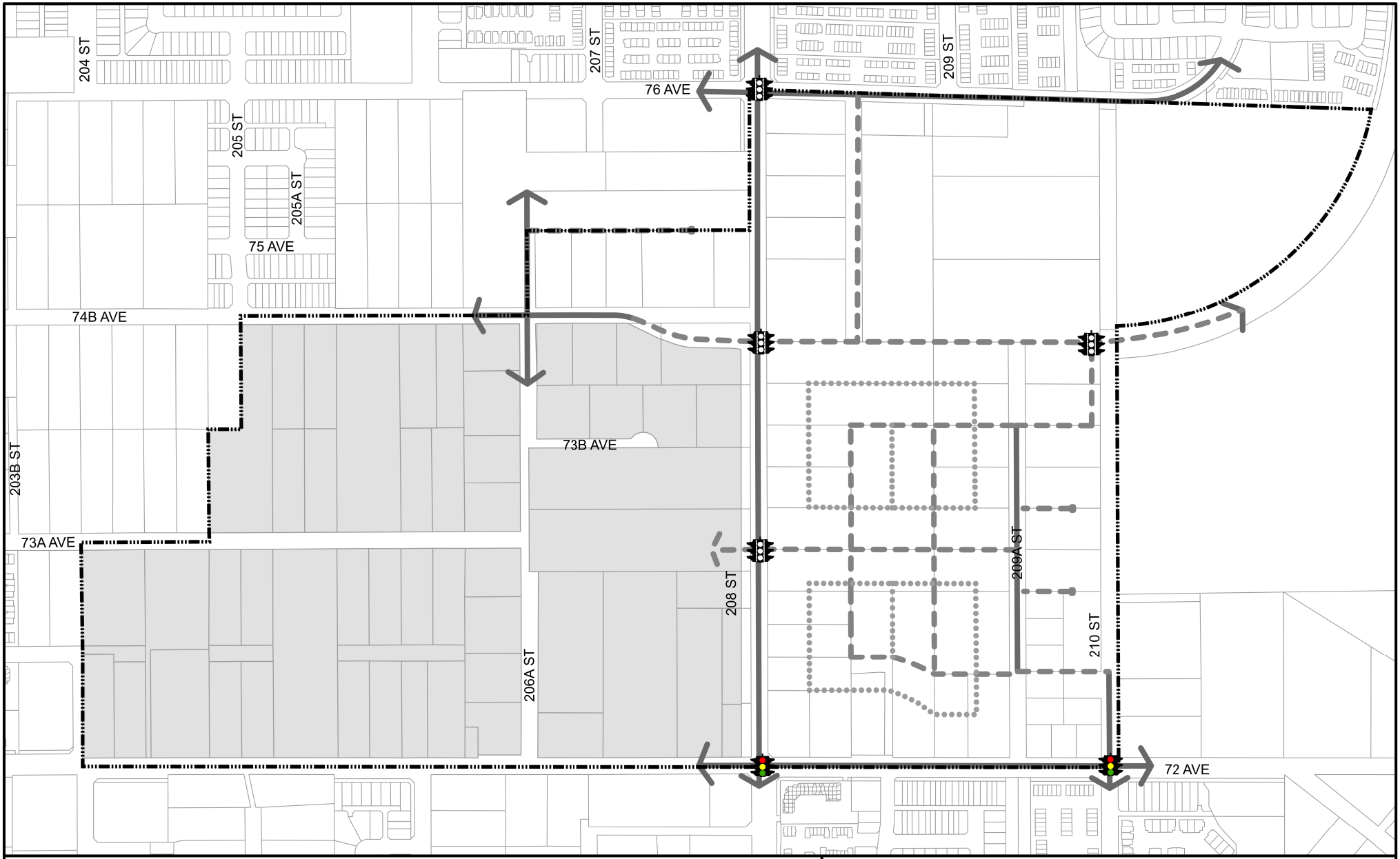
Printed Date: April 29, 2026

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- Arterial
- Collector
- Local
- Lane
- Pedestrian Route

F.2




N

0 80 160 m

# Map 4 - Existing and Proposed Streets

*Smith Neighbourhood Plan*

Printed Date: April 30, 2026

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Township of Langley Est. 1873

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- Proposed Traffic Signal
- Existing Traffic signal
- Existing Road
- Proposed Road
- Proposed Lane

F.2



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IT24-214TP

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842**

**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800**

**AMENDMENT (WILLOUGHBY TRANSIT CORRIDOR PLAN) BYLAW NO. 6202**

**EXPLANATORY NOTE**

Bylaw No. 6202 amends the Willoughby Community Plan by adding a new Schedule W-11 (Willoughby Transit Corridor Plan) which is a neighbourhood-level plan comprising a large land area through the consolidation of the Carvolth, Jericho, Latimer, Routley and Southeast Gordon Estate Neighbourhood Plans

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842**
**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800**
**AMENDMENT (WILLOUGHBY TRANSIT CORRIDOR PLAN) BYLAW NO. 6202**

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 “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Willoughby Transit Corridor Plan) Bylaw No. 6202”.

2. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800”, as amended, is further amended by adding a new Schedule “W-11” (Willoughby Transit Corridor Plan) attached to and forming part of this Bylaw as Schedule “A”.

3. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw No. 3911” is repealed.

4. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Routley Neighbourhood Plan) Bylaw No. 4013” is repealed.

5. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Jericho Sub Neighbourhood Plan) Bylaw No. 4825” is repealed.

6. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Carvolth Neighbourhood Plan) Bylaw No. 4995” is repealed.

7. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw No. 5101” is repealed.

8. This Bylaw comes into force on the date that it is adopted by Council. The effect of this Bylaw is suspended for twenty-four (24) months from the date that this Bylaw comes into force for a rezoning application, development permit application or building permit application made prior to this Bylaw coming into force and for which the application is full and complete and the applicable application fee has been paid.

9. An applicant may agree in writing that this Bylaw should have effect with respect to a rezoning application, development permit application or subdivision application made prior to this Bylaw coming into force.

10. If any section, subsection, clause, or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion will be severed and the decision that a portion of this Bylaw is invalid shall not affect the validity of the remaining parts of this Bylaw.

| | | |
|---|---|---|
| READ A FIRST TIME the | day of | , 2026 |
| READ A SECOND TIME the | day of | , 2026 |
| PUBLIC HEARING HELD the | day of | , 2026 |
| READ A THIRD TIME the | day of | , 2026 |
| ADOPTED the | day of | , 2026 |

_____ Mayor _____ Township Clerk

SCHEDULE "A" BYLAW NO. 6202




# Willoughby Transit Corridor Plan

## Bylaw No. 6202

Township of Langley
Est. 1873

May 2026

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# 1. Introduction, Background and Purpose

## 1.1 Overview

Over the past 25 years, Willoughby has been planned and developed under a comprehensive policy framework which includes the Official Community Plan (OCP), 1998 Willoughby Community Plan (WCP) and a series of 10 neighbourhood plans adopted and updated between 2000 and 2025. Traditional planning in Willoughby included the delineation of neighbourhood areas in consideration of watersheds and stormwater catchment areas, with a centrally-located school/park site and neighbourhood serving commercial uses. The predominant development pattern in Willoughby over this period has been primarily suburban in character, with compact single-family lots and ground oriented multi-family townhouses and midrise apartment development.

As part of the Willoughby Community Plan (WCP) update in 2025, consideration was given to streamlining the Township's land use and development policies by consolidating a number of neighbourhood plans. This work included a comprehensive review of each neighbourhood plan, with recommendations for reducing the number of individual land use designations, ensuring consistency between plans with respect to terminology, definitions, density calculations, plan objectives and key land use policies, deletion of now outdated policies and updating these plans to align with recent amendments to the *Local Government Act* (LGA).

In tandem with the WCP update, two new neighbourhood plans have resulted through the consolidation of seven existing plans:

- Gordon Neighbourhood Plan (consolidation of Central Gordon Estate and Northeast Gordon Estate Neighbourhood Plans); and
- Willoughby Transit Corridor Plan (consolidation of Carvolth, Latimer, Jericho, Routley and Southwest Gordon Estate Neighbourhood Plans).

The Willoughby Transit Corridor Plan (WTCP) is a neighbourhood-level plan, comprising a considerably larger land area created through the consolidation of five neighbourhood plans. It establishes a new "corridor" planning approach focused on a linear rapid transit route, with a series of transit hubs as the focus for more intensive transit-oriented development.

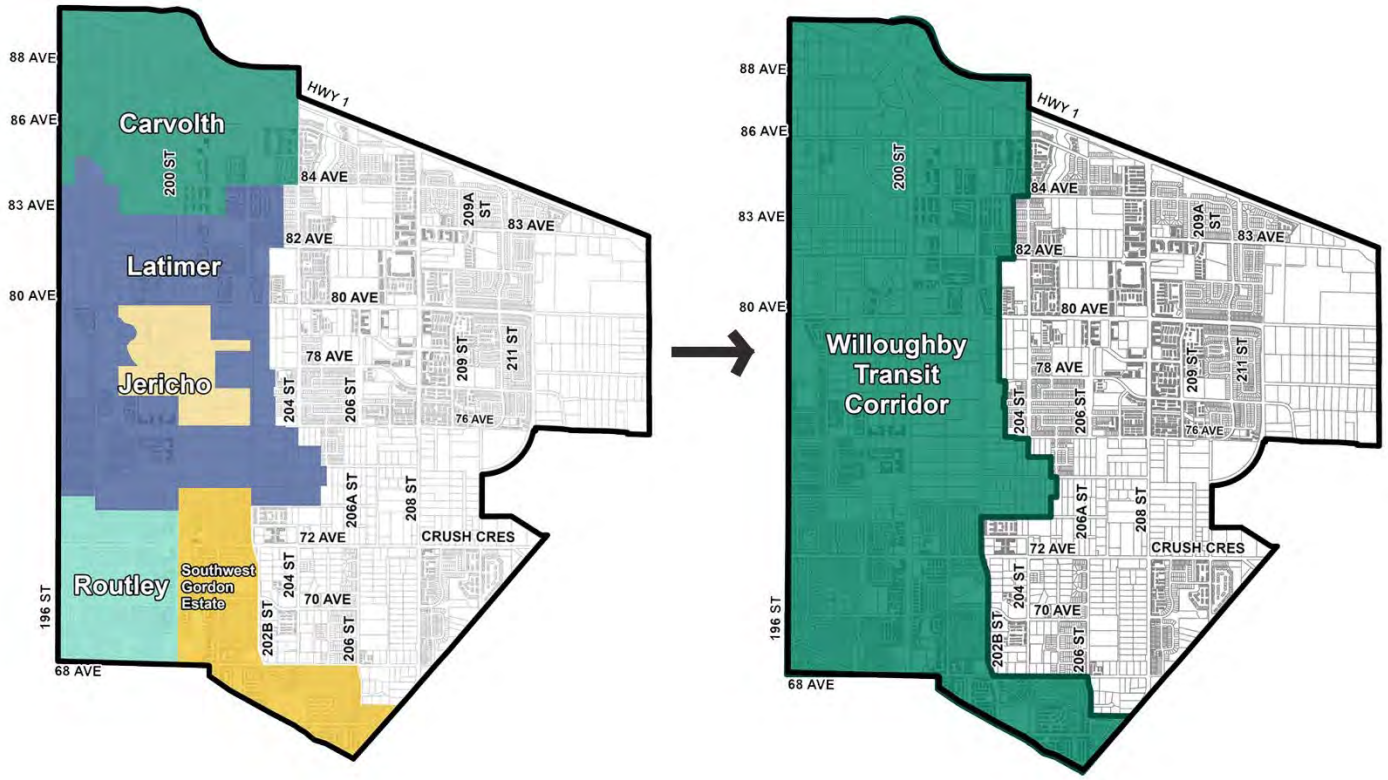
## 1.2 Plan Purpose

The purpose of the Willoughby Transit Corridor Plan is to provide a detailed policy framework for leveraging senior government investment in rapid transit – specifically, the Langley – Haney Place Bus Rapid Transit (BRT) line and realizing a future transit-oriented community. This plan builds upon the policy foundation established for the consolidated planning area under five previous neighbourhood plans: Carvolth, Jericho, Latimer, Routley and Southwest Gordon Estate and more fine-grained planning for transit-oriented development.

The Willoughby Transit Corridor Plan has been prepared in accordance with the provisions of the Local Government Act.

## 1.3 Plan Area

The Willoughby Transit Corridor Plan area encompasses approximately 702 hectares (1,734 acres), or approximately 50% of the Willoughby Community. Centered along 200 Street, the plan area is bounded by 68 Avenue and the Willoughby Trail to the south, 88 Avenue and Highway 1 to the north, 196 Street to the west and generally 203 Street to the east.




## 1.4 Policy Context

The Willoughby Transit Corridor Plan aligns with broader regional and municipal land use policies established by the Metro Vancouver Regional Growth Strategy (RGS), the Township's Sustainability Charter, the Official Community Plan (OCP), the Willoughby Community Plan (WCP) and various functional plans and strategies. Preparation of the Willoughby Transit Corridor Plan has also been guided by recent *Local Government Act* (LGA) amendments pertaining to housing, Transit Oriented Areas (TOAs) and funding of public amenities.

### Local Government Act

In 2023 and 2024, the Province of British Columbia introduced new housing legislation to amend the LGA and restructure the planning framework for B.C. municipalities. These changes include the requirement for local governments to permit small-scale multi-unit housing (SSMUH) and establish TOAs and the introduction of new development finance tools to help fund amenities and infrastructure needed to support growth.

Further amendments to the *Local Government Act* provide an expanded range of works and services to support sustainable design features and transportation demand management (TDM) measures. Included is the authority to require up to 5 metres of additional road dedication for transportation infrastructure that supports walking, cycling, public transit or other alternative forms of transportation and traffic calming measures.

## Regional Growth Strategy

In 2022, Metro Vancouver adopted *Metro 2050*, the Regional Growth Strategy (RGS). The RGS outlines a shared vision for managing expected population growth over the next 25 years and is focused on livability and sustainability within the Region. The Township of Langley is situated within the South of Fraser – East sub-region, which is anticipated to grow by over 500,000 people by 2050.

The RGS establishes an Urban Containment Boundary (UCB) that provides a stable, long-term area for residential, commercial and industrial development and reinforces the protection of agricultural, environmental and rural areas. The Willoughby Transit Corridor is located within the UCB and is primarily designated as "General Urban," with strategically located "Employment" lands on 200 Street and near the Trans-Canada Highway.

Additionally, the Willoughby Transit Corridor contains the following regionally designated special land uses and growth focus areas:

Frequent Transit Development Area (FTDA) – The Carvolth FTDA is intended to foster a walkable, vibrant, mixed-use community that supports a range of services and amenities near housing and transit. Higher-density forms of development and a high standard of urban design are expected here to create a transit-supportive community near the Carvolth Transit Exchange.

Major Transit Growth Corridor (MTGC) – The MTGC in Willoughby comprises the area between 198 Street and 202A/B Streets running north-south from 68 Avenue to Highway 1. MTGCs are key areas designated for higher-density residential, commercial and mixed-use development. They represent areas within the region that are prioritized for transit investment and correspond with TransLink's Major Transit Network. These development areas are intended to drive transit demand, maximize the effectiveness of regional transit investments and contribute to building a connected network of complete communities across the region.

## Official Community Plan

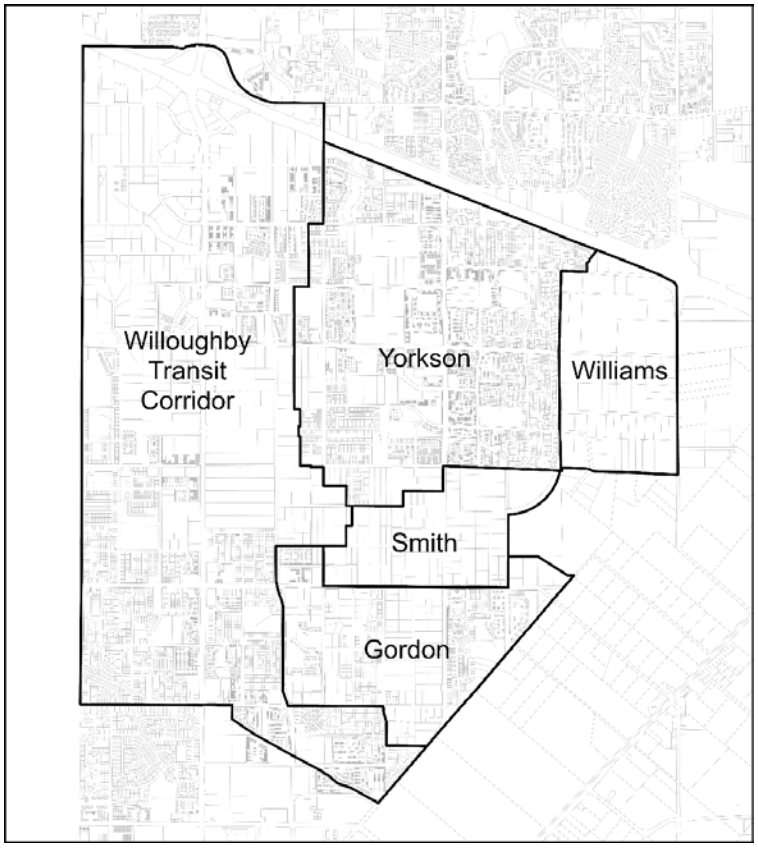
Updated in 2025, the Official Community Plan (OCP) provides a 30-year vision for growth and development in the Township. It provides policy direction on land use, community structure and neighbourhood design. The Willoughby Transit Corridor includes lands that are designated "Urban" and "Employment" in the OCP. Urban lands are intended for residential neighbourhoods and centres, supported by commercial, institutional, recreational and park uses. Employment lands are intended primarily for office and light industrial uses.

## Willoughby Community Plan

The 2026 WCP establishes a new planning framework for the Willoughby community, providing for:

- Continued greenfield development of livable, compact, suburban communities in the eastern portion of Willoughby in the neighbourhoods of Yorkson, Williams, Smith and Gordon; and

- Future transit-oriented development in the western portion of the community (formerly, the Carvolth, Jericho, Latimer, Routley and Southwest Gordon Estate neighbourhood plan areas) focused in a series of transit hubs around station areas along the 200 Street BRT corridor.




## 1.5 Planning Process

Preparation of the Willoughby Transit Corridor Plan was undertaken in tandem with a major update of the WCP. This process has included a number of neighbourhood plan consolidations and the establishment of a new corridor planning area in the western part of Willoughby where future transit-oriented development is anticipated.

Key inputs into this planning process included:

- 200 Street 2040 – a comprehensive study of the 200 Street corridor completed in spring 2024. This study provided preliminary policy directions for future transit-oriented development in the Willoughby Transit Corridor, including a draft community vision and land use and design considerations.

- LEC 2040 – a concept plan and feasibility study for Township-owned lands at the Langley Events Centre (LEC). Completed in fall 2024, LEC 2040 was an opportunity to advance community discussions about potential transit-oriented development adjacent to the proposed 80 Avenue BRT station and

opportunities to transform these lands into a mixed-use Arts, Sports and Entertainment District, anchored by the existing LEC and Willoughby Community Park.

Preparation of the Willoughby Transit Corridor Plan during 2025-2026 was undertaken in four phases:

- Phase 1 – Context Review and Policy Analysis (Summer/Fall 2025)
- Phase 2 – Community Engagement in tandem with OCP update (Fall 2025)
- Phase 3 – Draft Plan Preparation (Fall 2025 – Winter 2026)
- Phase 4 – Community Engagement and Final Plan (Spring 2026)

Each component of this broader planning process has provided opportunities for early and ongoing community engagement, including online information and feedback forms, public information displays and both in-person and virtual meetings, as described below:

- 200 Street 2040 (fall 2023 – spring 2024) – 3 Open Houses (Topics: vision and strategy, planning and policy, design and development)
- LEC 2040 (fall 2024) – 2 Open Houses (Topics: vision and planning, community feedback and preliminary design concepts)
- OCP Update (spring and fall 2025) – 8 Open Houses in various Langley communities, 2 Virtual Open Houses
- Willoughby Community Plan Update (spring 2026) – 2 Open Houses (Topics: Draft Willoughby Community Plan, Willoughby Transit Corridor Plan and Gordon Neighbourhood Plan, form and character guidelines for transit-oriented development and related policy updates)

# 2. Corridor Vision and Guiding Principles

The introduction of BRT service along 200 Street provides the opportunity to reimagine neighbourhoods from a traditional automobile-oriented suburban model to more intensive urban development supported by public transit and a broader range of community amenities and services. The Willoughby Community Plan update in 2026 provided for the consolidation of five neighbourhood plans (Carvolth, Jericho, Latimer, Routley and Southwest Gordon Estate) into one "corridor" plan focused on the BRT line, five anticipated station areas located at key intersections and the designation of "Transit Hubs" as the focus for higher density transit-oriented development and taller buildings.

## 2.1 Vision

In 2024, Township Council endorsed a future vision for the 200 Street BRT corridor as:

> *"A people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature and quality amenities and served by multiple mobility options*."

Initially, the BRT line through Willoughby was proposed to include three "opening day" stations, but five stations are now anticipated, at the Carvolth Transit Exchange and 72, 76, 80 and 84 Avenue intersections, respectively. The new neighbourhood planning framework is based on a linear transit corridor, with more intensive mixed-use development concentrated at five transit hubs.

The Willoughby Transit Corridor will accommodate a diverse range of housing options. Plan implementation will include the use of inclusionary zoning and density benefits zoning – to provide more affordable housing and public amenities. The BRT service with regional transit connections at the Carvolth and Willowbrook (SkyTrain) Transit Exchanges will support a shift away from automobile-dependence and development of new transit hubs anchored by vibrant public spaces, parks and other amenities and the development of unique destinations along the transit network.

## 2.2 Transit-Oriented Development

The Willoughby Transit Corridor Plan uses a Transit-Oriented Development (TOD) methodology to achieve the vision for a sustainable transit-oriented community. TOD is the combined, intentional planning of relatively dense, mixed-use development that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. It promotes a community design that offers housing and transportation choices to residents that are convenient and affordable, within a high-quality urban environment.

# Transit

**Walk**
Improvements that ensure that walking to and from transit stops and stations is convenient, safe and comfortable.

**Transit**
Improvements that increase frequencies of existing routes or, potentially, development of new feeeder routes to serve the corridor, urban villages, and other important areas.

**Intersections**
Improvements include upgrades that increase safety and comfort or reduce crossing delay, such as signals with transit priority, raised crosswalks, medians, etc.



**Bike**
Improving 'bikability' within station areas by linking major local destinations and connecting to the wider bike network.

**Shared Mobility**
Enchancements to facilities/amenities that favour shared mobility options such as carshare parking, end-of-trip bicycle amenities, drop-offs, etc.

**Roads**
Improvements to neighborhood streets that are well traveled and/or have high traffic speeds in order to manage or calm traffic, balancing the needs of motorized and non-motorized travel.

# Open Space

**Public Plazas**
New public open spaces located at activity nodes, the community heart, and transit stations

**Green Spaces**
Similar to public parks with an emphasis on nature preservation functions more than public use.

**School Sites**
Sports fields and playgrounds contribute to the open space network in their community.



**Public Parks**
Existing and new public green spaces designed for public use and enjoyment Throughout the community and accessible by transit and active transportation.

**Other Open Spaces**
Major TOD redevelopment sites including public, semi-public, and semi-private open spaces, such as pocket parks, plaza, courtyards, mews and community gardens.

# Development

**Local Main Street Mixed-Use Infill**
Existing local main streets of varied scale and mix of uses that have capacity to fill in with new community-serving businesses and services.

**TOD Contextual Mixed-Use Infill**
Areas near transit stops and stations planned for context-sensitive incremental redevelopment.

**Comprehensive Redevelopment**
These are areas that will not be redeveloped over the next decades as TOD given the projected market demand.



**Local Scale Mixed-use Infill**
Primarily single-family, small-lot residential areas not expected to substantially change in the near or long term, but may be infilled with similar small-scale development.

**TOD-Adjacent Transitional Infill**
Primarily small lot residential areas near transit corridors that may redevelop and provide a transition from local scale residential to TOD related infill or redevelopment areas.

**TOD Major Mixed-Use Redevelopment**
Areas with large-scale buildings and a broader mix of uses with an underlying large-lot pattern, usually separated from established residential neighbourhoods.

## 2.3 Guiding Principles

The *200 Street 2040* study identified specific TOD strategies for development (buildings), transportation and open spaces. Together, these serve as a set of guiding principles for the Willoughby Transit Corridor:

***Development should…***

- Provide for a diversity of housing types, sizes and tenures to respond to different household needs and affordability levels.
- Be context-sensitive by responding to the existing built environment and ensuring that density is placed in the right location and in the right way.
- Ensure that neighbourhoods have access to a variety of amenities that enhance the quality of life for people of all ages, needs and income levels.
- Be vibrant at street level with active uses and with visual and functional connections between building interiors and exterior surroundings.
- Be layered with a mix of different uses within buildings and neighbourhoods to provide for the daily needs of residents within walking distance.
- Be energy-efficient and responsive to the local climate, with compact building forms and responsible use of materials to minimize carbon footprint.
- Incorporate flexible design, especially at street level, to enable adaptation for different uses and functions over time.
- Address transitional areas between different land uses, individual buildings and different scales of development with a clear separation of spaces and sensitive transitions between grade levels, landscape buffers and site edge treatments.
- Accommodate retention of existing trees, expansion of the tree canopy through additional tree planting and softening of the built form with landscape designs that incorporate shading and pollinator habitat.

***Transportation should…***

- Focus primarily on moving people, not cars.
- Accommodate all types of trips from local errands and commuting to the delivery of goods and services.
- Allow for efficient and convenient mobility for all user types.

- Provide for different modes of transportation – walking, cycling, rolling, riding and driving, in a safe and comfortable manner.
- Provide for a fine-grained and interconnected network of roads, cycling routes, pedestrian facilities and transit services.
- Favour infrastructure investments that are climate-positive, energy-efficient and make efficient use of space.

***Open Spaces should…***

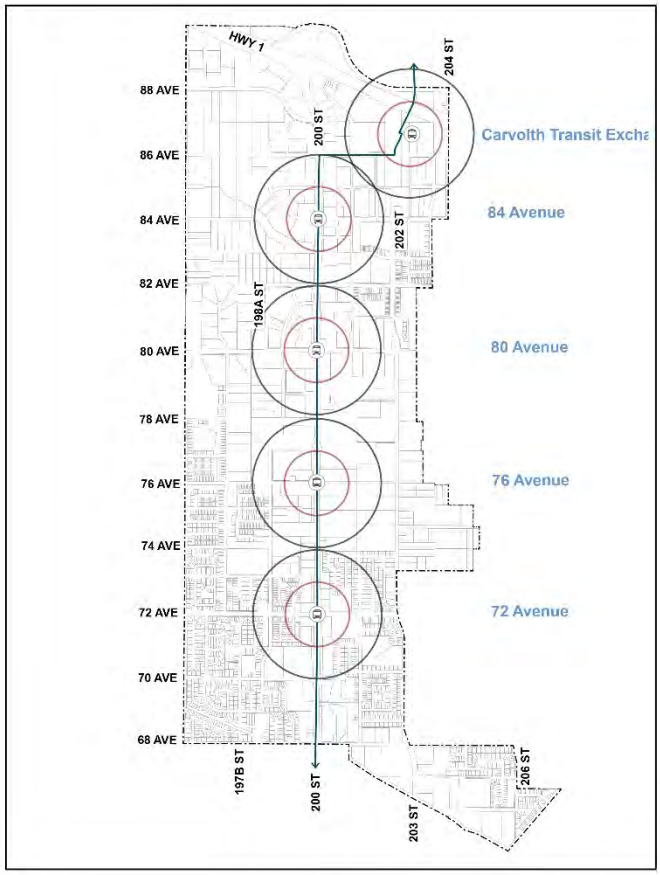
- Be designed for quality multi-sensory experiences rooted in human dimensions, senses and behaviour.
- Be diverse and varied with a full range of types, sizes and characters – from public, to semi-public, to private.
- Strive to have at least one public space within 300 metres of each building or activity node.
- Form a network that provides safe and convenient access to the area's full offering of places and amenities.
- Be able to contain and adapt to a broad number of activities and be situated close to major attractions and destinations.
- Include natural elements and be climate responsive to enable different uses and ensure comfort.
- Provide for a distinct and identifiable character within the transit corridor that is rooted in local context and history.

## 2.4 Transit Hubs

Each of five proposed BRT stations and surrounding land areas provide an opportunity to establish a distinct transit hub where more intensive mixed-use development may be expected. Transit hubs will be situated within 400 metre radii from each BRT station, but the actual size and scale of each hub will vary depending on location, land availability, established land uses and feasibility of development. Each transit hub will incorporate public realm elements and amenities to support vibrant, livable, urban communities.



It is anticipated that the BRT line will be centre-running along 200 Street with stations located in the middle of the road right-of-way at the 72, 76, 80 and 84 Avenue intersections, with a fifth BRT station located at the Carvolth Transit Exchange. The following is a brief description of proposed transit hubs:




*Transit Hubs with 200-400 metre radii*

## 72 Avenue

The transit hub at 72 Avenue and 200 Street will have a smaller footprint, compared to other station areas, given limited redevelopment opportunities at the four corners of this intersection. It will include a diverse mix of housing, local shops, parks and community services, with greenway and other pedestrian connections to established, ground-oriented and low-rise residential neighbourhoods.

As the area north of 73A Avenue develops and area population increases, this neighbourhood hub may see further mixed-use development, including neighbourhood serving commercial uses and greater housing diversity. Significant redevelopment within surrounding neighbourhoods is not anticipated over the time horizon of this plan.

## 76 Avenue

76 Avenue will be upgraded to a collector road, with a “high street” mixed-use character between 198B Street and 200 Street. A new fine-grained block structure within this transit hub will support a connected, walkable centre.

The vicinity of 76 Avenue and 200 Street is the headwaters of Latimer Creek, which plays an important ecological role within the greater watershed. As this transit hub develops around the future BRT station, its connection to nature will be reinforced through expanded Streamside Protection and Enhancement Area (SPEA) setbacks to buffer watercourses and conserve natural habitat. Trails, foot bridges and other pedestrian connections, interpretive signage and public art will reinforce its connection to nature. Development of public plazas and other amenity spaces should consider views of nature and more distant mountain vistas.

### 80 Avenue

The Langley Events Centre (LEC) at 80 Avenue is a prominent destination within the Willoughby Transit Corridor and is envisioned as the Township's future Arts, Sports and Entertainment District. Concept planning for the LEC site suggests that a broad mix of land uses and more intensive tower development would be appropriate at this location, including landmark buildings with signature design elements and a distinctive skyline.

The 80 Avenue transit hub would include a mix of high-density residential and commercial uses, along with a range of sports facilities, health services, cultural spaces, educational institutions and public gathering spaces. This hub will accommodate spaces for large-scale events and public gathering, along with smaller, more intimate spaces and local-serving amenities, with enhanced pedestrian and cycling connections to nearby residential neighbourhoods.

A more fine-grained road network around the 80 Avenue and 200 Street intersection will include parallel and bisecting collector roads and local streets. 201 Street between 80 Avenue and 81 Avenue and 199A Street will serve as an important neighbourhood "high street", with a retail-activated pedestrian connection and landscaped plaza that will connect to the 78B Avenue greenway and the 80 Avenue BRT station. A couple of smaller public open spaces along 199A Street will be integrated with the overall public realm concept and balance the more active uses on the LEC site east of 200 Street with a more local community focus on the west side.

### 84 Avenue

The proposed BRT station at 84 Avenue will be situated at a prominent "Gateway" location along the 200 Street corridor. It is envisioned that this transit hub will be anchored by a significant area of employment lands with a focus on office and light industrial development.

Latimer Village, with a mix of residential and commercial uses, is situated within walking distance of the 84 Street BRT station, at the heart of the transit hub.

### Carvolth Transit Exchange and 86 Avenue

Opened as a regional transit hub in 2012, the Carvolth Transit Exchange is situated at the northeast corner of 86 Avenue and 202 Street. The surrounding area includes a retail high street focused on a central plaza adjacent to the Transit Exchange with mixed-use development fronting along 86 Avenue and office and light-industrial uses on lands with a regional Employment Lands designation.

There is a relatively fine-grained mix of housing, local shops and services and green spaces around the Carvolth Transit Exchange. A key characteristic is the interconnection between integrated stormwater management and open spaces and greenway and trail connections. A mix of hard and soft landscape

elements and both natural and cultivated landscapes provide for a variety of open spaces that are scaled for a more urban, transit-oriented neighbourhood.

Beyond the Willoughby Transit Corridor, south of the 72 Avenue station, the BRT line will continue southward into the Willowbrook community, with a proposed station at 64 Avenue and terminus at the Willowbrook Transit Exchange and connection to the Surrey-Langley SkyTrain extension of the Expo Line.

# 3. Land Use

The land use concept for the Willoughby Transit Corridor is established in the Willoughby Community Plan. It provides for future transit-oriented development along the 200 Street BRT line, with the most intensive mixed-use development directed to designated transit hubs around individual BRT stations. Land use designations within the Willoughby Transit Corridor are shown on Map 2. Development of these lands is further guided by the requirements of the Township of Langley Zoning Bylaw and other applicable plans, policies and regulations.

## 3.1 General Land Use Objectives and Policies

1. In residential areas, provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans and tenures as guided by the Township's Housing Action Plan and Housing Needs Reports.
2. For all land use designations utilizing Units Per Acre (UPA) as a density measure, density shall be calculated based on gross developable land area. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of-bank and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.
3. For all designations utilizing Floor Space Ratio (FSR) as a density measure, density shall be calculated on the basis of gross developable land area, where:
    - Developable floor area is the sum total of floor areas on each storey of a building, inclusive of exterior walls and excluding open balconies.
4. Developable land area is net of conservation areas, publicly dedicated parks and open spaces and publicly dedicated rights-of-way, including streets and laneways.
5. Include adaptable housing requirements in accordance with Schedule 2 of the Official Community Plan and the Housing Action Plan.
6. Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads and greenways.
7. For all designations where industrial uses interface with residential, community, or institutional uses, measures shall be provided to mitigate noise, light trespass, other disturbances or emissions.

## 3.2 Gateway

The Gateway designation applies to lands located at the north end of the Willoughby Transit Corridor, at the Highway 1 interchange at 200 Street. The intent is to create a sense of arrival to the community with landmark buildings at high-profile locations, a safe and flowing road network and amenities for visitors and locals. Tall, distinctive buildings are encouraged to mark the 200 Street Gateway area. High-quality building design and landscaping are required to assist in creating the Gateway character.

<u>Land Uses:</u>

1. Hotel and related amenities including conference centre
2. Retail Commercial
3. Service Commercial
4. Office

Height and Density of Development:

- Minimum building height: 3 storeys

Other Policies:

1. Development may not exceed the traffic generation limits specified on any restrictive covenant registered on the property.
2. Taller distinctive buildings are encouraged to mark the gateway to the Township; high-quality building design and landscaping will be required to assist in creating the gateway character.
3. The maximum size of each retail commercial use shall be 1,000 $m^2$ (10,764 $ft^2$).
4. Gross office floor area cannot be less than 1.5 times the gross retail commercial floor area and must be constructed at the same time as retail commercial floor space.
5. For the purpose of calculating gross floor area, uses permitted under “hotel” and built within the hotel building shall not be considered as retail commercial floorspace.

## 3.3 High-Density Mixed-Use

Lands designated High-Density Mixed-Use are situated within 200 metres of planned BRT stations, to promote transit-oriented development and direct a more intensive mix of residential, commercial and supportive land uses at the transit hubs.

Land Uses:

1. Multi-Unit Residential
2. Commercial (Retail and Service)
3. Office
4. Hotel and related amenities including conference centre
5. Group Children’s Day Care
6. Community and civic services
7. Institutional

Height and Density of Development:

- Base building height: 12 storeys
- Base density: 4.0 FSR
- Bonus density: up to 4.0 FSR
- Maximum permitted density: up to 8.0 FSR

Notwithstanding the above, pursuant to Council direction at the Regular Meeting on December 15, 2025, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 009-720-197
- PID # 005-436-443
- PID # 006-555-926
- PID # 025-827-332
- PID # 000-620-530

Other Policies:

1. Active uses are required at grade, including street fronting retail commercial
2. Inclusionary zoning may be considered for pre-zoning of properties in the High Density Mixed Use designation.
3. Provision of 15% of units or equivalent cash-in-lieu is required to be provided as affordable housing, as well as compliance with the following conditions:
   a. Form of tenure for all affordable and/or special needs housing units shall be rental
   b. Affordable housing shall be provided with rental rates at 20% below CHMC-determined Average Market Rent (AMR).
   c. Provision of affordable housing will entitle up to an additional 2.0 FSR increase to base density and in accordance with conditions outlined in this section.
   d. Affordable housing units may be provided on-site as a part of a development.
   e. As an alternative to complying with requirements, the developer may provide payment of money to the Township reserve fund of an amount equal to or greater than the capital costs of providing the affordable housing units.
   f. At the discretion of the Council of the Township, the provision of affordable housing units may be considered elsewhere, subject to a binding agreement between the developer and the Township to provide affordable housing units on another parcel or parcels of land that meet or exceed what would otherwise be required for the land subject to development.
   g. Registration of a Housing Agreement with the Township to ensure conveyance of affordable housing units will be required prior to Building Permit issuance. The duration of this agreement shall be the greater of 50 years or the lifespan of the building.
4. Additional density entitlement of up to 2.0 FSR, conditional upon the conservation or provision of permitted amenities, as identified in Township Zoning Bylaw 1987 No. 2500, as amended, including group children's day cares, community facilities, conservation or provision of land or sensitive ecosystem habitats and use of low carbon dioxide producing building materials such as mass-timber.
   a. As an alternative to complying with conditions for the provision of permitted amenities, the developer may provide payment of money to a Township reserve fund of an amount equal to or greater than the capital costs of providing the amenities.

## 3.4 High-Density Employment

High-Density Employment uses are designated for lands located within 200 metres of future rapid transit stations along 200 Street and lands with a regional Employment designation per Metro Vancouver RGS. The mix of uses in these areas supports the economic vitality of the Township.

Land Uses:

1. Office
2. Light industrial and manufacturing uses, if wholly enclosed within buildings
3. Multi-storey employment uses with retail and service commercial uses at grade
4. Research and development laboratories
5. Warehousing and distribution
6. Educational uses
7. Institutional uses

8. Within Frequent Transit Development Areas, affordable rental housing, up to 49% of total gross floor area, on upper floors with employment uses below, per Metro Vancouver RGS.

Height and Density of Development:

- Base building height: 12 storeys
- Base density: 4.0 FSR

Notwithstanding the above, pursuant to Council direction at the Regular Meeting on December 15, 2025, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 026-056-895
- PID # 031-403-174
- PID # 025-827-341

Other Policies:

1. Active uses are required at grade, including retail commercial.
2. In buildings that incorporate affordable rental housing, ensure compatibility between employment and residential uses and mitigation of noise issues or other conflicts
3. See policies under section 3.3 above.

## 3.5 Medium-Density Mixed-Use

Lands designated Medium-Density Mixed-Use are located 201 - 400 metres from rapid transit stations along the 200 Street corridor. Medium-Density Mixed-Use provides for a transition between higher density TOD around the BRT stations and existing lower density residential neighbourhoods. Ground floor areas have the option to accommodate retail and service uses, with residential or office uses located in storeys above. A mix of retail uses, community amenities and a variety of multi-unit housing forms will foster a vibrant, walkable, transit-accessible neighbourhood.

Land Uses:

1. Multi-Unit Residential
2. Commercial (Retail and Service)
3. Office
4. Group Children’s Day Care
5. Light Industrial
6. Community and civic services
7. Institutional

Height and Density of Development:

- Base building height: 8 storeys
- Base density: 3.0 FSR
- Bonus density: up to 3.0 FSR
- Maximum permitted density: up to 6.0 FSR

Notwithstanding the above, pursuant to Council direction at the Regular Meeting on December 15, 2025, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 012-661-686
- PID # 027-306-496
- PID # 025-827-324
- PID # 026-163-721

Other Policies:

1. Active uses are encouraged at grade, including retail commercial.
2. Inclusionary zoning may be considered for pre-zoning of properties in the Medium-Density Mixed-Use designation.
3. Provision of 10% of units or equivalent cash-in-lieu is required to be provided as affordable housing, as well as compliance with the following conditions:
   a. Form of tenure for all affordable and/or special needs housing units shall be rental
   b. Affordable housing shall be provided with rental rates at 20% below CHMC-determined Average Market Rent (AMR).
   c. Provision of affordable housing will entitle up to an additional 1.5 FSR increase to base density and in accordance with conditions outlined in this section.
   d. Affordable housing units may be provided on-site as a part of a development,
   e. As an alternative to complying with requirements, the developer may provide payment of money to a Township reserve fund of an amount equal to or greater than the capital costs of providing the affordable housing units.
   f. At the discretion of the Council of the Township, the provision of affordable housing units may be considered elsewhere, subject to a binding agreement between the developer and the Township to provide affordable housing units on another parcel or parcels of land that meet or exceed what would otherwise be required for the land subject to development.
   g. Registration of a Housing Agreement with the Township to ensure conveyance of affordable housing units will be required prior to Building Permit issuance. The duration of this agreement shall be the greater of 50 years or the lifespan of the building.
4. Additional density entitlement of up to 1.5 FSR, conditional upon the conservation or provision of permitted amenities, as identified in Township Zoning Bylaw 1987 No. 2500, as amended, including group children’s day cares, community facilities, conservation or provision of land or sensitive ecosystem habitats and use of low carbon dioxide producing building materials such as mass-timber.
   b. As an alternative to complying with conditions related to the provision of permitted amenities, the developer may provide payment of money to a Township reserve fund of an amount equal to or greater than the capital costs of providing the amenities.

## 3.6 Medium-Density Employment

Lands designated Medium-Density Employment are located within 201 - 400 metres of future rapid transit stations along 200 Street and within the regional Mixed Employment lands designated in the Metro Vancouver RGS. The mix of uses is intended to support employment uses that may require greater floorspace or less employees per square metre than high-density mixed employment. Commercial amenities and services, proximity to nature and open space and attractive design are intended to draw in businesses and workers, keeping jobs in Langley and contributing to local gross domestic productivity.

Active ground-floor frontages are required and are encouraged to be achieved through at-grade retail and services to fulfill a range of daily needs for residents and workers in the station area and adjacent neighbourhoods.

Land Uses:

1. Offices
2. Light industrial and manufacturing uses, if wholly enclosed within buildings
3. Retail and service commercial at grade with employment uses above
4. Research and development laboratories
5. Warehousing and distribution
6. Breweries, distilleries, restaurants
7. Educational uses
8. Group Children's Day Care
9. Institutional

Height and Density of Development:

- Base building height: 8 storeys
- Base density: 3.0 FSR

Notwithstanding the above, pursuant to Council direction at the Regular Meeting on December 15, 2025, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 025-827-308
- PID # 025-827-316
- PID # 026-163-748
- PID # 026-163-730
- PID # 026-080-591
- PID # 026-432-552

Other Policies:

1. Active uses are required at grade, including retail commercial.

## 3.7 Low-Density Mixed-Use

The Low-Rise Mixed-Use designation provides for a mix of apartment housing types that are suitable and affordable to a range of households and are located in mixed-use buildings above retail and service commercial uses. Active frontages are required at grade and may include small-scale, local-serving retail, services, cafes and restaurants, or community uses.

Land Uses:

1. Multi-unit Residential
2. Retail Commercial
3. Service Commercial
4. Group Children's Day Care

5. Community and civic services
6. Institutional

Height and Density of Development:

- Base building height: 4 storeys
- Maximum building height: 6 storeys
- Base density: 1.5 FSR
- Maximum density: 3.0 FSR

Other Policies:

1. Commercial or community uses are required on the ground floor with residential uses above.
2. Buildings must be sited adjacent to and oriented towards a public road or greenway. Commercial units must be street-fronting.
3. Short-term parking for commercial uses must be provided on-street, underground, or in surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements must ensure they are screened from view from the street.
4. Residential units must be accessed through lobbies, with resident parking provided underground.
5. Residential units must be located directly above commercial units for street-facing elevations.
6. For commercial uses, small-scale operations will be considered, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, bakeries, barber shops, beauty salons, dry cleaners, laundromats, restaurants and cafes, travel agencies, fitness centres and veterinary clinics.
7. A neighbourhood grocery store up to 465 $m^2$ may be considered if it is included in a mixed-use building and:
   a) a minimum of one street-front pedestrian public access is provided
   b) parking is provided via underground and/or concealed surface parking – surface parking may be provided to the rear of the building and away from arterial and collector roads and
   c) the grocery component is the primary use, with ancillary uses considered
8. Gas station(s) and drive-thru services are not permitted in this designation.

## 3.8 Low-Density Residential

The Low-Density Residential designation is intended to offer a mix of residential apartments suitable for and affordable to a range of households. This designation typically provides a transition between lower density residential development and higher density residential or mixed-use development. A mix of unit sizes and building typologies including courtyard, terraced and ground-oriented apartment buildings, as well as hybrid or stacked townhouses and apartment buildings are encouraged. A variety of tenures is also encouraged including strata, rental, co-operative and non-market housing.

Land Uses:

1. Multi-unit Residential

Height and Density of Development:

- Base building height: 4 storeys
- Maximum building height: 6 storeys
- Base density: 1.5 FSR
- Maximum density: 3.0 FSR

Other Policies:

1. Buildings must be oriented to the public realm with ground-floor units having access to the street or adjacent greenway.
2. Resident parking must be provided underground. Guest parking may be accommodated in off-street surface parking lots.
3. Patios and other private outdoor ground-level spaces must be appropriately separated from public spaces through the use of screening, landscaping, or change in elevation.
4. Special consideration will be given to support co-housing, co-operative housing and similar non-traditional housing forms and projects.

## 3.9 Rowhouse/Townhouse

The Rowhouse/Townhouse designation provides for ground-oriented multi-unit housing with family-sized units. Rowhouses and townhouses are an important transitional scale of residential development in areas within walking distance of local transit and neighbourhood-serving retail commercial.

Land Uses:

1. Residential

Height and Density of Development

- 22 - 30 UPA
- Maximum building height: 3 storeys

Other Policies:

1. All rowhouses and townhouses are required to face the street with rear garage access, except in the case of (internal) private road access.
2. Units fronting arterial roads must provide a minimum of four off-street parking spaces.

## 3.10 Single Family Mixed Residential

Single Family Mixed Residential encompasses semi-detached, rowhouse, multiplex and small-scale multi-unit housing (SSMUH). These ground-oriented housing forms are generally located at the edges of the Willoughby Transit Corridor, farthest from 200 Street, but within walking distance of schools and parks.

Land Uses:

1. Residential

Height and Density of Development:

- Up to 4 units per lot, subject to servicing requirements outlined in the Zoning Bylaw.
- Maximum building height: 3 storeys or 9 metres

Other Policies:

1. Special consideration will be given to support co-housing, co-operative housing and similar non-traditional housing forms and projects, as well as to clustered housing and other layouts which preserve existing vegetation and other natural features.
2. Rear-loaded lots are preferred with units oriented towards public roads and rear parking with vehicle access provided via lanes. Exceptions may be made if topographic or other site constraints make rear lane access difficult to achieve.
3. When located at a corner, residential units shall have their entrance face the intersection.
4. Provide sufficient on-street parking and at least one space in front of each unit.
5. Encourage front porches, particularly for units fronting onto local roads and greenways.
6. Minimize front yard setbacks to create street presence and maximize usable backyard space.
7. Where units back onto greenways provide direct pedestrian access from rear yards onto the greenway (may be combined).

## 3.11 School

The School land use designation identifies existing public schools and future public school sites that have been secured. See Section 8 for more details on school requirements.

## 3.12 Institutional

Though Institutional uses are permitted in other mixed-use areas, sites designated for only Institutional uses preserve space within the neighbourhood for public gathering and organized community services that complement adjacent residential uses. Institutional sites contribute to complete communities, while reinforcing the prevailing pattern of height and density.

Land Uses:

1. Places of Worship
2. Community Hall
3. Neighbourhood House
4. Public School
5. Private School
6. University/college campus or satellite campus
7. Library
8. Government Offices
9. Group Children’s Day Care

## 3.13 Business Park

Business parks are intended to provide areas for large-format employment-generating uses. A mix of commercial, institutional and low-impact, light industrial uses are permitted.

Land Uses:

1. Professional and government offices
2. Research and development laboratories
3. Post-secondary and technology school campuses
4. Conference Centres
5. Warehousing/wholesale distribution facilities
6. Light manufacturing uses wholly enclosed within buildings
7. Public Works Yard
8. Group Children's Day Care
9. Parking and loading shall be provided in accordance with Commercial Uses in the Township of Langley Zoning Bylaw

Height and Density of Development:

- Maximum building height: 4 storeys or 18 metres
- Maximum lot coverage: 60%

Other Policies:

1. Light industrial and service commercial uses would be considered in the area bounded by 196 Street (west), Highway 1 (north), 199 Street/Latimer Creek (east) and 86 Avenue (south).
2. A mixed-use development incorporating retail commercial space in combination with affordable housing will be considered on lands developed within 200 metres of a transit station.

## 3.14 Special Study Area

The intent of the Special Study Area designation, as shown in Map 2, is to identify and preserve lands that require further study before development can take place. The land use designation in the Willoughby Community Plan (WCP) should be treated as a mapping overlay indicating a base density, in part, to facilitate land appraisals.

Appropriate land use designations and policies will be added to this plan in the future to replace the Special Study Area designation. In the interim, policies specific to this designation are as follows:

1. The Township will require an amendment to the Willoughby Transit Corridor Plan prior to approval of any Zoning Bylaw amendments in relation to lands identified with the Special Study Area designation.
2. Any proposed future land uses must address compatibility with adjacent land uses and must consider vehicular and pedestrian access and circulation.

# 4. Mobility and Transportation

Multi-modal travel options within the Willoughby Transit Corridor will accommodate rapid and local transit services, cycling, walking, rolling and private and commercial vehicles. The overall mobility objective is to provide safe, convenient, comfortable and sustainable transportation choices to people of all ages and abilities, while accommodating the movement of goods and services. The policies in this section relate to the form and function of the mobility network in the Willoughby Transit Corridor. Detailed standards for road infrastructure are outlined in the Transportation and Mobility Strategy (TMS) and the Subdivision and Servicing Bylaw 2019 No. 5382, as amended or replaced.

The policies in this section support the vision for a fine-grained street and block network in Willoughby that promotes walkability and human-scaled urban design. Strategies include:

- creating more route and mobility options
- layering transportation networks of different modes
- planning more dense and efficient land uses
- requiring a high standard of urban design and amenities along travel routes
- prioritizing the pedestrian experience, while accommodating vehicles and parking in ways that do not detract from the public realm
- provision of on-street parking where appropriate

General Policies:

1. Increase the capacity of the street network beyond vehicle travel to accommodate multi-modal mobility.
2. Plan for a safe and integrated multi-modal transportation system and ensure implementation through all future private and public developments.
3. The Road Network Plan (Map 3) outlines the planned road network. Substantial compliance with the transportation network and Transportation and Mobility Strategy are required, however, there is some flexibility.
4. Development applications should attempt to be in substantial compliance with the road network plan. Flexibility will be considered without amendment to this plan where local roads cannot conform to the concept due to site constraints.
5. Rights-of-way must be secured for all roads illustrated in the Road Network Plan (Map 3). Rights-of-way include sidewalks, travel and parking lanes, boulevards and utility allowances.
6. The updated road network and road classifications are outlined in the Transportation and Mobility Strategy (TMS). The TMS also includes a road infrastructure map that identifies the ultimate cross sections.

## 4.1 Roads

The Township's transportation network is classified according to a hierarchy based on function, traffic service, land access and traffic volumes. The following road types are included within the Willoughby Transit Corridor:

- **Major Road Network (MRN)** consists of arterial roads of regional significance for which maintenance is funded by TransLink and is eligible for capital cost-shared funding from TransLink. These roads typically support the highest traffic, goods movement and transit demands, but also accommodate pedestrians and cyclists. 200 Street, 88 Avenue west of 200 Street and east of 200 street North of Highway 1 within the Willoughby Transit Corridor are a part of the MRN.

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual sites. They are principal mobility corridors with the highest vehicle capacity and level of transit service, carrying 5,000 to 30,000 vehicles per day, depending on the number of vehicle travel lanes. They also serve as key active transportation routes and should receive significant amenities including continuous sidewalks and greenways, cycling facilities, street trees and enhanced pedestrian crossings. On-street parking is generally prohibited to accommodate higher peak traffic volumes and transit service and ensure traffic safety. Arterial roads within the Willoughby Transit Corridor include 200 Street and 202 Street (north-south routes); and 72 Avenue, 80 Avenue, parts of 86 Avenue (east-west), 88 Avenue and 196 Street (between 68 Avenue and 72 Avenue).

- **Collector Roads** are intended to connect traffic from local roads to arterial roads and provide movement and connectivity to development. Collectors play an important role in distributing traffic from residential, commercial and industrial areas with 1,000-12,000 vehicles per day.

- **Local Roads** are intended to provide access to individual properties in neighbourhoods and are not intended for vehicle through-travel. Typical volumes on a local road can be less than 1,000 vehicles per day but can be up to 3,000 vehicles per day depending on the road network and local land uses.

- Where local roads meet collector roads, a transitional gateway design consistent with Figure 1 is expected, where feasible.

- **Lanes** are intended to provide safe and convenient vehicle access to individual properties from the rear, allowing for a stronger pedestrian orientation along the principal roadway. Lanes are to be dedicated at the rezoning or subdivision stage and require a minimum width of 6 metres to allow for servicing and access, including emergency vehicles.

- **Rear lane or internal strata road** access is required for all residential development parcels fronting on arterial roads, collector roads and greenways. The “H”-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

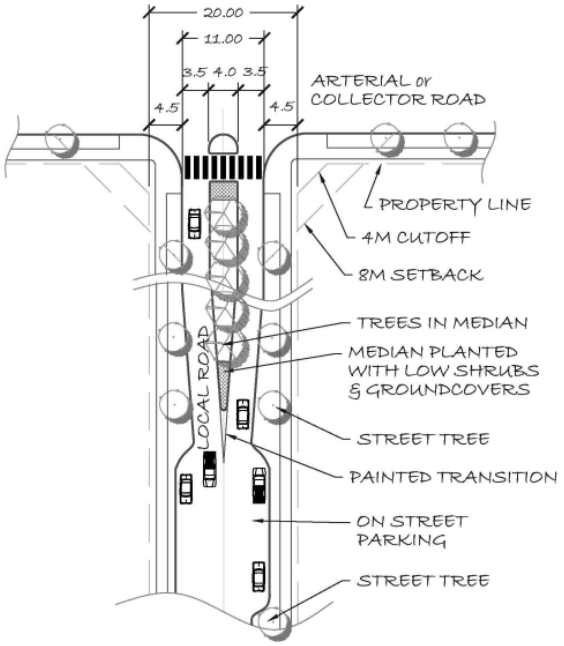



*Figure 1: Conceptual local gateway design site specific road design required*

## 200 Street

200 Street is a multi-modal north-south corridor at the heart of the Willoughby Transit Corridor, which is designated a Major Transit Growth Corridor in Metro 2050. 200 Street will accommodate all modes of transportation, including a future BRT route between the Willowbrook Transit Exchange and Skytrain Station in the south and Haney Place (Maple Ridge) in the north, via the Golden Ears Bridge.

As a Major Road Network (MRN) arterial, 200 Street is intended to accommodate four to six general-purpose lanes, bicycle lanes or cycle tracks and a parallel greenway with multi-use paths are intended, as illustrated in

Figure 2 below. This plan view and cross-section generally applies from 86 Avenue south to Willowbrook Drive. It is included here for explanatory purposes only, to illustrate the general concept for the 200 Street Corridor. TransLink is currently undertaking design work on the BRT corridor, including 200 Street, in consultation with the Township. It is anticipated that the ultimate design for the 200 Street BRT corridor will include the elements needed for all modes of travel, including bus lanes, general travel lanes, walking and cycling facilities.

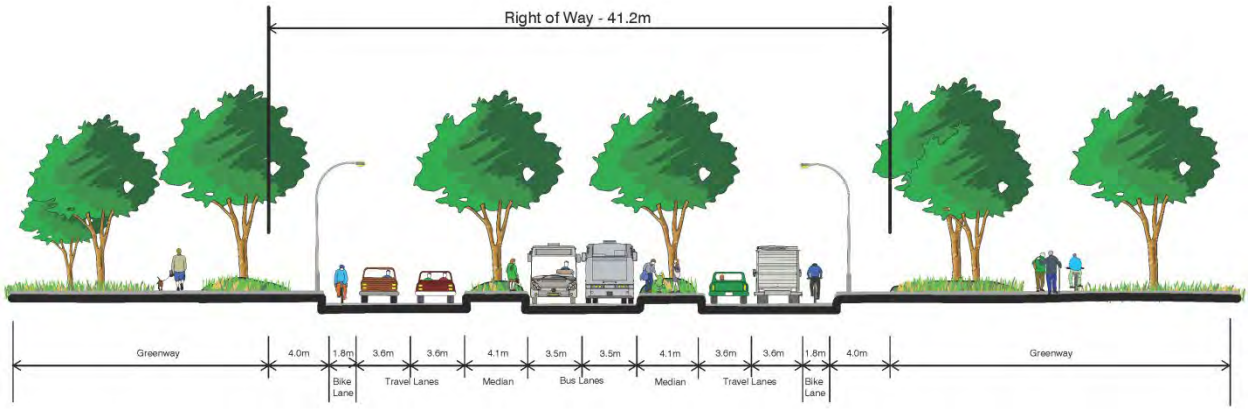



*Figure 2: 200-street cross section*

Specifications

| | |
|---|---|
| Road Right-of-Way Width | Typical 41.2 metre width |
| Driving Lane | 33.2 metres, including four to six general traffic lanes, two bus lanes, medians and bike |
| Greenway | 30 metres (15 metres on each side, including double rows of trees, walkways, plazas, pedestrian amenity areas and parkettes) |
| On-Street Parking | Not permitted |
| Traffic Calming | None but medians |
| Lighting | Compliant with Transportation Association of Canada |

Notwithstanding the above General Policies (Mobility and Transportation) and the Transportation and Mobility Strategy (TMS), the streets labelled below on Figure 3 have additional requirements. These requirements are outlined in detail in Appendix A.




Figure 3: Key Map for Additional Road requirements

## 4.2 Pedestrian and Cyclist Network

A network of greenways, trails, multi-use paths, sidewalks and cycling facilities provides for pedestrian and cycling connectivity through the Willoughby Transit Corridor, particularly between destinations such as parks, community centres and schools. Together, pedestrian and cyclist routes form an active transportation network that enables residents to make local trips within the neighbourhood, or to transit stops and stations, without the use of private vehicles. The goal is a walking distance of five minutes (approximately 400 metres) to transit, schools, or neighbourhood nodes.

The Township of Langley's Ultimate Cycling Network was included in the 2015 Cycling Plan, which is being updated as a part of TMS and is intended to meet the needs of as many different cyclists as possible. The current cycling network (2015) is defined as follows:

- **Commuter routes** provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.

- **Recreational routes** provide alternative links between residential areas and other destinations using lower volume roads, often in suburban areas.

- **Community routes** provide circulation routes within neighbourhoods; are designed to link parks, schools, community facilities and local commercial areas; and are located on quiet residential streets or off-street pathways.

The following routes are part of the cycling network in the Willoughby Transit Corridor:

- Commuter Routes (On-Street)

  - 200 Street – bike lane
  - 202A Street – bike lane
  - 72 Avenue (connection to Surrey) – bike lane
  - 80 Avenue (connection to Surrey) – bike lane/off-street cycle network
  - 84 Avenue – bike lane/off-street cycle network
  - 88 Avenue

- Recreational Routes
  - 196 Street
  - 76 Avenue west of 200 Street

- Community Routes
  - On-Street
    - 200A Street
    - 201 Street north of 71 Avenue
    - 73A Avenue between 196 Street and 198 Street
    - 76 Avenue
    - 74B Avenue between 201 Street and 202A Street
  - Off-Street Trails:
    - Willoughby Trail
    - 199 Street south of 80 Avenue
    - 82 Avenue east of 198 Street

A number of cycling facilities that were listed as on-street or shared within the Township cycling plan can be accommodated as off-street trails due to the extensive use of Street Greenways within the WTCP. The TMS proposes to upgrade existing on-street bike lanes to be protected bike lanes where possible and proposes the implementation of cycle tracks on future arterial roads. These cycling trails and on-street bike lanes are intended for commuter cyclists, while parallel multi-use paths (MUPs) are intended for recreational cyclists, or for cyclists who are not comfortable with the on-street bike lanes. The TMS also proposes the construction of MUPs on future collector roads.

A pedestrian network will be provided through the use of sidewalks, greenways, or trails along all levels of the road hierarchy except lanes. Enhanced pedestrian amenities and standards for pedestrian infrastructure are a key component of this plan.

<u>Pedestrian and Cyclist Policies</u>

1. Functional pedestrian linkages will be established between all community facilities, parks, schools, commercial centres, business centres, plazas and transit hubs.
2. Neighbourhood pedestrian and cycling paths will link to the broader trail network in Langley and the region.
3. All local roads are required to feature sidewalks of at least 1.8 metres on both sides.
4. Enhanced pedestrian facilities are required at parklets, plazas, transit station areas, near intersections on greenways.
5. Signalized crosswalks should include the use of additional audio and visual elements as well as modified timing of traffic signals to provide increased crossing time at intersections to assist accessibility for all pedestrians.

6. Public sidewalks near high pedestrian activity areas such as schools or other public facilities should have a minimum width of 2.0 metres.
7. Equip designated bicycle routes with either shared or dedicated and protected on-street lanes, MUPs or cycling lanes in the boulevard, along with adequate signage, road markings and cyclist-activated signals at key intersections.
8. Provide signalized pedestrian crossings when warranted based upon Transportation Association of Canada (TAC) guidelines.
9. Provide mid-block pedestrian crossings where blocks are larger than 200 metres and where a school, park, community facility, or transit stop or station access does not align with an intersection crossing
10. Where mid-block crossings are provided on non-arterial roads, introduce traffic calming measures around the crosswalk including curb extensions, stop lines, striped pattern or differentiated material, a raised crossing, or pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs), street lighting, signage and a median where feasible.

## 4.3 Transit Service

A South of Fraser Area East Transit Plan is underway to update is the previous transit plan adopted by TransLink in 2007. This will update the vision for the transit network, including the regional role of 200 Street. The share of trips taken by transit is expected to grow significantly as the Willoughby Transit Corridor becomes a rapid transit route anchored by transit hubs at each station area.

Transit Service Policies

1. Advocate for community-wide transit routes that facilitate access to BRT stations and the Carvolth Transit Exchange from all areas within Willoughby.
2. Provide safe, comfortable and weather-sheltered facilities at bus stops and stations with ramps, tactile strips and other accessibility features, to accommodate people of all ages and abilities.
3. Plan adequate local and internal street widths to accommodate small community shuttle buses to provide services to users with special mobility needs.
4. Provide multi-modal hubs at transit stations where users may shift from one mode to another, including pick-up and drop-off facilities for rideshare, bike and micromobility storage and pedestrian amenities.

## 4.4 Traffic Control

Traffic control and context-sensitive street design ensure that vehicles move at a speed that is appropriate and safe for the environment and protect neighbourhoods from traffic congestion. This is achieved through road widths, road surfaces, street crossings and intersection controls.

In general, the following traffic control should be pursued:

| **Intersection Type** | **Traffic Control Type** |
|---|---|
| Arterial/Arterial | Traffic Signals |
| Arterial/Collector | Traffic Signals |
| Collector/Collector | Roundabout |

Traffic Control Policies

1. Local streets, sidewalks and crosswalks shall be designed to ensure traffic speeds are kept low and trips that cut through neighbourhoods are discouraged.
2. Encourage the use of traffic calming measures on internal neighbourhood roads and appropriate collector roads.
3. Support active transportation and transit use by requiring cyclist and pedestrian amenities such as bicycle racks, end-of-trip facilities and transit shelters.
4. Consider a reduction in parking requirements for residential and mixed-use developments where transportation demand management (TDM) measures are established, as shown in Section 4.5 of this plan
5. Detailed transportation assessments should be carried out on individual sites and intersections as part of the development approval process and at notable intersections.

## 4.5 Parking and Transportation Demand Management (TDM)

The provision of adequate parking opportunities within the WTC is an important consideration for balancing the use and storage of vehicles and convenient vehicular access to stores and services while at the same time encouraging a compact urban environment that is designed for people. The incorporation of bus rapid transit and transit station areas introduces areas of the corridor that will limit vehicle access, offer short-term pick-up and drop-off for transit-users and rely on TDM measures to accommodate higher density development and the volume of trips at peak times.

Parking Policies

1. Encourage shared parking between developments and land uses where it does not generate significant negative impacts. A Traffic Impact Study by a qualified engineer is generally required.
2. Provide on-street parking where possible on local and collector roads.
3. Front-loaded, ground-oriented residential development must have double width garage and double width driveways and enough space for one vehicle to park on-street in front of each unit.
4. Rear-loaded, ground-oriented residential development shall include space for on-street parking, providing the opportunity for continuous sidewalks/MUPs along the front of the development.
5. Accommodate off-street parking with underground parking, or where not possible, assign it to the rear of buildings.
6. Promote alternatives to surface parking, such as central, shared structures or car co-ops.
7. Where on-street parking is not possible or permitted on busy collectors, consider on-street parking during off-peak hours, particularly in commercial areas fronting businesses.
8. Provide adequate landscaping and integrate landscaping features to support stormwater infiltration measures for all off-street parking areas provided at grade.
9. Screen or otherwise render unobtrusive off-street parking from public view.
10. A Traffic Impact Study may be required for major development applications at the discretion of the Township. In order to promote a vibrant, transit-oriented community, opportunities to reduce parking requirements should be pursued, particularly in transit station areas and along 200 Street.
11. Encourage developers to prioritize active transportation and transit and allow developments to reduce the amount of automobile parking constructed.

Transportation Demand Management (TDM) Policies

1. Provide adequate parking spaces and consider car-share services and electric vehicle charging facilities for car-share vehicles.
2. Consider provision of charging facilities for electric bicycles, electric kick scooters and other mobility devices.
3. Provide secure bicycle, scooter and other mobility device parking facilities for residential, institutional and other workplace uses.
4. Consider bicycle parking facilities sized to accommodate a range of bicycle types including oversized bicycles (e.g. electric bikes, cargo bikes, tricycles, etc.) along with scooters and other mobility devices.
5. Provide end-of-trip facilities such as showers, changing rooms and lockers in residential, institutional and workplace uses to further support active transportation.
6. Work with employers to encourage multi-modal transportation options to and from work or remote/hybrid options.
7. Consider updating the Zoning Bylaw, in coordination with actions identified in the TMS, to provide additional guidance on:
    a. bicycle parking and end-of-trip facilities
    b. opportunities to designate car share parking locations
    c. new vehicle parking and loading requirements
    d. accessible parking
    e. TDM requirements
    f. shared parking provisions in mixed-use
    g. EV charging infrastructure as part of new developments.
8. The following table outlines opportunities to improve TDM

| | **Infrastructure** | **Programs** |
|---|---|---|
| Bicycle TDM | Enhanced or expanded bicycle parking (short-and/or long term)<br>End-of-trip facilities<br>Shared bicycles | Shared bicycle membership |
| Transit TDM | Transit stops improvements | Transit pass subsidies |
| Carshare TDM | Carshare vehicles, dedicated carshare parking | Carshare memberships and/or subsidies |
| Parking TDM | Shared parking | Unbundled parking, parking cash out |
| Other TDM | Wayfinding signage | Employee or resident shuttle service<br>TDM awareness packages<br>TDM monitoring fund |

# 5. Public Realm and Neighbourhood Amenities

This section includes a number of public realm and amenity policies retained from previous neighbourhood plans and additional amenity objectives identified through 200 Street 2040 and conceptual planning for the proposed 200 Street BRT corridor. These include specific policies for: high streets, plazas, public art, privately-owned public open spaces, living walls, heritage amenity structures, landmark features, public squares, gateway features, treatment of utility boxes and on-site lighting.

While a new form and character Development Permit Area designation and guidelines for transit-oriented development have been incorporated in the WCP, further work is required to establish an overall vision, objectives and design standards for the public realm in the Willoughby Transit Corridor. This work would be undertaken following plan adoption and will support the development of connected and livable transit hubs and new urban neighbourhoods. A key objective is to tie together the individual elements discussed below within a cohesive public realm strategy. This will also support destination development, branding and place-making efforts as the benefits of rapid transit service are realized.

An integrated network of public spaces and facilities is an integral part of a green and amenity-rich neighbourhood. Rights-of-way acquired through development have the potential to accommodate various green elements and public realm enhancements including greenways, linear parks, tree corridors, pedestrian amenities and stormwater management systems, particularly along greenway on 200 Street.

General Policies:

1. Locate public spaces such as plazas, public squares and Privately-Owned Public Open Spaces (POPS) near each transit hub.
2. Complete the 200 Street greenways (both east and west sides of street) to make a comfortable environment for biking and walking and to accommodate other amenities.
3. Locate a series of public spaces including Pocket Parks, Public Squares, Urban Greens and public art along designated high streets.
4. Activate streets and public spaces in transit hubs with retail frontages and lively ground-floor uses.
5. Create mid-block connections via semi-public courtyards through buildings and statutory rights-of-way near transit stations to increase pedestrian connections and permeability, as illustrated in Figure 20 in Appendix B.
6. Connect all elements of the community amenities and facilities network with ample treed greenways and trails.

## 5.1 Public Realm

The public realm encompasses all of the areas outside of private property and is the important shared area where public life occurs on streets, plazas, parks, courtyards and greenways. A successful, high-quality, vibrant public realm contributes to the identity and sense of place for a community. In a highly active and compact corridor like the Willoughby Transit Corridor, the public realm must be equally efficient and functional as it is pleasant and attractive.

Public Realm Policies:

1. Prioritize universal access to streets, plazas, parks and greenways for people of all ages and abilities.

2. Promote Crime Prevention Through Environmental Design (CPTED) principles in public realm design to promote safety, cleanliness and comfort for users.
3. Establish a dense network of public spaces, including pocket parks, plazas, public squares, activated frontages and greenways, especially in transit station areas.
4. Promote opportunities to express the culture, identity and heritage of the Township of Langley through the use of public art, design elements, materials and other opportunities within the public realm and reinforce the sense of place and character of Willoughby.
5. Promote activation of high street frontages and adjacent public realm through restaurant and café patios, spill-out displays, pedestrian amenities and awnings to encourage vibrant, interactive, engaging streets in areas with a mix of uses.

## 5.2 High Streets

Within high-density mixed-use areas, “high streets” are to be developed along arterials and collector roads. These high street environments are intended to facilitate walkability between the neighbourhood and the BRT stations. They are pedestrian-oriented environments with active building frontages, a high-quality public realm, unique character and generous provision of pedestrian and cyclist amenities.

There are three locations, as shown in Map 1A and 1B, where additional road and intersection designs are to be constructed, which supersedes the Subdivision and Development Servicing Bylaw. These locations are:

1. 201 Street between 80 and 81 Avenue (Figure 4)
2. 76 Avenue between 198 B and 200 Street (Figure 5)
3. 199A Street between 78 and 79 Avenue

<u>High Street Policies:</u>

1. Commercial uses shall be provided at grade level on both sides of the High Street.
2. The design and scale of High Street development should foster social interaction and establish a focus for individual transit hubs.
3. 199A High Street shall provide a connection between the commercial development to the north and the seniors residential development to the south. For additional road requirements see Appendix A.
4. A landscaped public square, as described in Section 5.9, central to 199A High Street, shall include linkages to the 78B Avenue greenway and the 200 Street pedestrian bridge, as shown in Map 1A, to the Langley Events Centre, as well as open space opportunities for the adjacent commercial uses.
5. A variety of integrated open spaces is encouraged near High streets.
6. On-street parking shall be incorporated within High Streets.
7. Additionally, on-street parking may be available on collector streets and roundabouts will be located at the intersection of collector streets.
8. On-street parking on the High Street can be counted towards the overall parking requirements for the commercial units.
9. Non-residential uses in buildings must be oriented toward High Street.

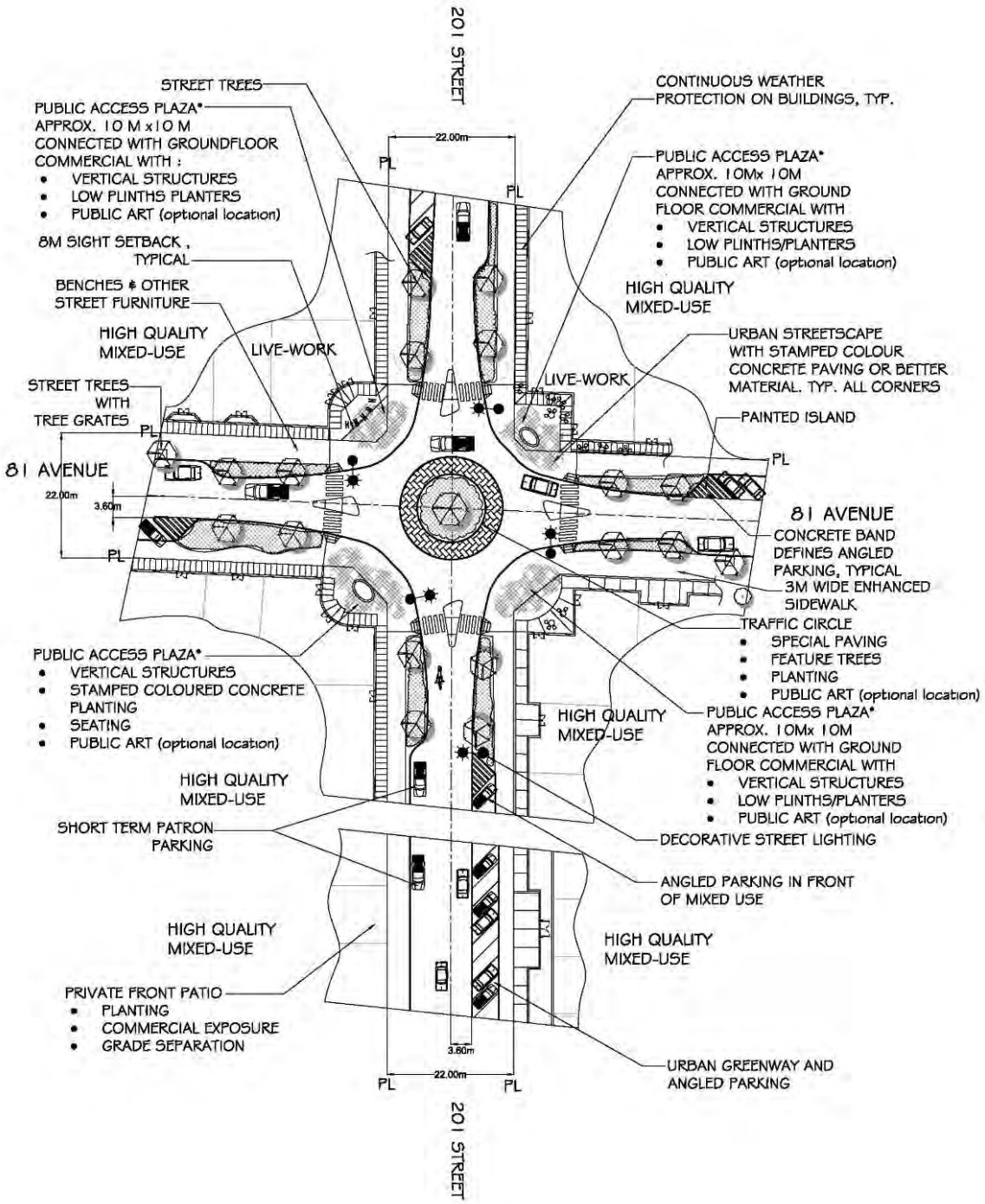



*Figure 4 - Intersection Design (201 Street between 80 and 81 Avenue)*

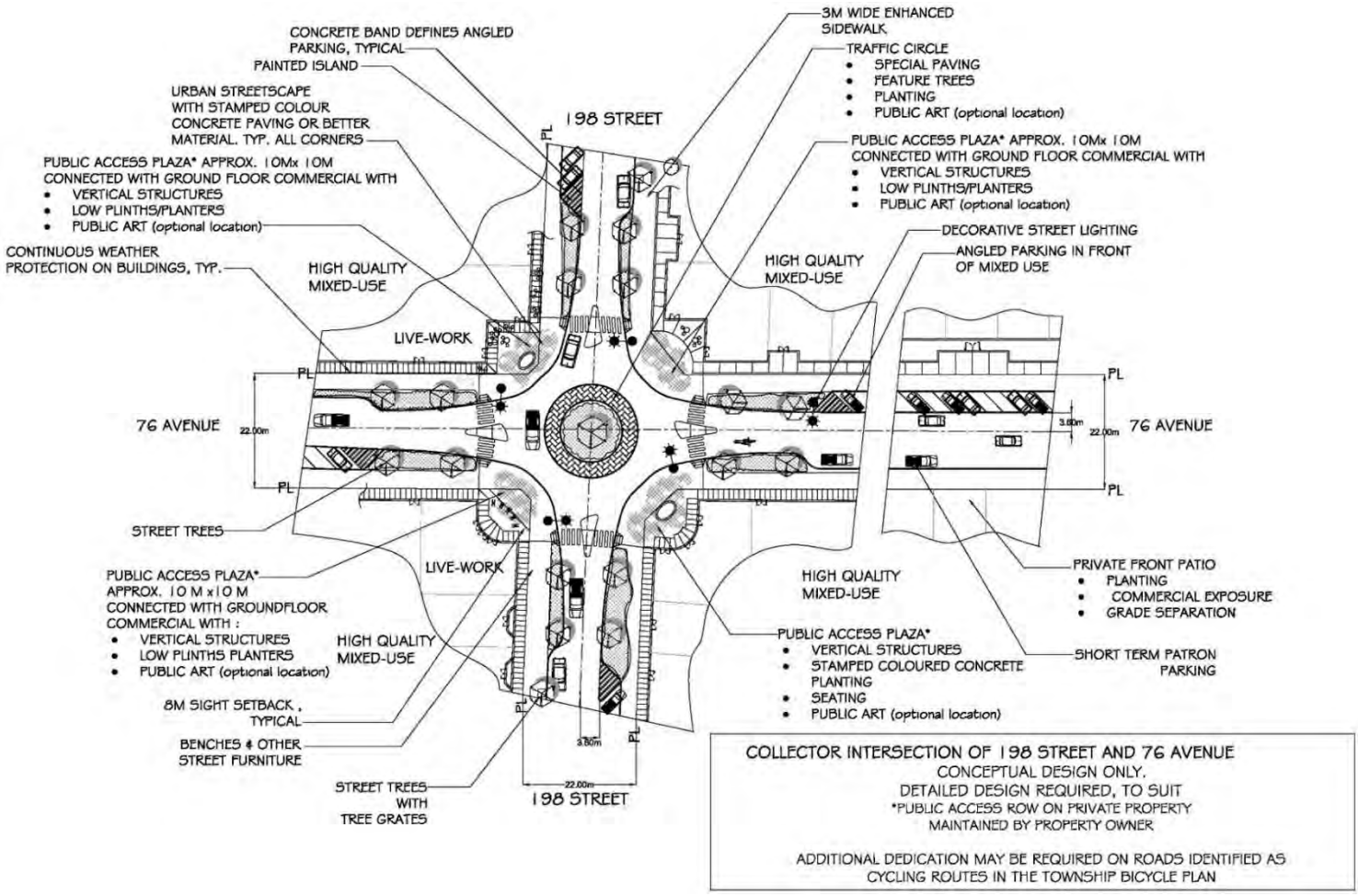



*Figure 5 - Intersection Design (76 Avenue between 198 B and 200 Street)*

## 5.3 Plazas

Plazas are important amenities and focal points in station areas and transit-oriented communities. The Willoughby Transit Corridor will require a range of plaza sizes and types. Plazas are flexible, hardscaped spaces that function as publicly accessible hubs where people move between places and activities and have enough space to be programmed for events such as markets or community gatherings. Plazas often front public buildings such as community centres or transit stations but can also be integrated into private developments. Different design considerations are needed for plazas that serve transit stations, civic buildings, high streets, or other functions and spaces. Well-designed plazas are oriented to maximize sunlight exposure, provide weather protection, incorporate trees and plantings, offer places to sit and may feature a focal point, such as a fountain. They may double as a pedestrian passage between buildings and as a multi-modal hub where commuters transfer between transit and other modes of travel. Importantly, plazas see a high volume of people passing through and therefore are natural spaces to showcase the sense of place and identity of the neighbourhood.

Plaza Policies:

1. Provide Plazas in locations identified on Maps 1A and 1B – Integrated Corridor Concept.

2. Provide a Plaza outside of civic and community buildings.
3. Position plazas to be intuitively, directly and easily accessed from surrounding buildings, transit stations or stops, sidewalks and greenways without barriers for people of all ages and abilities.
4. Plazas should be at least 0.5 acres (~2,000 $m^2$) in size.
5. Plazas within private developments are to be provided, constructed and maintained by the adjacent private development and ensure public access and use.
6. Plazas shall be constructed in accordance with Figure 10, shown in Section 6.5.
7. Provide seating within plazas such as benches or stairs that double as seating and/or street furniture.
8. Incorporate weather protection, lighting and landscaping into plazas.
9. Incorporate rows, corridors, forested areas and groves of large and medium sized trees to mitigate the urban heat island effect.
10. Provide garbage and recycling receptacles in plazas.
11. Ensure a large open space that can accommodate large gatherings in the plaza for event programming.
12. Incorporate public art and placemaking that reflects the culture and community of Willoughby.
13. Require active frontages for buildings facing onto a plaza and orient entrances towards the plaza.
14. Use high-quality materials on plaza surfaces and amenities that are durable, low-maintenance and visually appealing.
15. Permit businesses fronting onto plazas to use spill-out space for newsstands, merchandise displays, entrance features, or outdoor patio seating within the plaza space.
16. Where possible, integrate on-site stormwater management features such as rain gardens into plazas.
17. All plazas are to be at-grade and open and accessible to the general public at all times.
18. Design plazas to be welcoming 'people places' that prioritize inclusive access, ensuring that individuals of all physical, sensory and cognitive abilities can navigate and enjoy the space with dignity and independence

## 5.4 Public Art

Public Art will be integrated into the public realm as a key community amenity, enriching everyday experiences and strengthening neighbourhood identity. Thoughtfully placed artworks will create moments of interest, support wayfinding and celebrate local culture.

Public Art Policies:

1. Provide Public Art in locations identified on Maps 1A and 1B – Integrated Corridor Concept.
2. Encourage additional Public Art through private developments in Medium and High-Density land uses.
3. Ensure Public Art enhances aesthetic quality and helps activate and animate public spaces.
4. Orient Public Art toward the public realm, including greenways, plazas and streets.
5. Maintain, insure and manage Public Art within the Township of Langley.
6. Manage the Public Art Collection in accordance with appropriate industry-standard inventory and documentation practices.

## 5.5 Privately-Owned Public Open Spaces (POPS)

POPS are a key part of the Corridor’s public realm network, providing open space in much-needed urban development sites to complement existing and planned parks, open spaces and natural areas. POPS are public spaces that are owned and maintained privately and often double as pedestrian linkages between blocks and buildings. POPS may include landscaped setbacks in front of buildings (particularly along south-facing exposures), mid-block pedestrian linkages between buildings, courtyards, extended outdoor entrance

foyers and small plazas less than half an acre in size. These spaces supplement the public realm and contribute to creating a cohesive interface between private and public spaces.

POPS Policies:

1. In all high-density areas, new developments are required to provide POPS.
2. In all medium-density areas, new developments are encouraged to provide POPS.
3. Connect POPS with Urban Greens (where applicable) to establish and enhance access to public transit.
4. Where POPS are adjacent to Urban Greens provide a transition zone with a gradation from hardscaping to softscaping and changes in elevation.
5. POPS may be smaller than plazas and are meant to fill gaps and complete the network of public spaces in areas where new park and plaza space may be limited.
6. Require POPS to count towards parkland dedication contributions.
7. Ensure POPS are publicly accessible and barrier-free to users of all ages and abilities.
8. Orient POPS towards sidewalks, greenways, or parks along at least one side to allow public access.
9. Provide pedestrian amenities, including seating, weather protection and landscaping in POPS, where possible.
10. Buildings fronting onto POPS must have active frontages.
11. See Section 10.5.1 Development Permit Area “P” – Transit-Oriented Development (TOD) in the Willoughby Community Plan for design guidelines related to POPS.

## 5.6 Living Wall

Living walls (also known as “green walls”) on the sides of buildings are amenity features that reduce noise, urban heat island effect and glare. Living walls introduce plants on a vertical plane and contribute to the urban fabric by adding texture, colour and a unique natural feel. Living walls are generally designed with irrigated, planted cells that are not connected to the ground.



Living Wall Policies:

1. Living walls shall be provided at the locations identified in Maps 1A and 1B – Integrated Corridor concept.
2. The Township shall provide capital funding for living walls, funded through the WGAP, as amended or replaced.
3. All living walls shall be managed, maintained and insured by the owner. Living walls are to be kept in perpetuity and irrigation and maintenance of the living wall shall be the responsibility of the owner.
4. Living walls must include irrigated, planted cells that are not connected to the ground.
5. Non-toxic plants must be used on the living walls.
6. Living walls must be fully visible from the building frontage and adjacent right-of-way.

## 5.7 Heritage Amenity Structures

Heritage Amenity Structures are intended to provide residents with an opportunity to reflect on the Township's rural past. The design concept, illustrated in Figure 6, is based on the Tara Farms barn and is reminiscent of the farming history of the area, which continues nearby. There are various opportunities to provide these structures in the Willoughby Transit Corridor's open spaces, including parks and greenways.

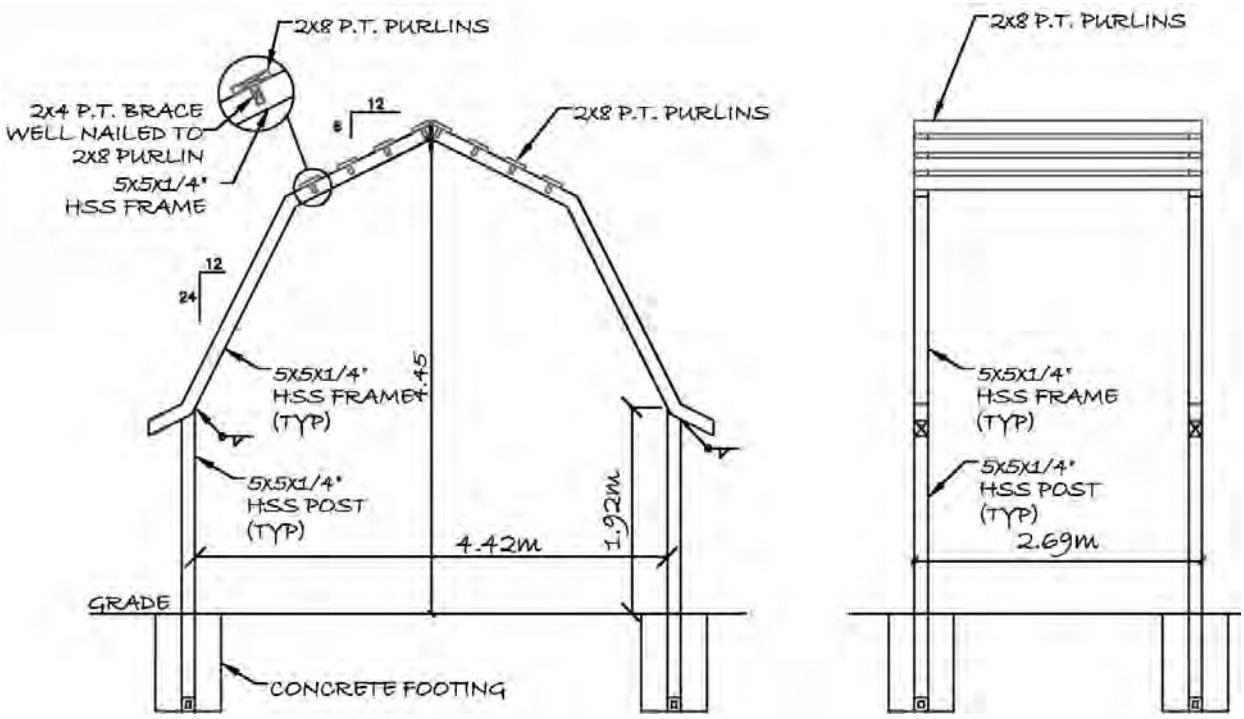



*Figure 6: Heritage Amenity Structure Design concept*

Design specifications for a heritage amenity structure are as follows:

1. Structural support material and design are standard.
2. Multiple segments may be combined to create a longer structure.
3. Steel cables for structural support are to represent barn siding.
4. Weather protection is intended to be minimal to discourage loitering.
5. Plantings are to be provided to either side for shade and aesthetic effect.
6. Greenways or trails may pass through the structure.
7. Additional required design elements (wire, cedar shakes, timber, safety glass, colour, distressed treatments, etc.) are chosen by the developer but require approval from the Township.
8. Additional optional design elements may be required. Examples include:
    - Box light fixture to represent upper window of a barn.
    - Signage to indicate open space name.
    - Opening on the side to include a bench(es).
    - Flowering vines on structure.

## 5.8 Landmark Features

Landmarks features serve as a neighbourhoods visual guidepost through unique architectural elements, urban design features and public art that create a distinct sense of place within the urban landscape. Transit hubs will include landmark features to provide unique character and identity, wayfinding and visual cues that are integrated into plazas, urban greens and commercial and residential development.

Landmark Features Policies:

1. Landmark sites are identified at each corner of the intersection of 80 Avenue and 200 Street that include architectural, landscaped open space and public art features as identified on Map 1A.
2. Additional landmark features shall be considered at transit hubs (see Map 5) that include architectural, open space and public art landmark features.
3. Incorporate open space landmark features in conjunction with proposed public art locations as identified on Maps 1A and 1B.
4. Architectural landmark features shall be developed using a combination of building location, massing and material selection, unique and identifiable design and will not rely upon signage, of either a commercial or public nature, to create its identity.
5. Landscaped open space features shall include paving materials, patterns and colours within the public realm to create visual interest and assist wayfinding by identifying building and parking entrances and areas of prominence.
6. Public art should serve to create local identity and to encourage community interactions amongst residents and visitors.
7. Ensure that high quality materials and design details are utilized.

## 5.9 Public Square

The Public Square functions as a multi-use space that enhances walkability, supports local activity and strengthens community identity. Its design prioritizes accessibility, safety and year-round usability, providing opportunities for informal gathering, programmed events and integration with surrounding commercial and residential areas.

Public Square Policies:

1. The Public Square shall be provided at the location identified on Maps 1A and 1B – Integrated Corridor Concept.
2. The Public Square connects the 199A High Street to the 200 Street Greenway as illustrated on Figure 7 below.
3. The Public Square shall be 0.2 acres (809.3 $m^2$) in size.
4. The Public Square shall be publicly accessible.
5. Provide seating within the Public Square, such as benches, terraced stairs that double as seating and/or street furniture.
6. Incorporate rows, corridors and groves of large and medium sized trees to mitigate the urban heat island effect.
7. Provide garbage and recycling receptacles in plazas.
8. Incorporate weather protection, lighting and landscaping into the Public Square.

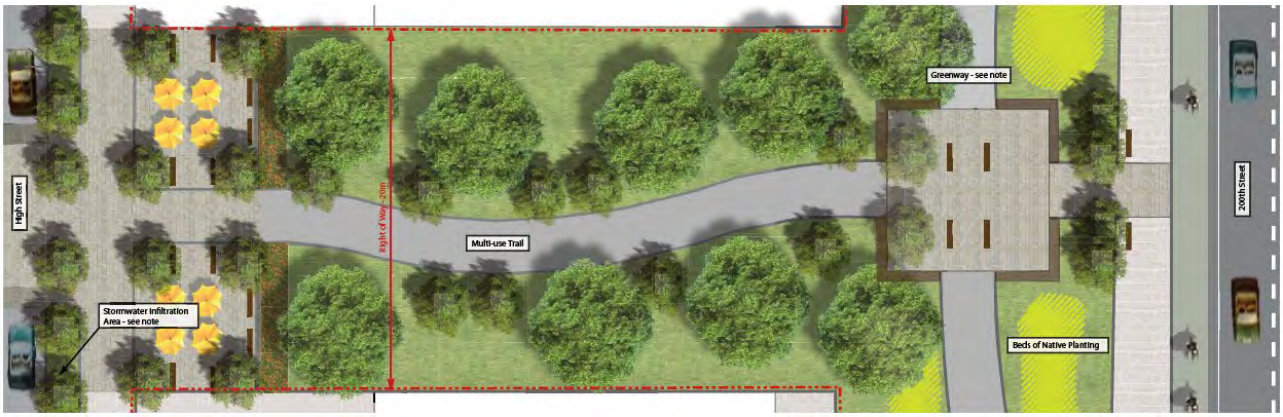



*Figure 7: Illustration of Public Square connecting a High Street*

## 5.10 Gateway Feature

A special Gateway Feature, visible from all directions along 72 Avenue and 200 Street, shall be provided on the southeast corner of the 72 Avenue/200 Street intersection, as indicated on Map 1B – Integrated Concept Plan.

The design of the feature shall be presented to the Township for approval at the time of the development permit review and shall be coordinated with a gateway feature on the west side of 200 Street.

## 5.11 Utility Boxes

Utility Boxes policies:

1. Utility Boxes are to be incorporated, wherever possible, into landscapes to reduce visual impact.
2. Utility Boxes may be wrapped in appropriate material with local heritage (built or natural), cultural, or artistic themes, in order to reduce graffiti in a visually appealing manner.

## 5.12 Lighting

On-Site Lighting policies:

1. On-site lighting shall be provided throughout Transit Hubs.
2. All on-site lighting shall conform to the Township's Exterior Lighting Impact Policy as amended or replaced.
3. The design of parking areas, streets and trails shall be guided by CPTED principles through the use of adequate lighting, resident overview and other safety measures.
4. All on-site lighting shall be consistent with the Township of Langley Subdivision and Development Servicing Bylaw as amended or replaced.
5. Pedestrian scale lighting shall be provided along all streets, street greenways and trails within greenways.

Off-Site Lighting Policies:

1. Ornamental streetlights shall be provided within 200 metres radius area of all Transit Hubs based on the illustration Table 1 below.

2. All lighting shall conform to the Township of Langley's Subdivision and Development Servicing Bylaw as amended or replaced.

Table 1: Township's Street Light Design (Sample)

| | |
|---|---|
|  |  |
| Standard elements include:<br>1. Higher level of detail, i.e. light mount and pole<br>2. Street lamp<br>3. Pedestrian lamp<br>4. Signage integration<br>**5.** Arms for banners or baskets | Standard elements include:<br>1. Less details, i.e. light mount and pole<br>2. Street lamp<br>3. Arms for banners or baskets |

# 6. Parks and Open Space

Parks and Open Spaces are central to the vision for the Willoughby Transit Corridor as a complete, connected and livable urban community. They promote community well-being, support social and cultural life, strengthen ecological health and help define the Corridor's character and identity.

The Parks and Open Space framework weaves green infrastructure, recreation areas and active transportation routes into a cohesive, accessible network. Emphasizing compact, multifunctional spaces suited to a transit-oriented setting, the Corridor ensures that nature and public amenities remain within easy reach for all residents.

With more than 250 acres of open space, including wildlife habitat, riparian zones, detention ponds and significant tree areas in Willoughby, these natural assets provide a strong sense of place and contribute to the Township's environmental resilience. Protecting and enhancing these spaces is essential to achieving a sustainable, complete community in the Willoughby Transit Corridor.

Parks and Open Spaces Objectives:

- Provide a balanced distribution of public parks and open spaces to serve all areas within the Corridor.
- Integrate parks with pedestrian, cycling and transit infrastructure to encourage active transportation and reduce car dependency.
- Ensure that open spaces contribute to community identity, social cohesion and cultural expression.
- Protect and enhance natural features, stormwater systems and habitat areas through integrated green infrastructure.
- Support high-quality design that promotes safety, accessibility and year-round use.

General Parks and Open Spaces Policies:

1. Parks and open spaces contribution will be required in accordance with Township policies.
2. A one-time 5% parkland dedication or equivalent cash-in-lieu contribution shall be required under the Township's Neighbourhood Park Land Policy No. 07-231, as amended or replaced.
3. Commercial development is exempt from the requirements of the Neighbourhood Park Land Policy No. 07-231, as amended or replaced.
4. Integrate natural conservation areas into the overall open space network. Complement parks and conservation areas with strategically placed pocket parks.
5. Identify current and future park and open space needs relative to residential and employment areas.
6. Locate new parks, open spaces and connections to minimize travel distance and reduce barriers to access.
7. Prioritize acquisitions and improvements that address access gaps and improve connectivity within and between neighbourhoods and employment areas.

## 6.1 Parks Hierarchy

The Willoughby Transit Corridor includes a range of parks that serve varying functions and user groups. This hierarchy ensures a mix of active and passive, large and small and local and community-serving spaces.

- **Community Parks** – Community Parks provide large, multi-use spaces that serve several neighbourhoods. They accommodate organized sports, recreation facilities, passive open spaces and environmental areas.

  - Standard: 0.8 hectares (2 acres) per 1,000 residents
  - Size: 20 hectares (50 acres) or larger
  - Funding: Development Cost Charges (acquisition and improvements)

- **Neighbourhood Parks** – Neighbourhood Parks serve local residential areas and are focal points for recreation and community gathering. They are often coupled with elementary or middle schools.
  - Standard: 0.8 hectares (2 acres) per 1,000 residents
  - Size: 2 - 5 hectares (5 - 13 acres), depending on adjacency to schools
  - Funding: 5% parkland dedication contribution

- **Pocket Parks** – Pocket Parks provide small-scale, local-serving open spaces that animate urban areas and support social interaction.
  - Standard: 0.2 hectares per 1,000 residents
  - Size: 0.2 hectares (1 acre)
  - Funding: On-site dedication through development and/or funded by the WGAP.

- **Urban Pocket Parks** – Urban Pocket Parks provide open space for sitting, resting or playing.
  - Standard: Not tied to population, dependent on development site
  - Size: 0.2 hectares (0.5 acre)
  - Funding: Urban Pocket Parks are to be provided as dedication, constructed and maintained by the adjacent private development, ensure public access and use via statutory right-of-way and/or funded by WGAP.

- **Urban Greens** – Urban Greens provide nearby workers, visitors and local residents an opportunity to recreate near the neighbourhood core.
  - Standard: Not tied to population, dependent on development site
  - Size: 0.1 hectares (0.25 acre)
  - Funding: On-site dedication through development and/or funded by the WGAP.

## 6.2 Community Park

Community Parks are large parks intended to serve an area equivalent to the catchment area of a secondary school (0.8 hectares or 2 acres per 1,000 people) and provide extensive activity areas and special recreational facilities. They often provide both active areas, such as athletic facilities and playgrounds, as well as passive spaces such as trails, lawns and pavilions. Community Parks are typically 50 acres or larger and are funded through Development Cost Charges.

The Willoughby Transit Corridor is home to Willoughby Community Park, a destination for the community, Township and region.

## 6.3 Neighbourhood Park

Neighbourhood Parks are intended to serve local residential areas and are focal points for recreation and community gathering. They can include sports fields, dog off-leash areas, playgrounds and natural areas.

The Willoughby Transit Corridor requires a minimum of eight Neighbourhood Parks, incorporated into shared park-elementary school sites, where possible. In the case of a shared park-school site, the area of each park

may vary in size from approximately 2.0 to 2.8 ha (5 - 7 acres). A stand-alone park site may range from 3.2 to 5.2 ha (8 - 13 acres). A dog off-leash area may be considered in a stand-alone neighbourhood park. Neighbourhood Park sites are acquired during the Development Proposal process at the Development Cost Charge phase.

There are several Neighbourhood Parks that have been constructed, or are under construction, or the land has been secured, as shown in Map 4.

**Existing Neighbourhood Parks**

- Routley Park
- R.C. Garnett Park
- James Anderson Park
- R.E. Mountain/Peter Ewart Middle School area (joined with Willoughby Community Park)
- North East Latimer Park

**Secured Neighbourhood Parks**

- 74 Avenue and 197 Street

**There are two Neighbourhood Parks yet to be provided and built in the general locations below:**

- East of 200 Street, south of 80 Avenue
- West of 200 Street, south of 80 Avenue

The actual locations of these Neighbourhood Parks will be subject to Township approval.

## 6.4 Pocket Parks

Pocket Parks are small, central, publicly accessible urban open spaces intended to integrate into the urban fabric and provide local places for play, rest and gathering. They complement neighbourhood and community parks by offering scaled-down public spaces in places where large areas of land are less available or do not fit within the urban environment. They provide softscaped and/or hardscaped areas such as picnic lawns, pavilions, gardens, mini play structures and nature patches. Pocket Parks may also be flexible spaces to accommodate a variety of small-scale programming opportunities.

There are eight Pocket Parks planned to serve the Willoughby Transit Corridor. Some Pocket Parks have already been built. There are five remaining Pocket Parks required as development progresses in the Corridor, these are noted on Map 4.

<u>Pocket Park Policies:</u>

1. Pocket Parks must be approximately 1.0 acre in size.
2. Pocket Parks must be designed in accordance with the applicable conceptual design shown in Figures 8 and 9) and accompanying illustrative materials.
3. Pocket Parks must be intended primarily for passive recreation, while allowing pedestrian or cyclist rights-of-way where appropriate.
4. Pocket Parks must be located in general accordance with Map 4.
5. Pocket Parks must be sited along vehicular roads with sidewalks, or along pedestrian greenways or pathways, where appropriate and feasible.

6. The specific location of each Pocket Park must be confirmed before detailed design of each associated development parcel or phase.
7. Pocket Parks may be integrated with greenway dedications and/or adjacent building uses (such as café or restaurant patios) where compatible with public access and park function.
8. The land for Pocket Parks is provided by development and is constructed and maintained by the Township.
9. All Pocket Parks must be fully publicly accessible and designed to support everyday use, including amenities such as seating, picnic tables, shade and shelter structures such as umbrellas, formal or informal play equipment and small social gathering perches.
10. Pocket Parks may be funded through the WGAP.

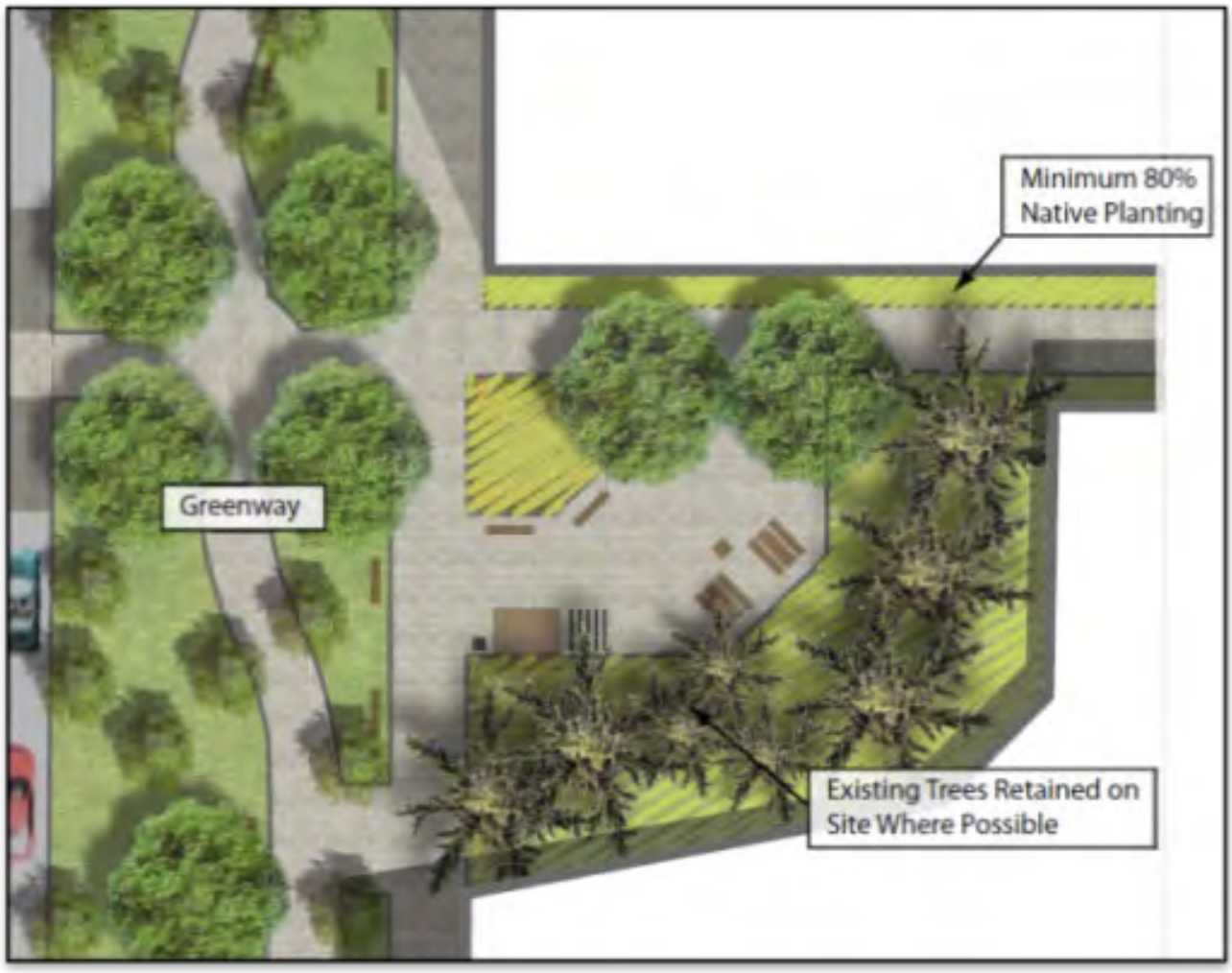



*Figure 8: Typical Pocket Park*

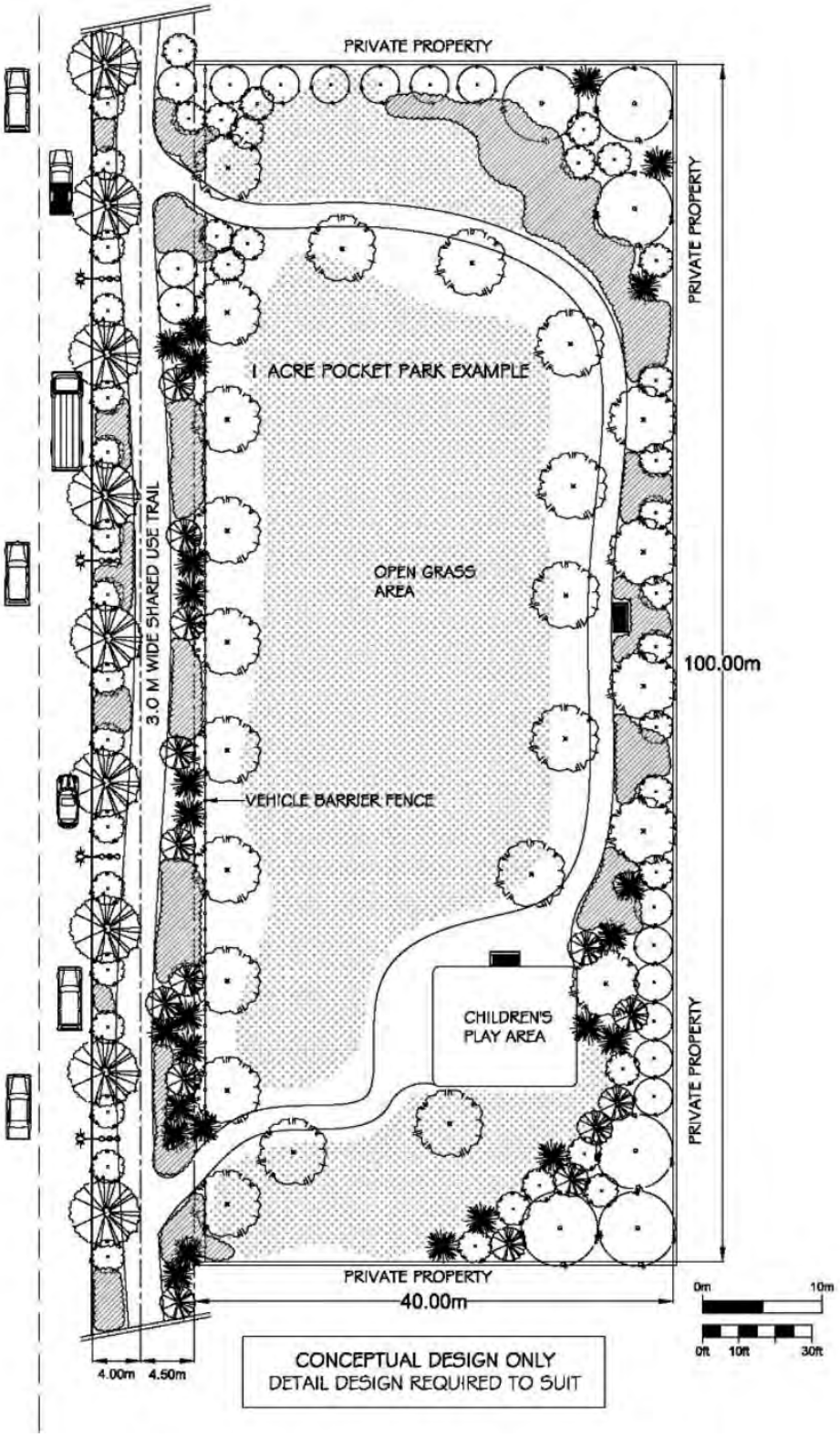



*Figure 9: Illustration of Typical Pocket Park*

## 6.5 Urban Pocket Parks

Urban Pocket Parks are strategically located to offer open space for sitting, enjoying lunch, relaxing, or playing. They typically measure about 0.2 hectares (0.5 acres).

There are seven Urban Pocket Parks planned to serve the Willoughby Transit Corridor. One Urban Pocket Park has been built. There are six remaining Pocket Parks required as development progresses in the Corridor, as noted on Map 4.

Urban Pocket Park Policies:

1. These spaces are to be provided as dedication, built and maintained by the adjoining private development, while ensuring public access and use, consistent with the concept illustrated in Figure 10.
2. Urban Pocket Parks shall be funded through the WGAP.



*Figure 10: A typical plan of an Urban Pocket Park.*



*Trellis creating shade.*

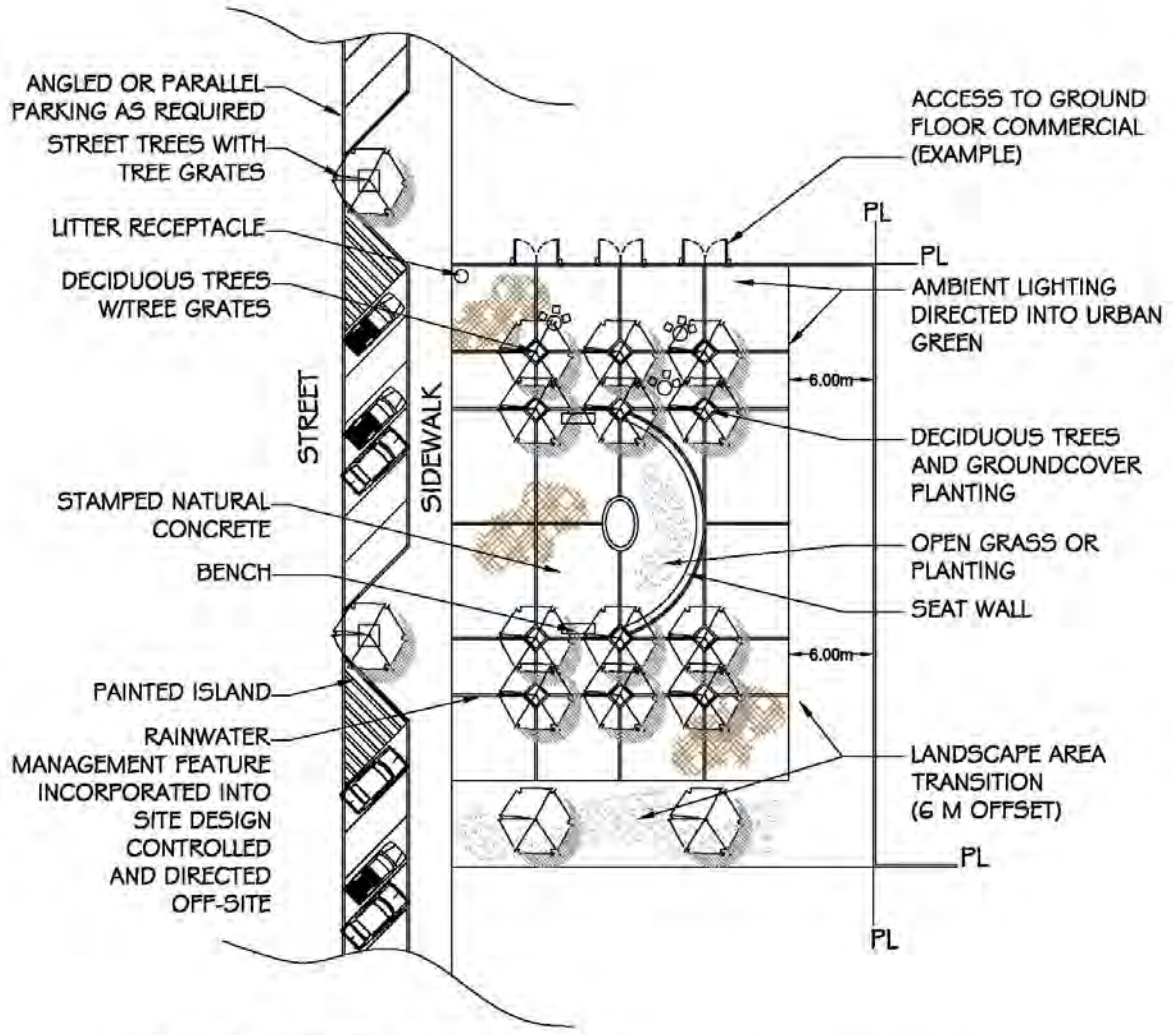
## 6.6 Urban Greens

Urban Greens are about 0.1 hectares (0.25 acre) in size and provide an urban public open space with both hard and soft landscaping, dedicated to and maintained by the Township. These spaces will provide a resting place for nearby transit users, in addition to providing nearby workers, patrons and residents an opportunity for recreation.

There are nine Urban Greens planned to serve the Willoughby Transit Corridor. Two Urban Greens have already been built. There are seven remaining Urban Greens required as development progresses in the Corridor, these are noted on Map 4.

Urban Green Policies:

1. Urban Greens are generally located adjacent to High-Density Mixed-Use areas and abutting Greenways.
2. Urban Greens shall be designed in accordance with the general specifications shown in Figure 11.
3. Establish a hard surfaced active edge immediately adjacent to Plazas or POPS.
4. Where Urban Greens connect to Plazas or POPS create a hybrid zone transitioning from low functioning green space to active functional space though a gradation of soft scaping towards hardscaping and changes in elevation.
5. Incorporate desired travel routes into Urban Greens by discouraging shortcutting through strategic use of vegetation, rounded pathway corners and connections that align with the most direct routes
6. Urban Greens shall be provided through on-site dedication and/or the WGAP.




URBAN GREEN (1/4 ACRE) Approx 25m X 41m
(CONCEPTUAL LOCATION SHOWN ONLY FINAL LOCATION TO BE DETERMINED)

- PUBLIC OPEN SPACE TO BE MAINTAINED BY TOWNSHIP
- DIRECT ACCESS FROM SURROUNDING DEVELOPMENT
- DESIGN WITH CPTED CONSIDERATION
- SOME OPEN GRASS AREA PLANTING
- SOME SPECIAL PAVING
- SITE FURNITURE
- PUBLIC ART (OPTIONAL)

CONCEPTUAL DESIGN ONLY.
DETAILED DESIGN REQUIRED, TO SUIT
*PARK LOT DEDICATION

*Figure 11: Typical Urban Green*

# 7. Greenways

Greenways are an essential component of the neighbourhood's mobility and open space network, providing continuous pedestrian and cycling connections between parks, schools, natural areas and key community destinations. They include a variety of routes such as street, creek, ecological and recreational greenways, as well as enhanced sidewalks that follow stream corridors, wooded areas and other environmentally sensitive lands.

Greenways and trails promote walkability, encourage active transportation and strengthen community connections by creating safe and accessible pathways throughout the neighbourhood. Greenways also serve as green buffers along major corridors, integrating landscape and stormwater management features such as rain gardens into the public realm.

General Greenway Policies:

1. Every effort shall be made to preserve a linear greenway along 200 Street except for identified nodal areas at major intersections. The width of the 200 Street Greenway is defined in Section 7.7.
2. It is proposed that a gateway entry, combining landscaping and gateway signage, be created at the respective entrances to the 200 Street greenway. The north entrance is proposed at 87 Avenue and Latimer Creek on 200 Street. The south gateway is proposed at 68 Avenue to mark the boundary between the Willowbrook and Willoughby communities.
3. Require sufficient dedication for a multi-use path and planted greenway for new developments along both sides of 200 Street. This greenway dedication should be reduced when adjacent to ground-floor commercial uses, with sufficient space for a MUP, see Section 7.7.
4. Require sufficient dedication to allow for a greenway on one side of key north-south aligned streets through the 200 Street Corridor to provide for shared pedestrian and bicycle greenways, allowing for comfortable, convenient alternative active transportation routes off 200 Street.
5. Secure rights-of-way for mid-block pedestrian-only connections as a requirement for development approvals to allow for easy access to 200 Street and the BRT stations.
6. Street Greenways, Creek Greenways, Ecological Greenways, Enhanced Sidewalks and Recreational Greenways will be funded through the WGAP.
7. All greenway/trails signage and wayfinding shall be consistent with the Township of Langley standards.
8. Public access to municipal greenways must be provided every 100 metres. Where no road is available, a pedestrian link must be provided.
9. Public access on private land must be secured through public right-of-way agreements registered on title prior to subdivision approval or at the time of a development permit.
10. Where greenways follow road alignments, both rights-of-way, sidewalks and landscaping requirements shall be combined. Views of the valley shall be preserved wherever practical.
11. Where greenways cannot be provided through the WGAP the Township may seek additional parkland at subdivision to secure land for these purposes.
12. Greenways should form a continuous and interconnected network linking major destinations and natural assets throughout the plan area.

## 7.1 Street Greenways

Street Greenways are landscaped corridors along major roads that provide attractive and safe pedestrian and cyclist routes connecting key community destinations such as parks, natural areas, commercial centres and

neighbourhood amenities. The 200 Street Greenway is expected to be wider and more robust than other street greenways to reflect the magnitude and hierarchy of 200 Street as the spine of the Willoughby Transit Corridor.

Street Greenway Policies:

1. Contiguous Street Greenways must be provided in the locations identified on Map 4.
2. Street Greenways must be constructed in accordance with the standards provided in Section 7.7 and illustrated in Figure 12.
3. Street Greenways should have a single row of street trees to provide definition and separation from traffic.
4. In a commercial (or office) context, a street greenway is predominantly hardscaped with tree grates to prevent damage from trampling.
5. In a residential context, trees are planted in grass boulevards that allow their roots to expand along the length of the planted area.
6. Driveway crossings of greenways are discouraged; however, where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
7. Safe street crossings must be provided for pedestrians and cyclists at key intersections.

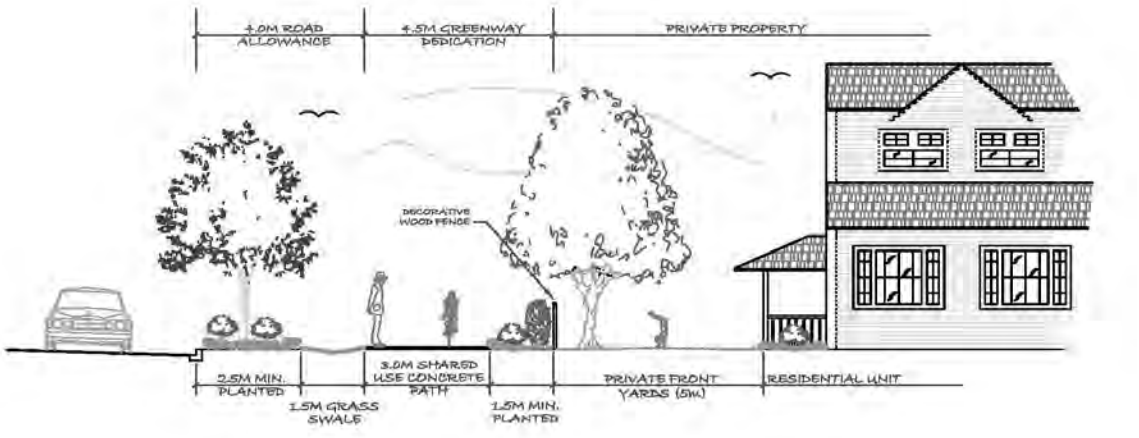



*Figure 12: Typical Street Greenway section*

## 7.2 Creek Greenways

Creek Greenways are multi-use off-road trails located adjacent to watercourses, designed to support both recreational and commuting uses while maintaining ecological integrity.

Creek Greenway Policies:

1. Creek Greenways shall be provided in the locations identified on Map 4.
2. Creek Greenways shall be constructed in accordance with the standards provided in Section 7.7 and illustrated in Figure 13.
3. Creek Greenways are to be generally located within the outer portion of the Streamside Protection Areas, provided that they do not negatively impact the habitat value or biological integrity of the Streamside Protection Area.

4. For Latimer Creek and its tributaries, Streamside Protection and Enhancement Area (SPEA) establishment shall comply with the Official Community Plan, Schedule 3 Streamside Protection and Enhancement Development Permit Area, as amended.

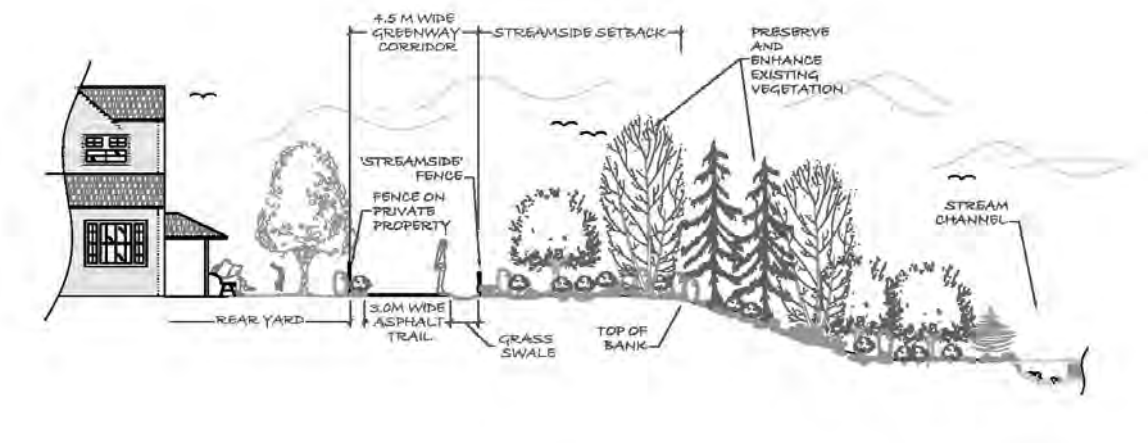



*Figure 13: Typical Creek Greenway section*

## 7.3 Ecological Greenways

Ecological Greenways protect wildlife habitat and facilitate wildlife movement between key ecological areas while also providing limited recreational opportunities

Ecological Greenway Policies:

1. Ecological Greenways must be provided in the locations identified on Map 4.
2. Ecological Greenways must be constructed in accordance with the standards provided in Section 7.7 and illustrated in Figure 14.
3. Ecological Greenways must be an average of 30 metres wide. The greenway may be divided evenly between two properties or varied with wider and narrower sections, provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized). In all cases, continuous connectivity for ecological and recreational purposes shall be provided as development proceeds.
4. Ecological Greenways must be contiguous.
5. Ecological Greenways must not be located adjacent to and parallel to a road.
6. Any change from the alignment shown on Map 4 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat.
7. Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (wetland, coniferous, mixed forest, broadleaf and shrubs).
8. A wildlife tunnel must be provided where an Ecological Greenway crosses an arterial or collector road.
9. Trails adjacent to conservation areas shall provide a buffer between the conservation area and surrounding land uses while providing amenities for the community.

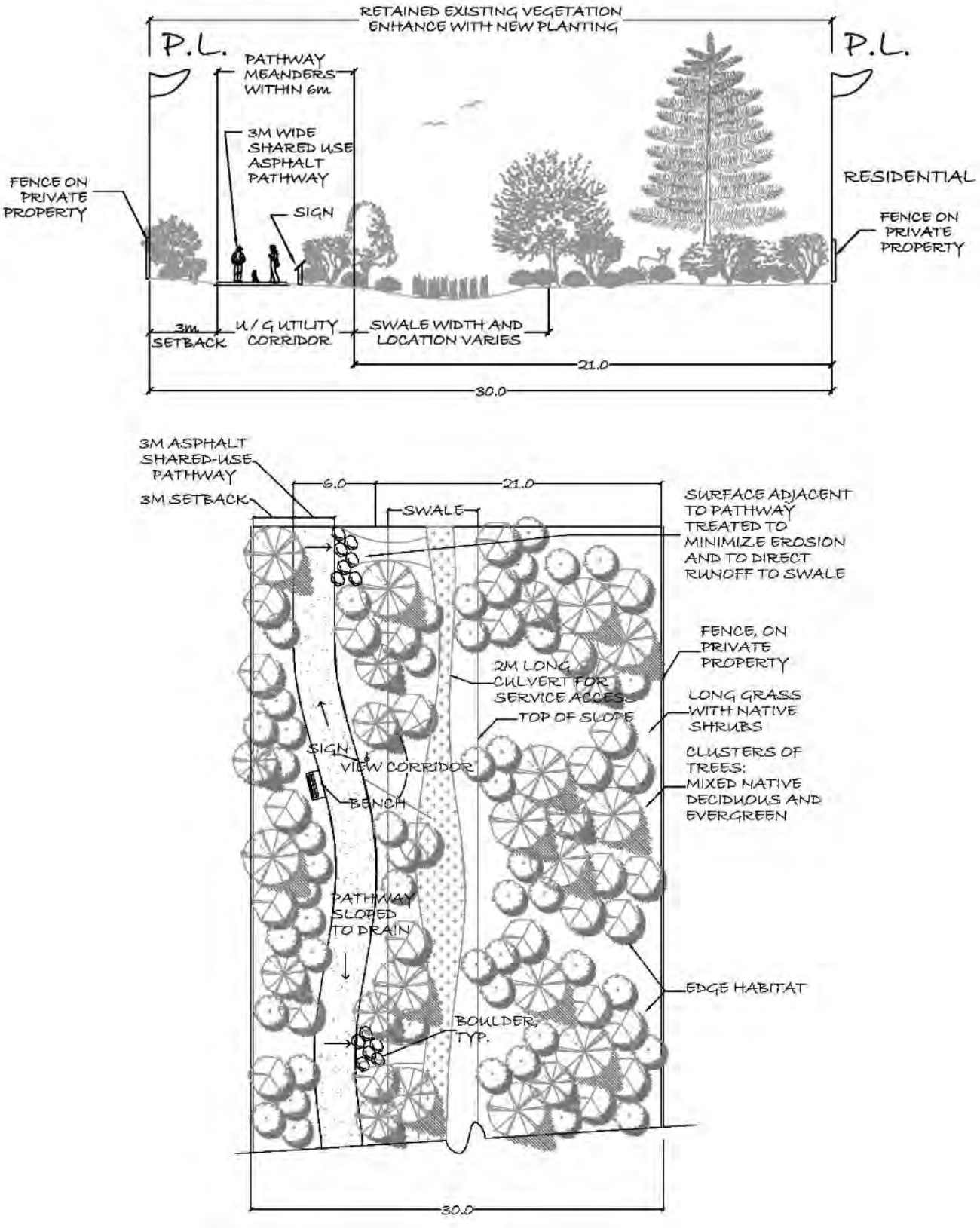



*Figure 14: typical ecological greenway*

## 7.4 Recreational Greenways

Recreational Greenways provide informal off-street pathways primarily within subdivisions to enhance neighbourhood connectivity.

Recreational Greenway Policies:

1. Recreational Greenways must be provided in the locations identified in Map 4.
2. Recreational Greenways must be constructed in accordance with the standards provided in Section 7.7 and illustrated in Figure 15.
3. Recreational Greenways on 78B Avenue must be constructed in accordance with the standards provided in Section 7.7 and illustrated in Figure 16.

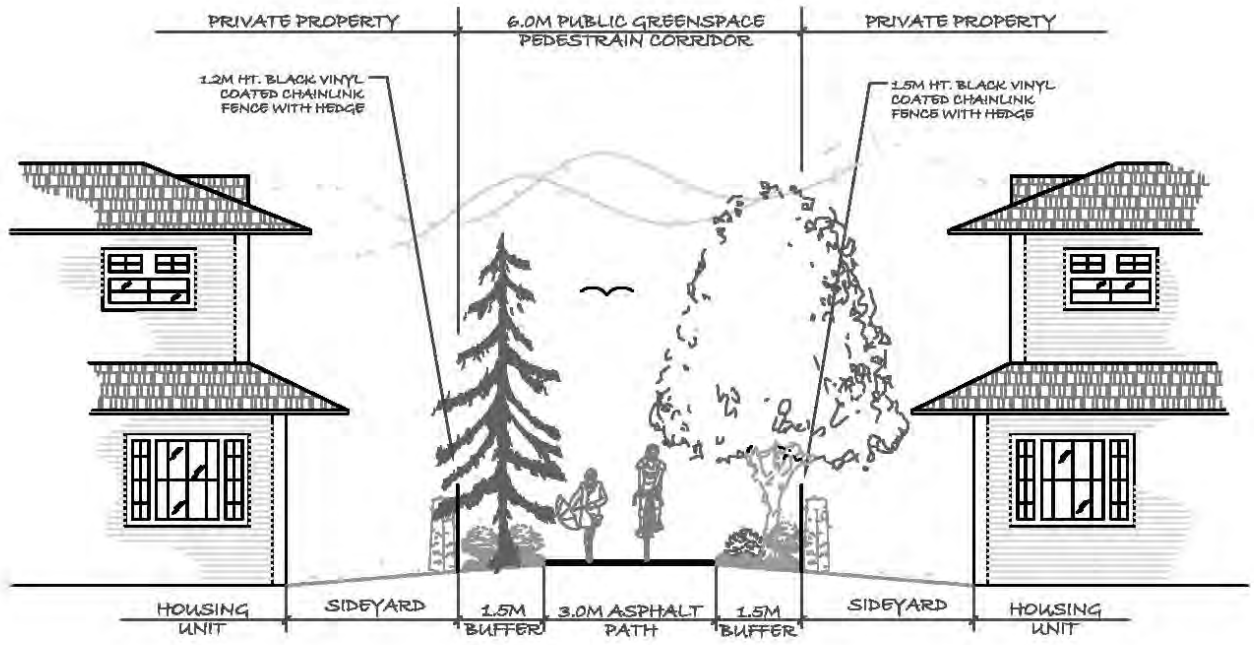



*Figure 15: Typical Recreational greenway section*

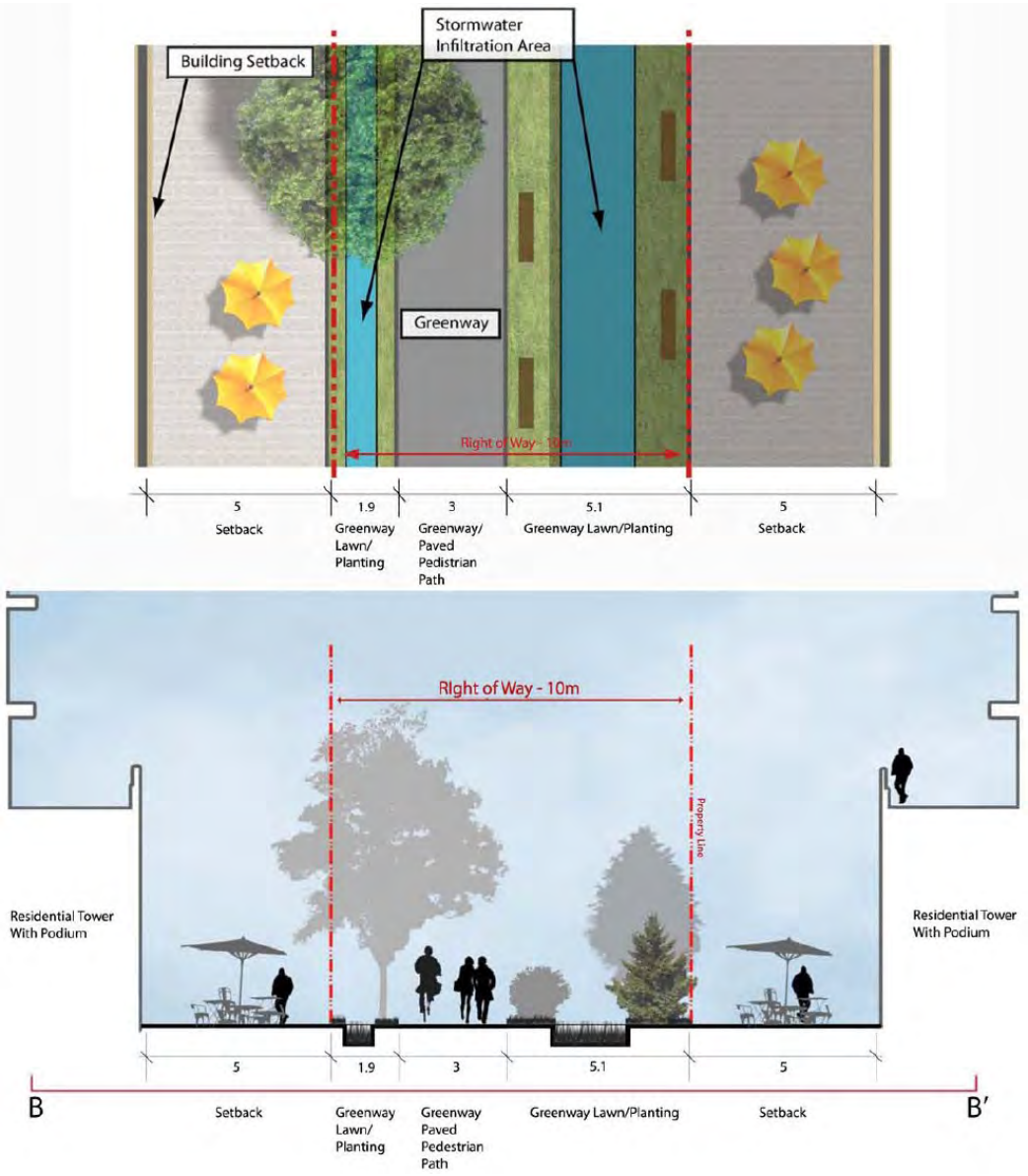



*Figure 16: Illustrated cross section o the recreational greenway on 78B Avenue*

## 7.5 Green Links

Green Links are short pedestrian connections through urban developments, combining public and private space to create a network of interconnected trails and open spaces.

Green Links Policies:

1. Green Links shall be constructed in accordance with the standards provided in section 7.7 and illustrated in Figure 17.
2. Green Links require a public statutory right-of-way through development sites.
3. All ground-floor units abutting the Green Link must have direct access to it.
4. Where possible, integrated with adjacent trails, greenways, or open space corridors to maximize connectivity.

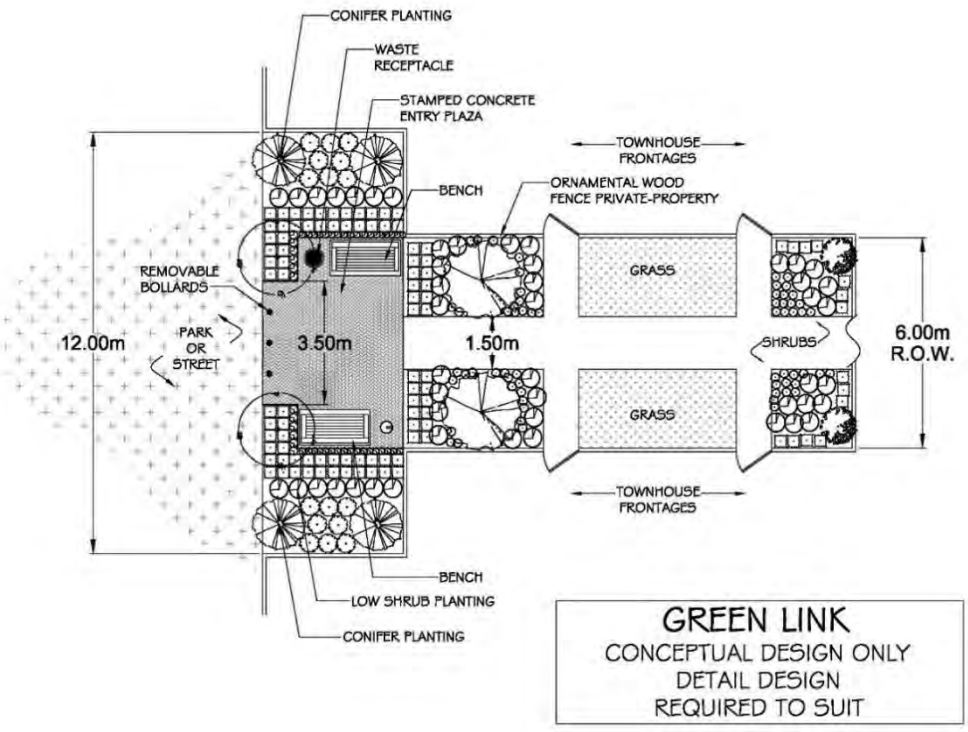



*Figure 17: Typical Green links*

## 7.6 Enhanced Sidewalks

Enhanced Sidewalks provide short pedestrian and cyclist links adjacent to riparian areas or between greenways, functioning as 3.0 m multi-use paths within road rights-of-way.

Enhanced Sidewalks Policies:

1. Enhanced Sidewalks must be provided in the locations identified on Map 4.
2. Enhanced Sidewalks must be constructed in accordance with the standards provided in section 7.7.

## 7.7 Greenway Widths and Design Standards

| Greenway Type | Location | Greenway Standard |
|---|---|---|
| Street Greenway | On 200 street | • 15.0 m wide minimum dedication adjacent to residential uses for screening and noise reduction. See Figure 18 in Appendix B<br>• 4.5 m wide minimum dedication adjacent to ground floor commercial uses<br>• 3.0 m wide multi-use pathway (MUP)<br>• A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the Greenway or may be reduced at the discretion of the Township of Langley |
| | On streets other than 200 Street | • 4.5 m wide dedication<br>• 3.0-3.5 m wide MUP, concrete path<br>• Greenway bulges are counted as part of the greenway area required<br>• A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley |
| | 199 and 201 Street Greenway | • 15 m right-of-way (6 m minimum)<br>• See Figure 19 in Appendix B |
| | Between 80 Avenue and 76 Avenue | • A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley<br>• 3.0 m MUP in width within the combined 4.5 m greenway and 4.0 m boulevard (total 8.5 m) |
| | 199 Street (between 80 Avenue and North of Latimer Creek) | • 6.0 m minimum<br>• A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the greenway<br>• Overall greenway area between 80 and 79 Avenue on 199 street must equal 10.5 m times the north-south property dimension |
| | 199 Street (between South of Latimer Creek and north of 76B Avenue) | • 4.5 m minimum<br>• Greenway bulges are counted as part of the greenway area required.<br>• 3.0 m MUP<br>• A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the greenway |
| | Between 203 and 206 St. 66 and 68 Ave. and north of 68 Ave. | • 4.5 m adjacent to road<br>• 6.0 m if not adjacent to road |

| | | |
|---|---|---|
| | between Jeffries Brook and 202B Street | |
| | 66Avenue (Between 203 Street and 206 Street) | • 4.5 m width |
| | Mid Blocks Connections | • 15.0 m (6.0 m minimum)<br>• 4.0 m MUP |
| Creek Greenway | Generally | • 4.5 m minimum dedication<br>• 3.0 m MUP, asphalt path |
| | West of 200 Street between 80 Avenue and 76B Avenue | • Trails may be located within the outer 6 m of the Streamside Protection and Enhancement Development Permit Area (SPEDPA).<br>• The establishment of SPEDPA for Latimer Creek and its tributaries shall comply with the Official Community Plan, Schedule 3 Streamside Protection and Enhancement Development Permit Area, as amended |
| | On 200 street (lands crossing creeks) | • 4.5 m minimum dedication<br>• A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley |
| | Jeffries Brook | • 4.5 m width<br>• 3.0 m MUP<br>• See Figure 22 in Appendix B |
| Recreational Greenway | Generally | • 6.0 m wide (typical width of right-of-way)<br>• 3.0 m MUP, asphalt path |
| | 78B Avenue | • 10 m wide (see figure 16)<br>• Centreline of greenway should be taken from centreline of the Langley Events Centre Entrance |
| Green Link | Generally | • 6.0 m wide (typical width of right-of-way)<br>• 3.0 m wide MUP, asphalt path |
| Ecological Greenway | Generally | • 30.0 m wide<br>• 3.0 m wide MUP, asphalt path close to one side |
| Enhanced Sidewalks | Generally | • Within the road dedication<br>• 2.0 m wide buffer between the curb and sidewalk<br>• 3.0 m wide MUP<br>• 1.0 m wide buffer between the property line and the sidewalk |
| BC Gas right-of-way | | • Width of right-of-way with 4.5 m MUP<br>• See Figure 21 in Appendix B |

# 8. Schools

The timely provision of schools is essential to support a growing population and ensure access to quality education within walking distance of residential areas. Based on anticipated development across the plan area, additional elementary and middle school sites, as well as capacity increases at secondary schools, will be required over time.

Elementary schools typically serve between 350 and 450 students from kindergarten to Grade 7, while middle schools accommodate Grades 6 to 8 and secondary schools serve Grades 9 to 12. Future student enrolment across the plan area is projected to increase significantly as residential neighbourhoods build-out, requiring coordination with School District No. 35 (Langley) to identify and secure appropriate sites.

In general, traditional school sites should be:

- Located adjacent to neighbourhood parks and greenways to support shared use and active transportation;
- Sited on relatively flat terrain (less than 10% slope) and accessible from all directions;
- Centrally located within the residential catchment area to promote walkability and safe routes to school.

Consideration for new, non-traditional school sites such as urban schools integrated into mixed-use development and vertical schools may be given due consideration with best practices, Provincial standards and coordination with School District No. 35.

Where feasible, joint school/park sites will be encouraged to maximize land use efficiency and community benefit. Due to varying residential densities, some neighbourhoods may generate limited school-aged populations and will rely on schools located in adjacent areas to accommodate enrolment.

The number, location and grade configuration of schools will be refined through ongoing collaboration between the Township and the School District. School site acquisition and development are contingent upon population growth, rezoning approvals and available funding through the Ministry of Education’s capital program.

All new residential developments will be required to contribute their proportionate share of school site acquisition costs as per the School Site Acquisition Charge (SSAC) bylaw.

# 9. Watercourses and Riparian Areas

The WTC is a unique urban corridor in the region as it contains significant protected watercourses and riparian areas that have important ecological roles and contribute to the identity of the Willoughby community. Within the Corridor, fish and wildlife habitats are protected via the Township's Wildlife Habitat Conservation Strategy and Schedule 3 of OCP Streamside Protection and Enhancement Development Permit Area, the federal Fisheries Act and provincial Acts such as; Species-at-risk, BC Water Sustainability, BC Wildlife, BC Weed Control and Migratory Birds Convention. To strengthen this protection, the Corridor integrates a system of Watercourse Conservation, Streamside Protection and Enhancement Areas (SPEAs) and stormwater management policies.

## 9.1 Watercourse Conservation Areas

Watercourse Conservation Areas encompass the neighbourhood's most sensitive environmental features, including significant watercourses, riparian corridors, upland habitats and mature woodlots. These areas play a vital role in supporting fish and wildlife habitat, maintaining biodiversity, providing natural stormwater functions and contributing to overall neighbourhood character and livability. Key watercourses including Latimer Creek, Jeffries Brook, Matheson Creek and their tributaries - along with forested slopes and well-established woodlots dominated by Big Leaf Maple, Western Red Cedar and Douglas Fir, are central components of this network. All Watercourse Conservation Areas must be protected, enhanced and integrated into the broader ecological and greenway system in accordance with the with the Official Community Plan, Schedule 3 Streamside Protection and Enhancement Development Permit Area, as amended and applicable Provincial and Federal policies for the protection of fish and fish habitat.

Watercourse Conservation Area Objectives:

- Protect watercourses and riparian corridors in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan, federal Fisheries Act and applicable provincial Acts.
- Maintain and enhance habitat value for fish, wildlife and pollinators.
- Preserve significant vegetation, forest patches and upland ecological features, including escarpments and woodlots.
- Support sustainable stormwater management through natural systems and low-impact development.
- Provide limited, low-impact public access consistent with ecological function.
- Integrate ecological corridors with the neighbourhood's greenway network.
- Ensure development respects natural features and avoids long-term environmental impacts.

<u>Watercourse Conservation Area Policies:</u>

1. All plans must be designed to achieve no net loss of existing productive watercourse capacity.
2. Development planning and design shall respect the neighbourhood's defined environmental features, wildlife habitats and riparian areas, consistent with the objective of creating a community in harmony with nature.
3. The layout of new developments should preserve established vegetation, where feasible, especially when adjacent to dedicated greenways or conservation areas.
4. The headwaters of Latimer Creek and Yorkson Creek, which incorporate high-quality riparian habitat for salmonid production, shall be protected through maintenance of a leave strip (to provide shade to

moderate water temperatures and leaf litter and insects for food and to contribute organic debris for fish cover). The Ministry of Environment, Lands and Parks requests at least 15 metres in width from the top of banks. Larger setbacks are desired where feasible. Special guidelines to provide drainage, watercourse and aquifer protection must be enacted at the NCP stage in the Latimer Creek headwaters area.

5. All Class A, A(OD), A(OW) and Class B watercourses must be protected as per the requirements of the Township's Streamside Protection provisions of the Official Community Plan (OCP) and Provincial and Federal policies for the protection of fish and fish habitat.
6. Map 11 Watercourse Classification in the OCP shows a plan for retaining and relocating watercourses and indicates areas to be protected. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the Streamside Protection and Enhancement Development Permit Area shall be confirmed through a survey undertaken by a BC Land Survey professional.
7. Water course relocations are subject to provincial and federal government regulatory approval processes. The depiction of watercourse locations in the OCP should not be interpreted as final approval/endorsement by senior government environmental regulatory agencies.
8. Trails will be explored in the outer 6 metres of the riparian area based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways. The locations of future greenways and trails are shown in Map 4.
9. Any proposed modification or relaxation of the Streamside Protection and Enhancement Development Permit Area will be evaluated as part of the development planning process using the policies set out in the Official Community Plan.
10. A vehicular bridge over Latimer Creek shall be permitted, subject to approvals from Fisheries and Oceans Canada (DFO) and the provincial Ministry of Water, Land and Resource Stewardship.
11. Some existing features within the Streamside Protection Area shall be retained, including pedestrian access from 200 Street and a trail/footbridge over Latimer Creek at the south end of 199 Street.
12. Proposals to extend underground structures (e.g. portion of underground parkades) beneath street greenways will be evaluated subject to no negative impact to greenways and subject to Township approval.
13. It is proposed to re-establish Jeffries Brook as fish spawning habitat. This may involve watercourse relocations in the southern area of the plan and coordination with the Willowbrook Community Plan. Any relocation is subject to approvals from Fisheries and Oceans Canada (DFO) and Ministry of Water, Land and Resource Stewardship.
14. Areas to be protected shall include land from the centreline of the watercourse to the top-of-bank and additional lands to be determined between an applicant and the relevant agency, or in accordance with a memorandum of understanding between the Township of Langley and applicable senior government regulatory agencies.
15. The Ministry of Water, Land and Resource Stewardship has provided correspondence concerning alignment and setback options along Jeffries Brook that is available for information. It is proposed that a watershed management plan be prepared that, when approved, would replace the letter.
16. Development on land parcels between 72 Avenue and 68 Avenue will be required to maintain a low surface imperviousness through compact buildings and site layout, alternative stormwater and road and the preservation of existing vegetation.
17. Existing access roads crossing Jeffries Brook should be removed and existing culverts improved to improve fish accessibility (under applicable senior government regulatory agency approvals).

18. Matheson Creek and its riparian area must be protected in accordance with Streamside Protection and Enhancement Development Permit Area, the Watercourse Classification Map (OCP Map 11) and applicable environmental agency requirements.
19. Existing vegetation shall be maintained along 200 Street, Latimer Creek, Matheson Creek, Jeffries Brook and their tributaries and on the steeper slopes of the escarpment in the southwest portion of the Corridor, in accordance with requirements of environmental agencies.
20. Where established vegetation is used to apply for a bonus density, preference shall be given to forested areas that correspond to the alignment of the dedicated greenways or to those whose size or location can help create continuous ecological corridors.

## 9.2 Stormwater Facilities as Amenities

Stormwater facilities are designed to serve a primary functional purpose while also providing secondary recreational and aesthetic benefits and should be planned with these dual goals in mind. This plan builds on this principle by promoting an integrated approach that emphasizes infiltration, detention and conveyance as complements to existing master drainage plans, with a particular focus on increasing infiltration opportunities across both public and private lands. Rather than relying solely on large downstream detention systems, the strategy integrates stormwater controls directly into developments and landscapes to reduce the effective impermeable area to near pre-development levels and lessen impacts on downstream receiving waters. Overall, the approach aligns with the core layers of integrated stormwater management by Infiltrating small events and detaining and conveying large events

General Stormwater Facilities as Amenities Policies:

1. Innovative stormwater management, sediment and erosion control techniques and other best management practices that protect the quality and manage the quantity of surface and ground water shall be employed in accordance with Section 10.3.
2. Absorbent landscapes, rain gardens, underground storage and release, green roofs, bioswales, infiltration galleries and other Low Impact Development (LID) features shall be integrated into stormwater management design as a means to provide volume control into major watercourses and their tributaries and to improve water quality.
3. Construction of wetted habitat ponds and stormwater treatment features, such as swales and wetlands, within streamside protection and enhancement development permit areas will be considered during the development planning process and will be subject to the policies set out in the Streamside Protection Bylaw.
4. Stormwater runoff flow rates and volumes from the development area are to be controlled as outlined in Section 10.3.

### 9.2.1 Absorbent Landscapes

Growing medium depths ranging from 300 mm to 1,000 mm for various planting applications will significantly contribute to capturing the majority of rain events throughout the year. Water stored in soils becomes available to plant material and is cycled back into the atmosphere through evapotranspiration.

General Absorbent Landscapes Policies:

1. Maximize the area of absorbent landscape on site and conserve as much existing vegetation and undisturbed soil as possible.

2. Disconnect impervious areas (such as roofs and parking lots) from the storm sewer system and have them drain into an absorbent landscape.
3. Maximize the vegetation canopy cover over the site and provide multi-layered canopies where possible.
4. 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.

### 9.2.2 Rain Gardens

Rain gardens are planted depressions in the landscape designed to capture and hold runoff for a specified period. Water is held and slowly released into the receiving water body to mimic pre-development conditions. In addition, runoff has time to drop sediment and filter through vegetation and soil, improving water quality prior to release into downstream water bodies. Plants that can tolerate periodic inundation should be selected to stabilize soils, provide habitat and plant diversity and provide a positive visual amenity to the area.





*Raingardens are an attractive way to reduce stormwater runoff.*

General Rain Garden Policies:

1. 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.
2. Soil depths of 450 mm to 1200 mm are desirable; use soil with a minimum infiltration rate of 13 mm/hour.
3. Surface planting should be primarily trees, shrubs and groundcovers, with planning designs respecting the various soil moisture conditions in the garden.
4. Drain rock reservoir and perforated drainpipe may be avoided where infiltration tests by a design professional show subsoil infiltration rate that exceeds the inflow rate.

### 9.2.3 Underground Storage and Release

A concrete tank or vault may be constructed as part of development as a method to capture design target rainfall. The tank is constructed with observation/maintenance hatches and has a control mechanism to allow release of collected water at a prescribed flow rate into either surrounding subsoils or piped to a receiving water body. Overflow pipes convey water during storm events where the capacity of the vault is exceeded.

### 9.2.4 Bioswales and Infiltration Galleries

The principle of bioswales and infiltration galleries is similar to a rain garden, except that water is not visible during retention. Bioswales are designed to have minimal gradients to allow collected water to percolate through soils into the subsoils below. Plant roots provide a soil-stabilizing function and promote infiltration. Infiltration galleries can be located below or remote from a bioswale. They are essentially voids below the surface-level substrate that allow incoming water to collect and infiltrate into subsoils. The finish over an infiltration gallery can be landscape, hard surfaces or permeable paving.



*Bioswales can be implemented in many locations, including within a residential street ROW as shown above.*

General Bioswales and Infiltration Galleries Policies:

1. 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.
2. Provide a 25 mm drop at the edge of paving to swale soil surface.
3. Provide a longitudinal slope of 1-2% and ensure side slopes are not more than 3 (horizontal): 1 (vertical).
4. Provide weirs or check dams to slow water flow with a maximum ponding level of 150 mm.

### 9.2.5 Detention Ponds

Detention ponds help manage stormwater by temporarily storing runoff during heavy rain and releasing it at a controlled rate. This reduces flooding, prevents erosion and surges in streams and drainage systems and can improve water quality when designed with sedimentation areas or vegetation.

General Detention Ponds Policy:

1. Include aesthetic considerations in the design of stormwater detention ponds, including but not limited to exposed walls and slopes visible to the public. Incorporate evergreen, coniferous tree plantings around the perimeter to complement the treed character of the Willoughby Transit Corridor.
2. Each pond should be designed to provide safe public access.
3. Specific requirements for the design of detention ponds are outlined in the Subdivision and Development Servicing Bylaw.

# 10. Servicing and Infrastructure

## 10.1 Water

A Township-wide update to the Water Master Plan will inform the servicing required to meet future domestic water demands and fire flows.

The Willoughby Transit Corridor's potable water is supplied by Metro Vancouver through a number of connections to the Barnston Island Main and Jericho Reservoir. Pressure will be maintained through the Willoughby and Jericho Booster Stations along with multiple Pressure Reducing Valve (PRV) stations. The Willoughby Transit Corridor spans three separate pressure zones: 131m Pressure zone, 111.5m Pressure Zone and the 80.8m Pressure Zone. The pressure zones will be adjusted to accommodate growth, reduce leakage and improve system efficiency.

To service new development and redevelopment, upgrades to existing water mains and additional water distribution mains will be required.

## 10.2 Sewer

The anticipated growth and development within the Willoughby Transit Corridor will require both connection to and expansion of the sanitary sewer system. Sewage will be directed to two Metro Vancouver connections: the Northwest Langley Wastewater Treatment Plant (NLWTP) at 201 Street and 102B Avenue and Connector #1 at 203 Street and 62 Avenue. Properties north of approximately 73A Avenue will be discharged to the NLWTP, while those south of 73A Avenue will flow to the lift station at 203 Street and 62 Avenue before being conveyed to Metro Vancouver's Connector #1.

Sewage from areas north of 73A Avenue and west of 200 Street is conveyed to the Carvolth lift station at 196 Street and 85 Avenue. From there, a force main runs along 196 Street, then east along 86 Avenue to the intersection at 200 Street. East of 200 Street, a gravity sewer continues along 86 Avenue to 201 Street and ultimately crosses Highway 1 toward the NLWTP. The area east of 200 Street and north of 80 Avenue also flows via gravity to the Highway 1 crossing.

To support increased density throughout the corridor, upgrades to the Carvolth lift station will be necessary. Redevelopment of areas south of 73A Avenue may trigger upgrades to the existing gravity system. Capacity of the Metro Vancouver sewer system through the City of Langley to accommodate both the Willoughby Transit Corridor and the area around the Willowbrook Skytrain station will also require improvements.

A Township-wide update to the sewer master plan to consolidate existing ESPs is underway and will inform servicing upgrades to meet future demands.

## 10.3 Stormwater

Development within the Willoughby Transit Corridor could have a significant impact on Latimer Creek, the Upper Nicomekl River and its tributaries including potential increases in peak flow and runoff volume, loss of groundwater recharge and degraded water quality.

Integrated Stormwater Management Plans were developed for Latimer Creek and the Upper Nicomekl River in 2015 and 2017, respectively. These plans determined drainage based on the land use plans adopted through Neighbourhood planning process for the development to-date in the central Willoughby Transit Corridor. These plans will need to be updated to include the proposed land use changes. Additional management facilities in many forms will be required to support the densities envisioned in the Plan. The application of on-site best management practices (BMPs) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance systems will be employed to protect the Latimer Creek and the Upper Nicomekl system and manage flood risk within the planned community.

In general, integrated stormwater management in this area includes three components:
- infiltration for small events
- detention
- conveyance of large events

Stormwater management in Willoughby should integrate controls into developments and landscapes at or near the source, to supplement large detention facilities downstream. The intent is to reduce the effective impermeable area to pre-development conditions so to minimize the impact on existing municipal drainage systems and downstream water receiving bodies. An enhanced infiltration system promotes infiltration of rainfall in order to mimic the natural hydrologic cycle during recurrent events, by improving groundwater recharge and baseflow supply.

On-site or near-on-site strategies should be used in the public realm, such as Integrated Open Spaces and greenways, to increase infiltration and increase public awareness of stormwater management strategies. Strategies that apply to private development can be found in the Development permit area “P” of the Willoughby Community Plan, where developers can find direction for increasing onsite infiltration and connecting to the larger integrated stormwater management system.

Both the public and private realm strategies introduce performance-based approaches that recommend a combination of source controls. This allows for flexibility in meeting targets in a manner that satisfies site-specific requirements.

Source controls may include:
- absorbent landscapes
- raingardens
- underground storage and release
- green roofs
- bioswales and infiltration galleries

Per this plan, detention ponds are recommended for peak flow attenuation, on-site drainage control for base flow and water quality management. Detention ponds continue to be the primary watercourse drainage strategy.

## 10.4 Engineering Servicing Plan

A Willoughby Transit Corridor Engineering Servicing Plan will be required to update and consolidate the existing Engineering Service Plans (ESPs) and establish requirements for future conceptual water, sanitary

sewer, road and drainage servicing strategies. These will inform future development sites and promote efficient, cost-effective and equitable implementation of engineering infrastructure.

Alternative engineering approaches and servicing strategies from those established in the existing or anticipated ESPs may be considered if they meet the intent of the ESPs and do not adversely impact servicing requirements for other property owners.

## 10.5 Other Utilities

As per the Township's Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced, new hydro and telecommunications lines are to be provided underground. Street lighting shall be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced.

# 11. Heritage

Initial settlement of the Willoughby area is traced back to the First Nations people now known as the Sto:lo. The Coast Salish, including the Sto:lo, used the Nicomekl and Salmon Rivers to reach the salmon fishery. It is known that at the mouth of Yorkson Creek a Sto:lo village existed. In British Columbia, all archaeological sites (known and unknown) are protected under the Heritage Conservation Act, which is administered by the province in consultation with First Nations.

Historic place names within Willoughby are largely associated with 19 and early 20 century settlers and land owners in the area including Willoughby Singer, Jason Latimer and John and William Routley. This history is also referenced in the naming of individual neighbourhoods – e.g., Latimer and Routley. While underlying neighbourhood plans for Carvolth, Jericho, Routley and Southwest Gordon Estate have been consolidated within the WTCP, Langley residents will still identify with established place names throughout the community.

Celebrating Langley's heritage is one of several social/cultural goals in the Township's Sustainability Charter and the conservation of historic buildings and landscapes is supported by policies in the OCP and community and neighbourhood plans. There are few remaining historic buildings within the Willoughby Transit Corridor, but one example is the Rizun Residence at 80 Avenue and 197 Street, which has been conserved and protected as part of a multi-family residential development.

As per established Township policies and best practices, all buildings of heritage interest will continue to be evaluated to determine their historic value and significance; and available tools under *the Local Government Act* (LGA) will be considered for the recognition, conservation and protection of historic places. These include use of the Heritage Inventory for documenting sites, formal recognition of heritage value via listing on the Community Heritage Register and incentive-based tools for conservation and legal protection such as Heritage Revitalization Agreements and Heritage Designation.

# 12. Implementation

## 12.1 Inclusionary and Density Benefits Zoning Bylaws

Density benefits zoning bylaw (LGA Sec. 482 (2) (a)) may establish a conditional density rule for the conservation or provision of amenities, including the number, kind and extent of amenities. The conservation or provision of amenities provides a social, cultural, heritage, recreational or environmental benefit to the Township. A density benefits zone provides an increase to the permitted density and corresponding increase in building height/size conditional upon the conservation or provision of amenities by the owner of land subject to development.

A density benefits zoning bylaw may also include a conditional density rule for the provision of inclusionary units (also known as affordable and special needs housing units), which upon the meeting of conditions specified in the zone, permit additional density and corresponding increases to building height/size.

An inclusionary zoning bylaw (LGA Sec. 482.7) prescribes requirements for the provision of inclusionary housing units in terms of a percentage of the number of units in the development, form of tenure for inclusionary units, the degree of affordability, ownership and management and duration of requirements, secured via housing agreement per LGA Sec. 483. An inclusionary zoning bylaw provides a higher density and corresponding increase to building height/size to development, subject to provision of the requirements noted above.

The use of density benefits and inclusionary zoning bylaws is well suited to lands designated for High Density and Medium Density. Both zoning types permit the owner of land being developed, the option of payment of money to the Township instead of meeting conditions, with money received paid to specified Township Reserve Funds.

Density benefits zoning provides community amenities such as group children’s day cares, youth or senior centres, public plazas or land and sensitive ecosystem conservancy. Density benefits and inclusionary zones can provide housing diversity and amenities that are increasingly important to promote community health, wellbeing and social inclusion needed for a growing population.

## 12.2 Financing Structure

The financial structure in the WTCP is reflective of the rest of the Township of Langley, with the addition of density benefits and inclusionary zoning as outlined above. In the event that a density benefits zoning bylaw is not adopted, the Interim Policy Regarding Community Amenity Contributions (Council Policy 07-170) would apply. The Township’s financing principles are to assist in the orderly, cost-effective and equitable development of neighbourhoods without using public funds to support private development. Funding mechanisms in the WTCP, as well as Township-wide, include:

- Development Cost Charges (DCCs)
  DCC rates are set by the Township’s DCC Bylaw, collected to offset a portion of infrastructure costs required to service new development. These charges go towards roads, drainage, sewage, water and park facilities.

- Willoughby Greenway Amenity Policy (WGAP)
  WGAP rates are set by Policy No. 07-234, as amended or replaced. The charges collected are used to fund community amenities such as street greenways, pocket parks, ecological greenways and public art installations provided by development or the Township.

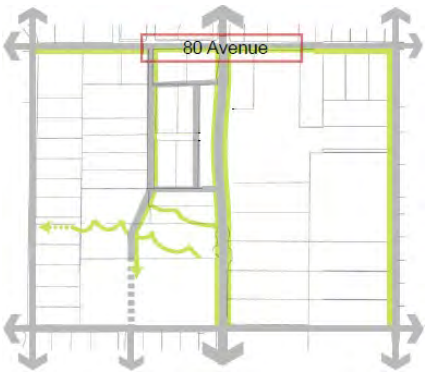
- Amenity Cost Charges (ACCs)
  ACC rates are set by the Township's ACC Bylaw No. 6115, as amended or replaced, collected to provide amenities including community and recreation facilities. Amenities in the WTCP that these charges will help build include the Ice and Dry Arenas Facility, Convention Centre and Concert and Performance Hall at the LEC.

- Community Amenity Contributions (CACs)
  For in-stream applications received before the adoption of Amenity Cost Charge Bylaw, No. 6115, as amended or replaced, payment of money for the purpose of providing community amenities by the owner in respect of such in-stream applications shall be considered in accordance with Council Policy No. 07-170 Interim Policy Regarding Community Amenity Contributions.

In addition to these funding mechanisms, other development prerequisites and conditions such as Park Land Dedication and the Township of Langley Public Art Policy also apply. Servicing Agreements will determine road and utility upgrades, extensions, or dedications as appropriate. Required public realm provision including greenways, pocket parks, plazas and trails are designated in this plan. Payment of all rezoning, development permit and neighbourhood planning fees apply.

# Appendix A

The following streets as shown in Key maps and Figure 3 have additional requirements that shall be adhered to upon development of this area.




**80 Avenue**

80 Avenue provides a mid-block right-in / right-out access to the commercial area. Properties along 80 Avenue east of 200 Street would be restricted to one right in /right out along the corridor. The specifications listed below applies only to the marked area in the key map.

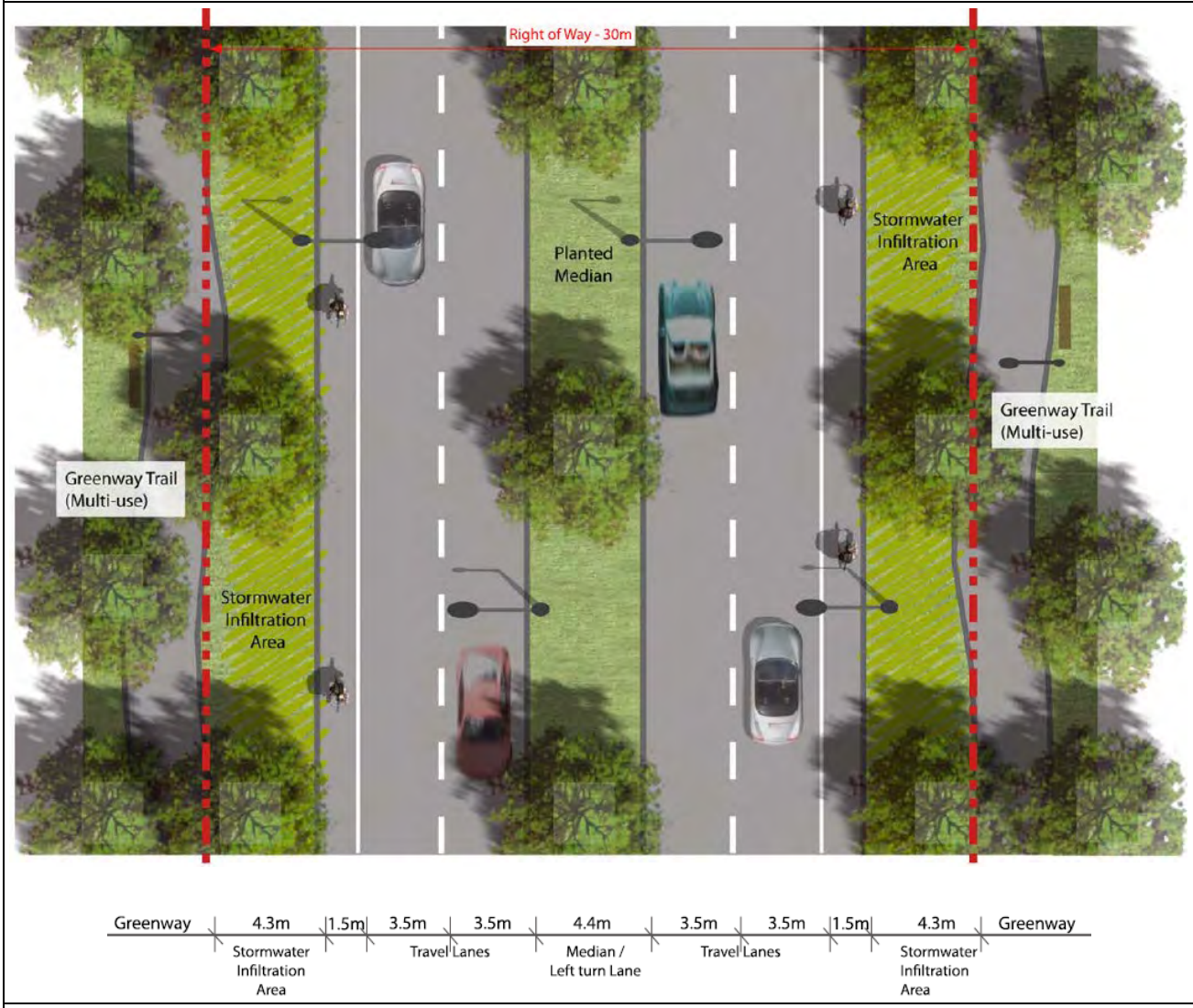
Specifications

| | |
|---|---|
| Road Right-of-Way Width | 30 metre width |
| Driving Lane | 21.4 metres to accommodate four travel lanes, cycle lanes, a median and widening at intersection approaches. |
| Sidewalk | 3 metres shared trail within greenway and boulevard |
| On-Street Parking | Not permitted |
| Traffic Calming | None |
| Lighting | Light levels to comply with the Transportation Association of Canada |
| Street Furnishings | Furniture selection and design shall be selected or design to contribute to the unity and identity of the Jericho neighbourhood.<br>Benches, bike racks, waste receptacles, tree grates, tree guards, etc. |
| Signage | Wayfinding signage to be integrated along with identification of views to points of interest. |

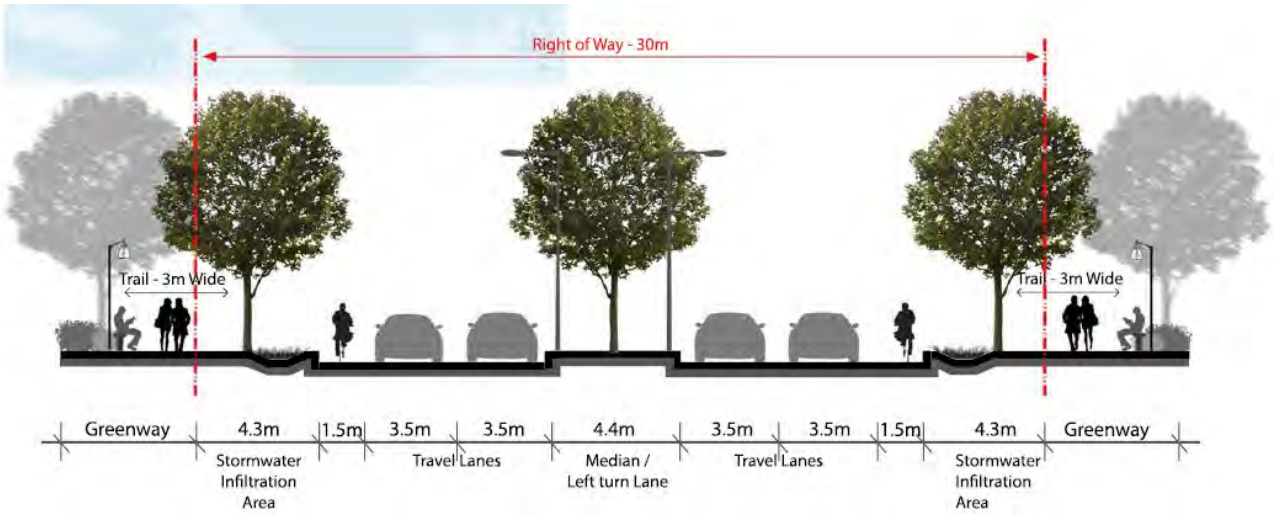
Specifications (Contextual)

| | |
|---|---|
| Building Orientation | All buildings facing the street |
| Recreation / Open Space | All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces. |
| Pedestrian Orientation / Landscaping | Single row of street trees with planting beds for stormwater infiltration area to be integrated with sidewalk |
| Transit | Easily accessible transit stops to all residents or visitors of the neighbourhood at intersection of 80 Avenue / 200 Street intersections |

## Plan View




## Typical Cross-Section



## 199 Street




The 199 Street is a collector road providing on-street and curbside parallel parking along the west side of the street. The specifications listed below applies only to the marked area in the key map.

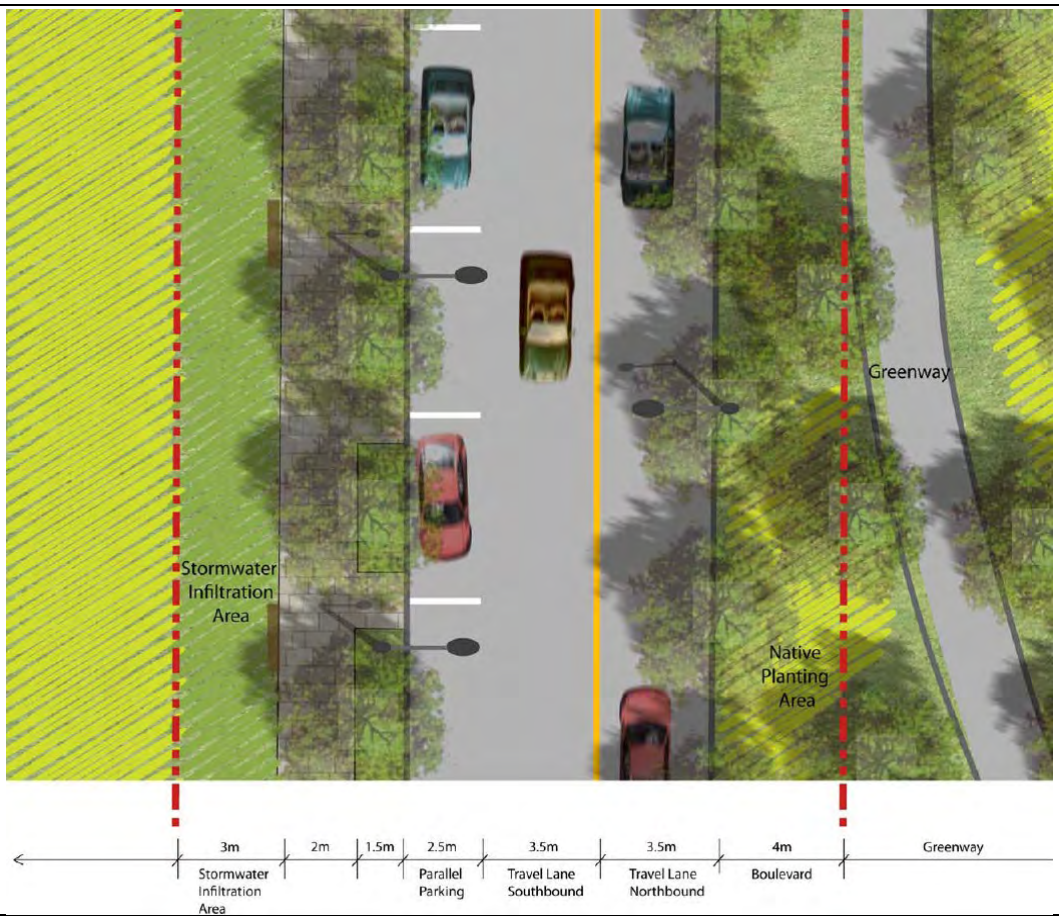
Specifications

| | |
|---|---|
| Road Right-of-Way Width | 20 metre width |
| Driving Lane | 7.0 metres to accommodate two travel lanes |
| Sidewalk | Minimum 2.0 metre on west side if no greenway<br>Minimum 3.0 metre on east side meandering within greenway |
| On-Street Parking | Parallel parking lanes provided on west side of street |
| Traffic Calming | Raised coloured patterned stamped concrete or better intersections and limited use of medians |
| Lighting | Light levels to comply with Transportation Association of Canada<br>Pedestrian lighting required on Greenway Trail.<br>Special lighting and ornamental street light fixtures as per considerations outlined in Section 5.12. |
| Street Furnishings | Furniture selection and design shall be selected or designed to contribute to the unity and identity of the Jericho neighbourhood.<br>Benches, bike racks, waste receptacles, tree grates, tree guards, etc. |
| Signage | Wayfinding signage to be integrated within pedestrian greenway along with interpretive signage describing various natural and sustainability features of the neighbourhood |

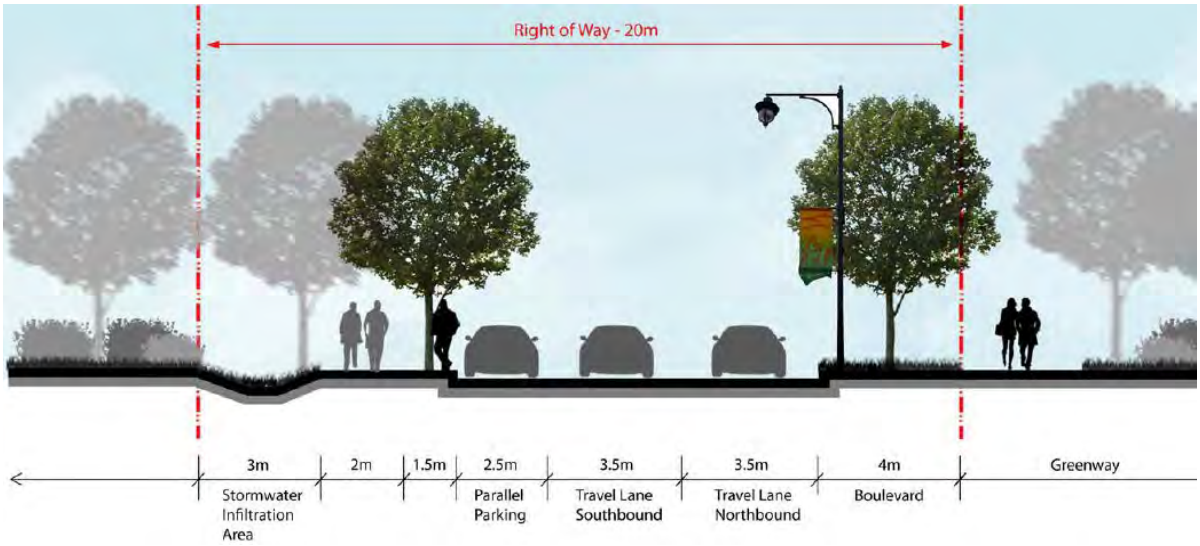
Specifications (Contextual)

| | |
|---|---|
| Building Orientation | All buildings facing the street |
| Recreation / Open Space | All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces. |
| Pedestrian Orientation / Landscaping | West side of 199 Street: single row of street trees and planting bed for stormwater infiltration area to be integrated with sidewalk.<br>East side of 199 Street: greenway to abut curb; greenway trail to be configured to provide a central access point from on-street parking between 78 and 78B, 78B and 79 Avenues. Additional access from street at 78B greenway. |

## Plan View




## Typical Cross-Section



## 199 Street (Bridge Crossing)




The 199 Street Bridge crossing over a Tributary of Latimer Creek will provide site access to lands located on the south side of Latimer Creek. The specifications listed below applies only to the marked area in the key map.

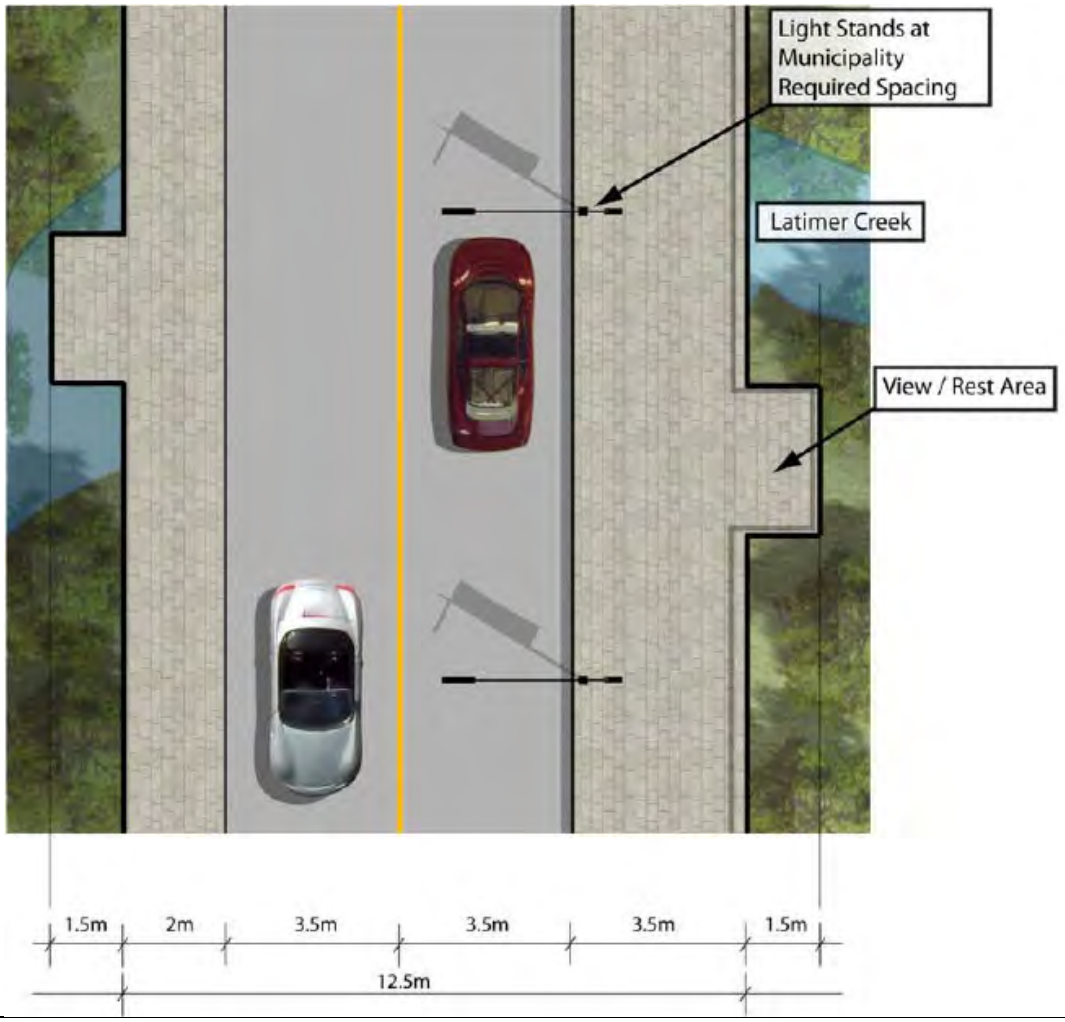
Specifications

| | |
|---|---|
| Road Right-of-Way Width | 15.5 metres including bump outs and road allowance etc. |
| Driving Lane | 7.0 metres to accommodate two travel lanes |
| Sidewalk | 2.0 metres wide on west side<br>3.5 metres wide on east side<br>Centrally located 1.5 metre widening, 3 metres long, on each side to provide rest/ view opportunities |
| On-Street Parking | No parking permitted on bridge |
| Traffic Calming | Reduced lane widths expected to reduce speeds. |
| Lighting | Light levels to comply with Transportation Association of Canada<br>Pedestrian Lighting to be integrated with Street Lighting.<br>Special lighting and ornamental street light fixtures as per considerations outlined in Section 5.12. |
| Servicing Infrastructure | Storm sewer, sanitary sewer and water mains located (suspended) beneath bridge structure |
| Signage | Wayfinding signage to be integrated at each end of bridge only |

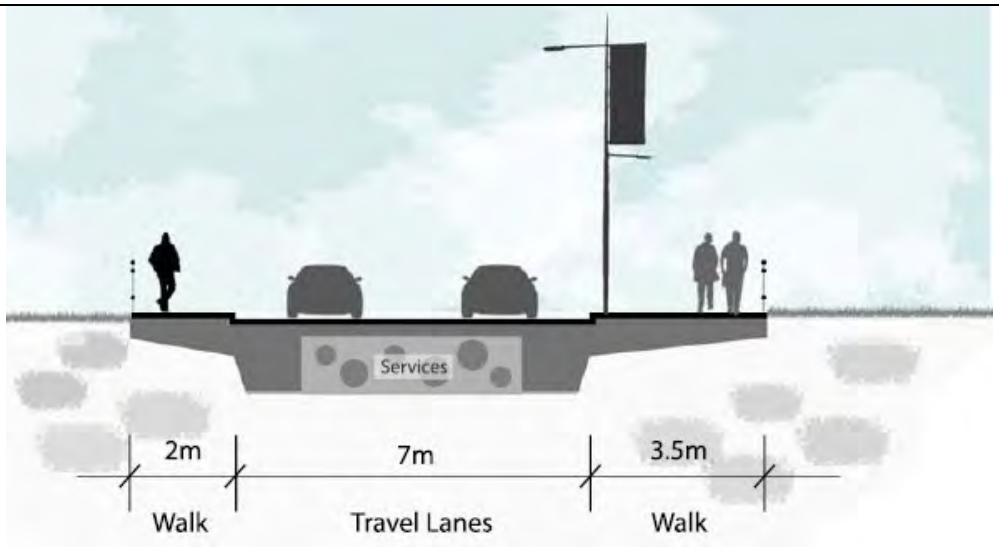
Specifications (Contextual)

| | |
|---|---|
| Recreation / Open Space | Sidewalk(s) will function as a pedestrian / cyclist pathway and will be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.<br>Outlooks to creek to be integrated with bridge design |

**Plan View**




**Typical Cross-Section**



## 78 and 79 Avenue




The 78 and 79 Avenue east-west collector road links 199 Street to 200 Street and will be intersected by the 199 A Street (“High Street”).
The specifications listed below applies only to the marked area in the key map.

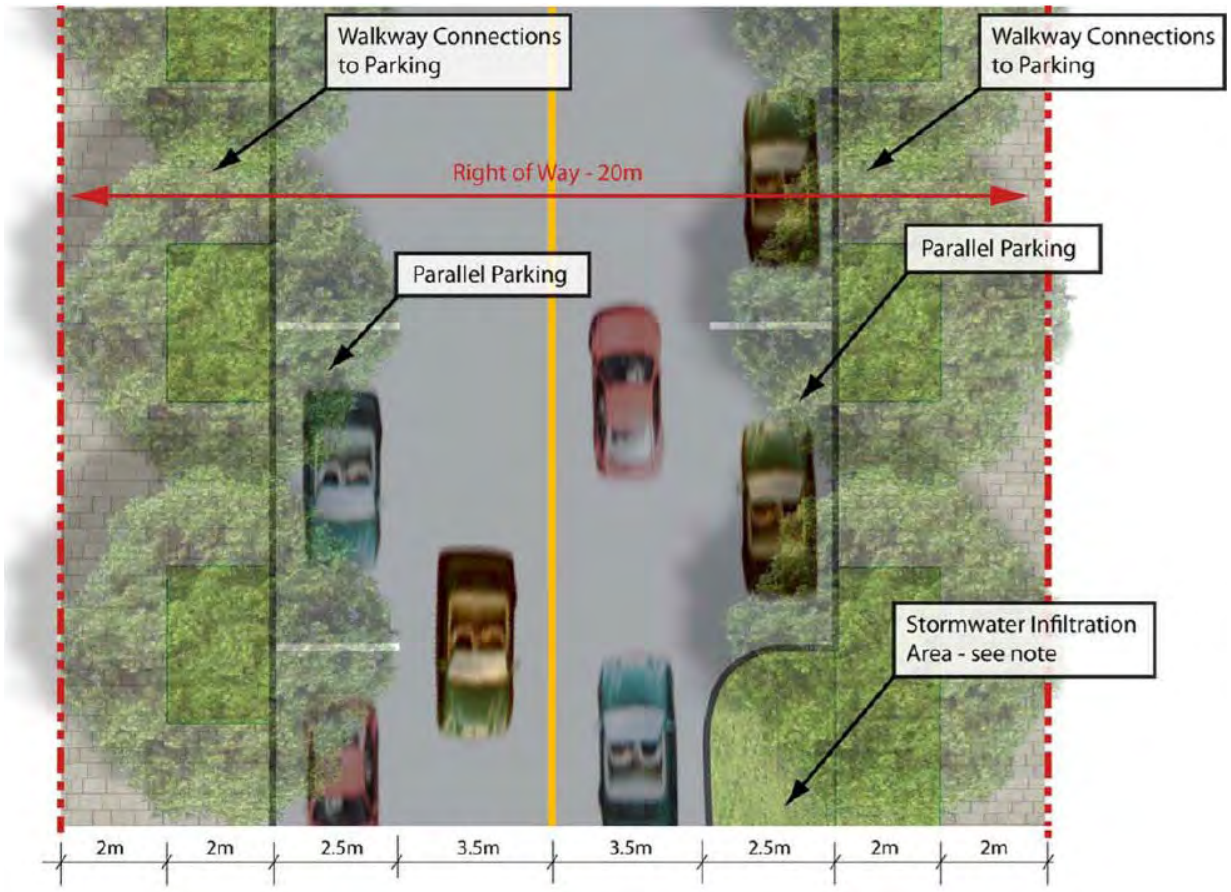
Specifications

| | |
|---|---|
| Road Right-of-Way Width | 20 metre width |
| Driving Lane (curb to curb) | 7 metres to accommodate two travel lanes |
| Sidewalk | Minimum 2.0 metres wide on both sides |
| On-Street Parking | Parallel parking required on both sides of street with no parking between 200 Street and 199 A Street (“High Street”).<br>On-street parking will contribute to creating an urban village and calming traffic. |
| Traffic Calming | Raised coloured patterned stamped concrete or better at intersections and signage.<br>Bulges as appropriate to limit parking at intersections and driveways. |
| Lighting | Light levels to comply with the Transportation Association of Canada.<br>Special lighting and ornamental street light fixtures as per considerations outlined in Section 5.12. |
| Street Furnishings | Furniture selection and design shall be selected or designed to contribute to the unity and identity of the Jericho neighbourhood.<br>Benches, waste receptacles, tree grates, tree guards, bicycle racks, etc |

Specifications (Contextual)

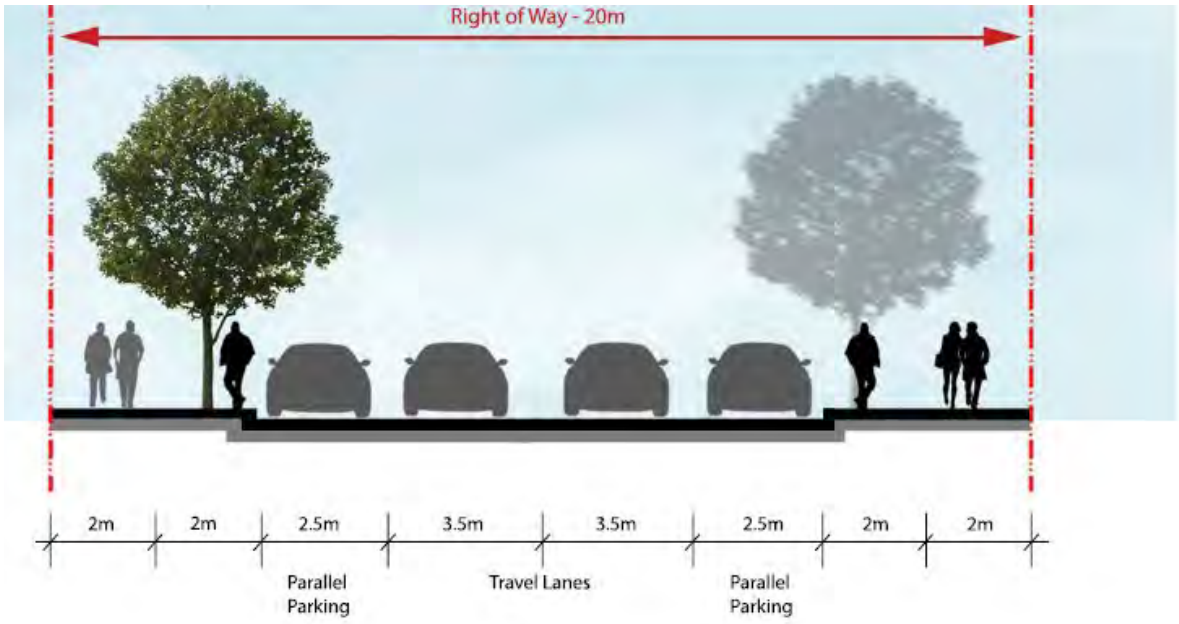
| | |
|---|---|
| Building Orientation | All buildings facing the street |
| Recreation / Open Space | All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces. |
| Pedestrian Orientation / Landscaping | A single row of street trees and planting to be integrated with sidewalk and vehicular access |

**Plan View**




*Note: Use native and native-like plant species only in stormwater infiltration areas*

**Typical Cross-Section**



## 199 A Street (“High Street”)




The north-south 199 A Street (“High Street”) local connector road links 79 Avenue down to 78 Avenue. The specifications listed below applies only to the marked area in the key map.

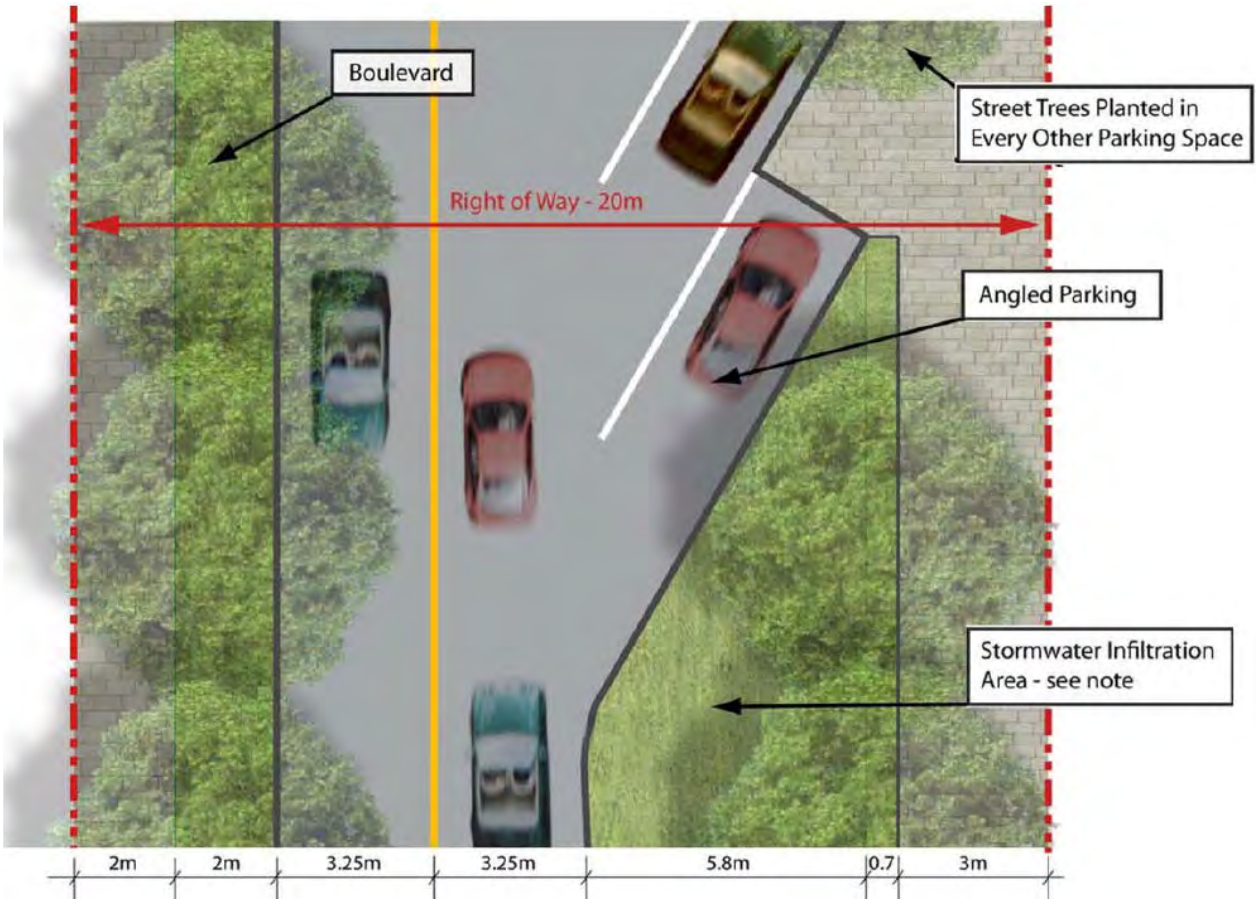
Specifications

| | |
|---|---|
| Road Right-of-Way Width | 20 metre width |
| Driving Lane | 6.5 metres to accommodate two travel lanes |
| Sidewalk | Minimum 2.0 metres on both sides but typically wider |
| On-Street Parking | Mixture of parallel parking stalls and angled parking stalls.<br>If angled parking is provided, it is only required on one side of street. |
| Traffic Calming | Raised coloured patterned stamped concrete or better crosswalks /intersections, medians, curb build-outs, signage and/or reduced lane widths. |
| Lighting | Light levels to comply with Transportation Association of Canada<br>Special lighting and ornamental street light fixtures as per considerations outlined in Section 5.12. |
| Street Furnishings | Benches, waste receptacles, tree grates, tree guards, bicycle racks, etc. |
| Signage | Wayfinding and street Identification signage to be integrated |

Specifications (Contextual)

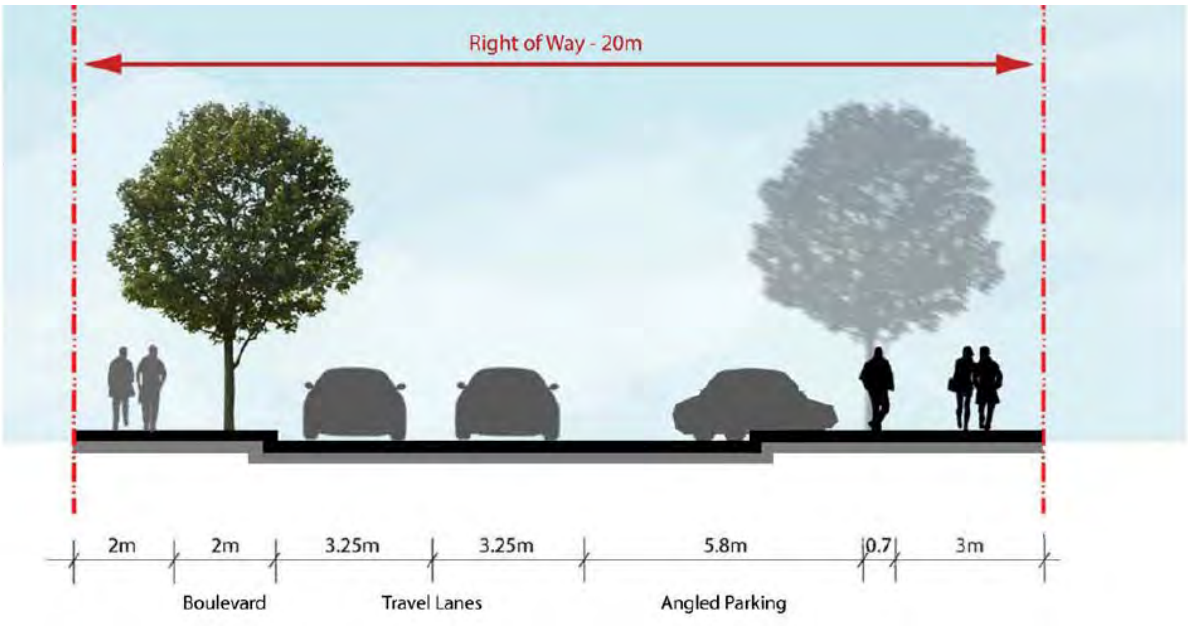
| | |
|---|---|
| Building Orientation | All buildings facing the street, Residential / mixed use: buildings facing the street |
| Recreation / Open Space | All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces. |
| Pedestrian Orientation / Landscaping | Single row of street trees with planting strip / stormwater infiltration area on both sides of street to be integrated where possible with sidewalk |

**Plan View (Angled Parking)**

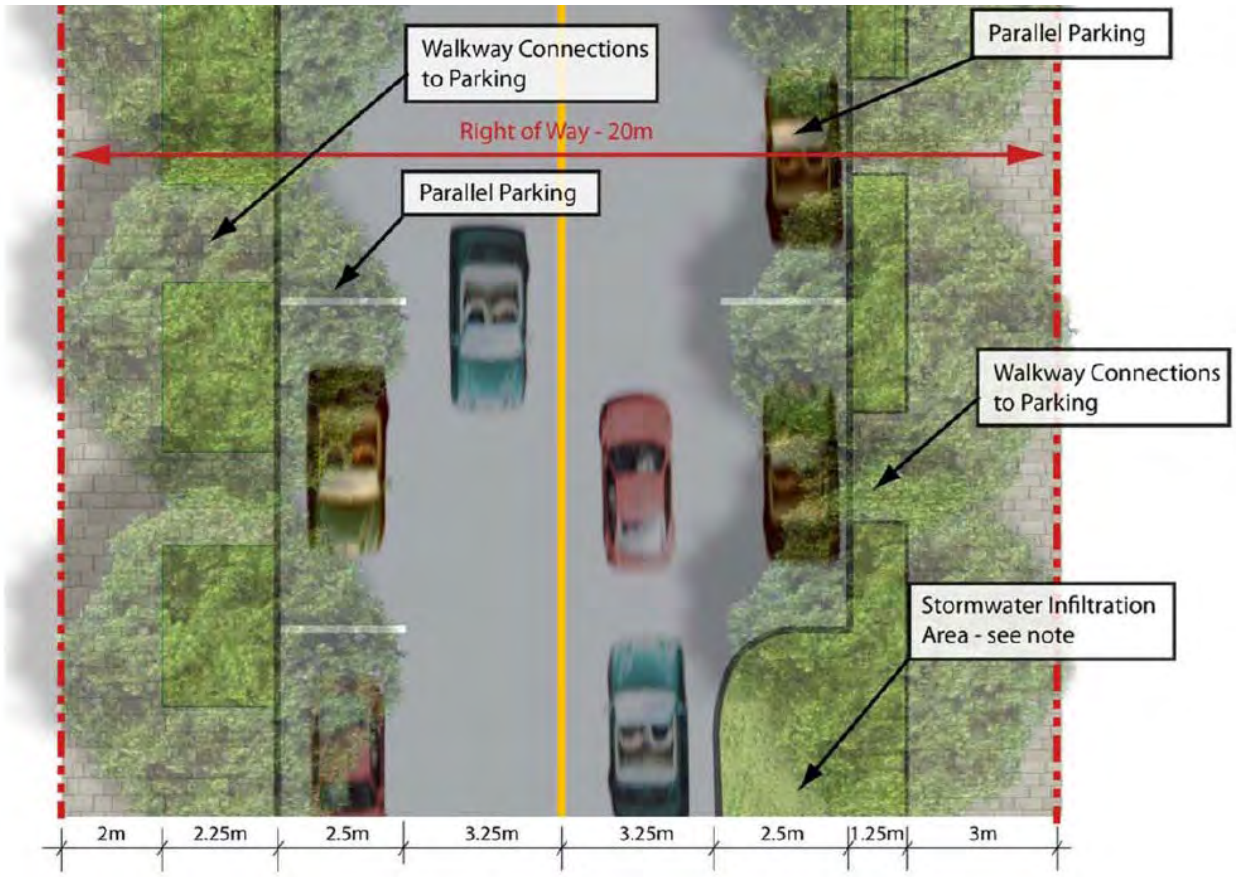



*Note: Use native and native-like plant species only in stormwater infiltration areas*

**Typical Cross-Section (Angled Parking)**

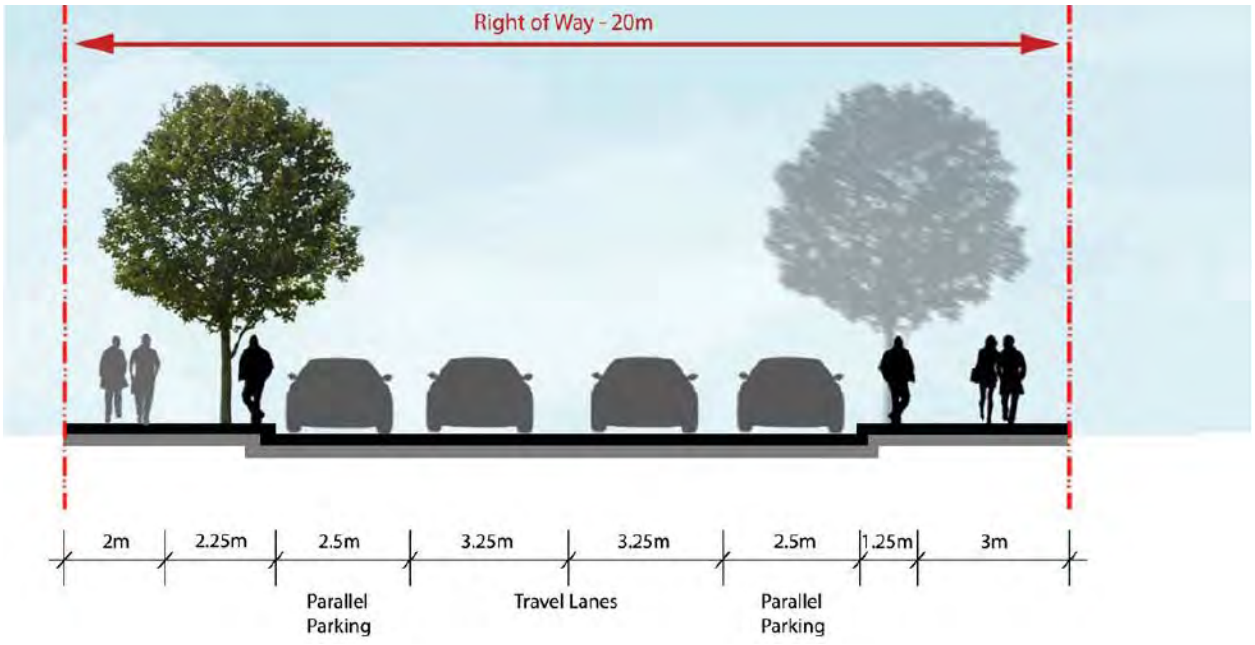


**Plan View (Parallel Parking)**



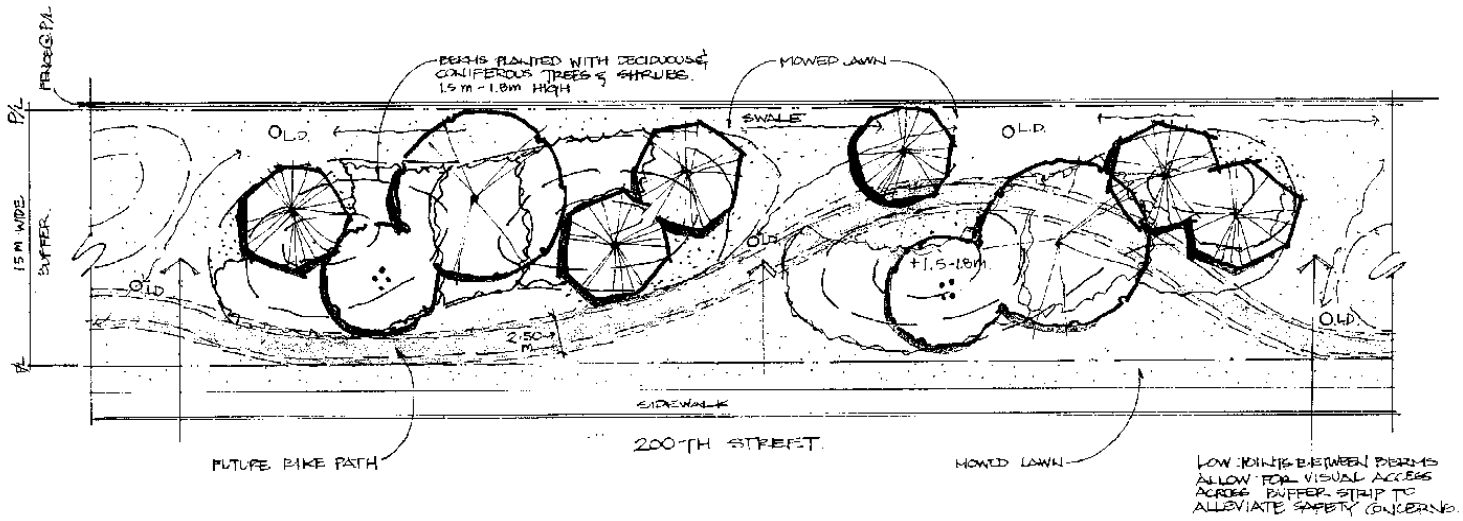

*Note: Use native and native-like plant species only in stormwater infiltration areas*

**Typical Cross-Section (Parallel Parking)**

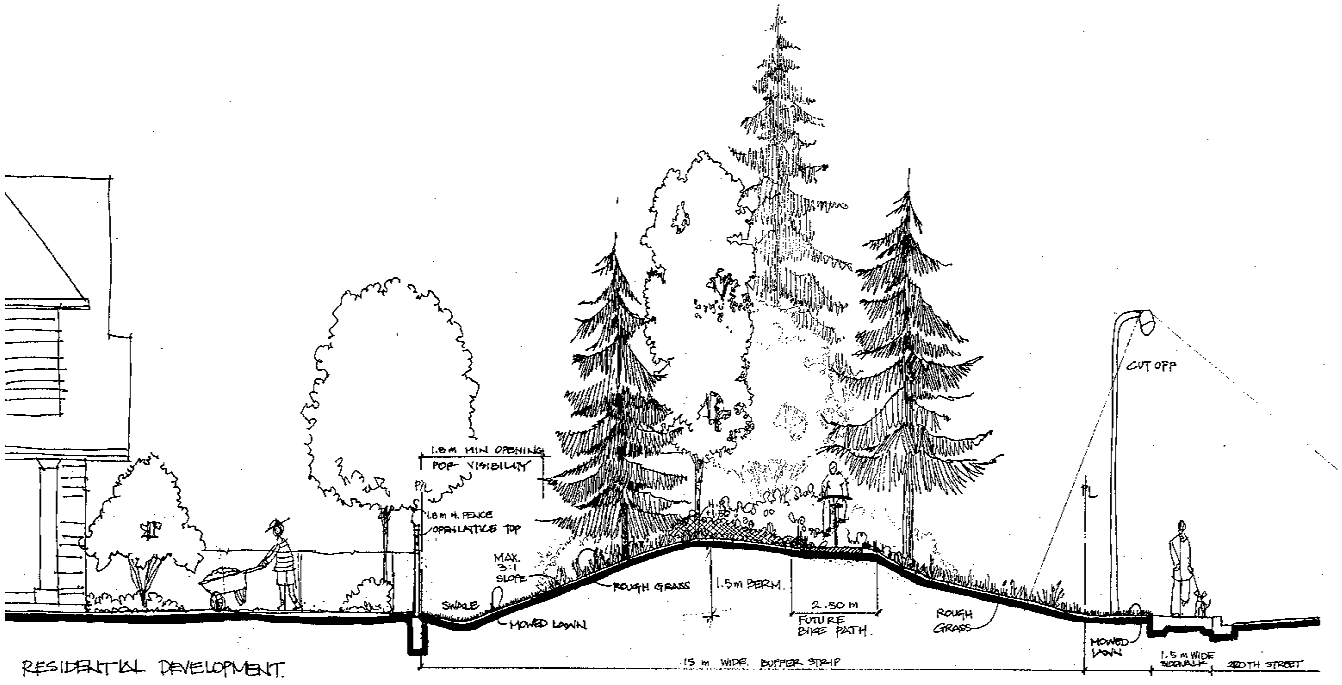


# Appendix B

**Figure 18: 200 Street Greenway – 15m ROW**

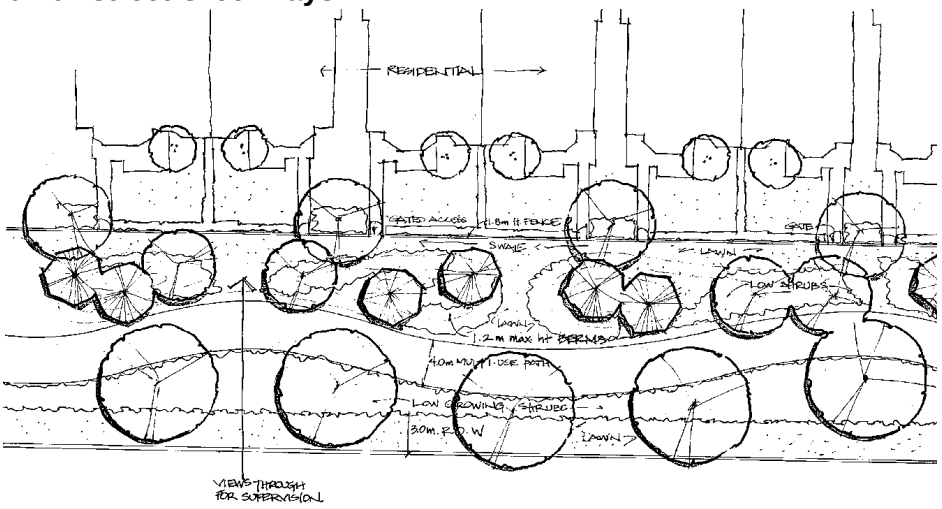



*Plan view showing planted berms*

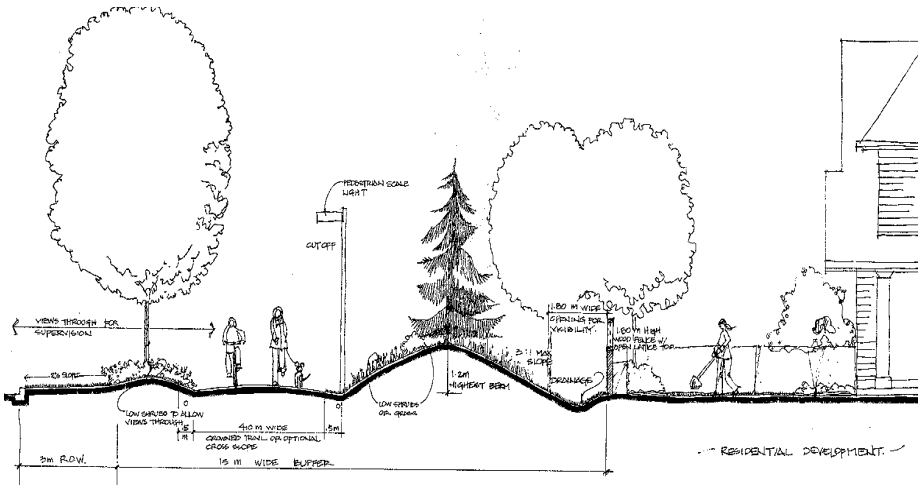



*Section showing planted berms*

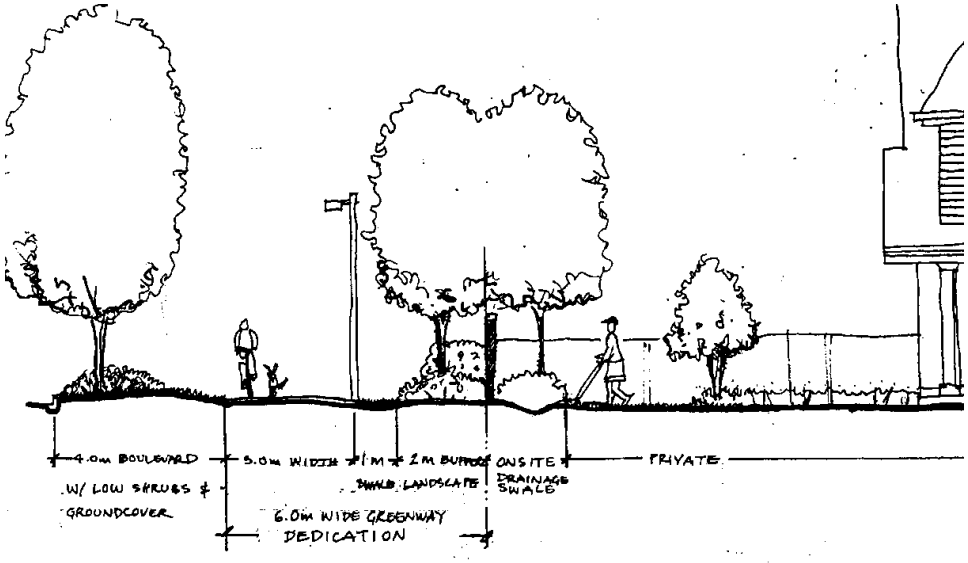
**Figure 19: 199 and 201 street Greenways**




*Plan view showing CPTED considerations*

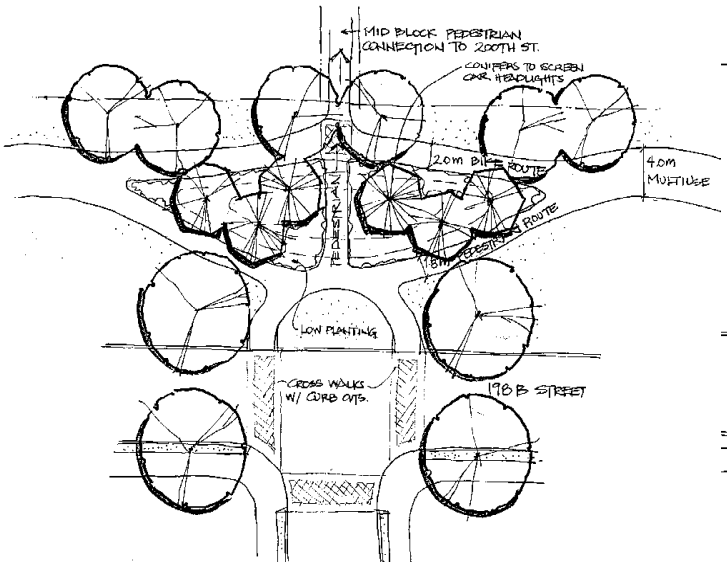



*Section showing taller berm for privacy*

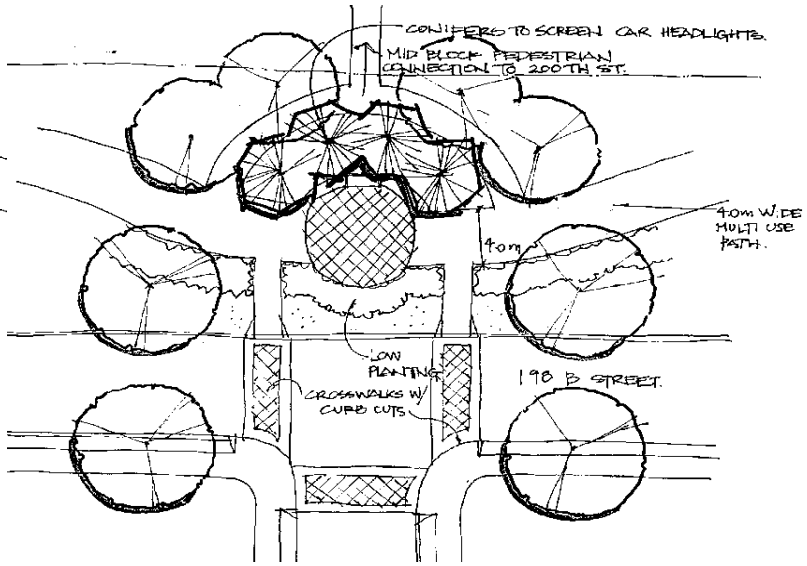



*Section showing 6m Right-of-way*

**Figure 20: Illustrated Mid-block Pedestrian Connection**




*Option 1: Divided Path at the intersection*




*Option 2: Combined path at the intersection*

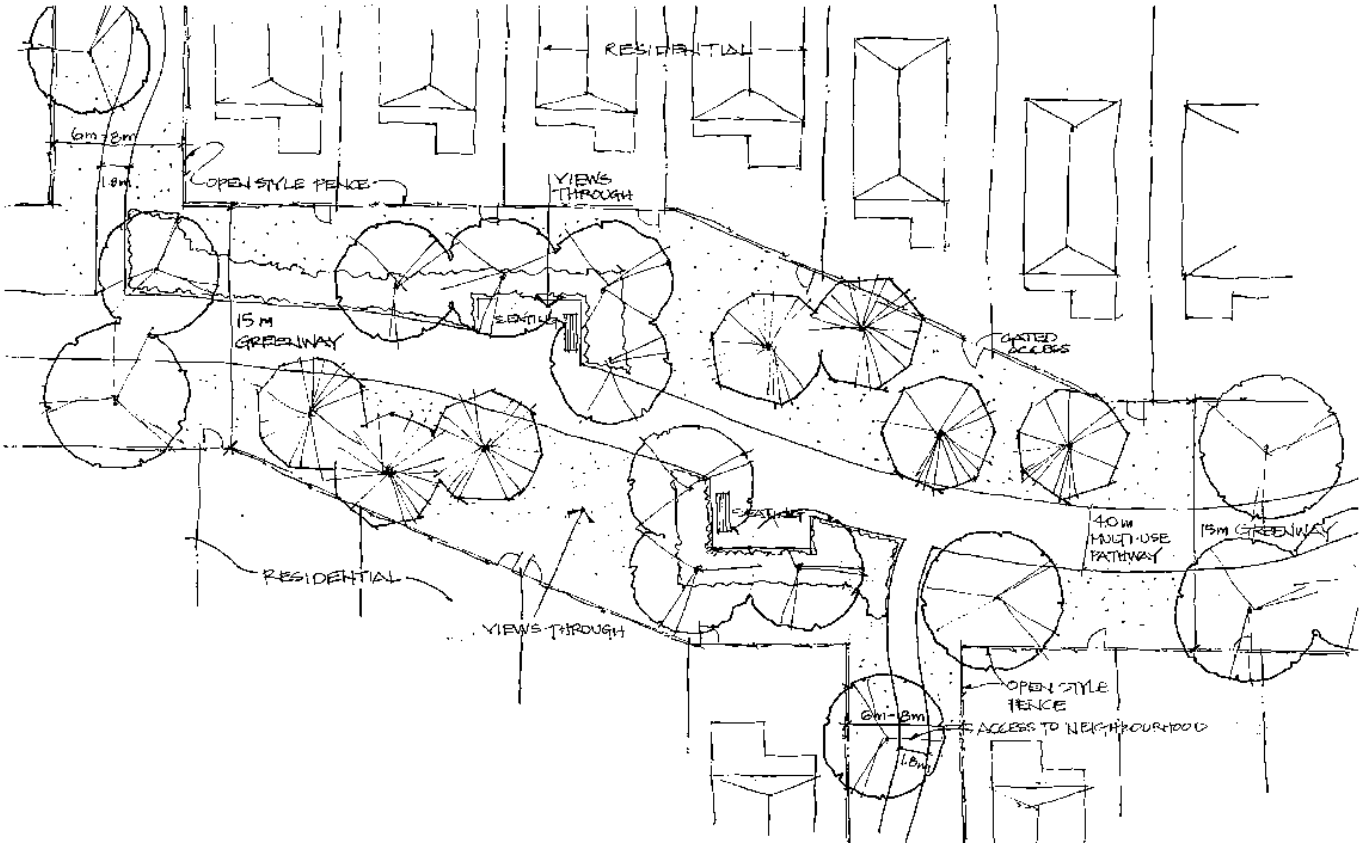


**Figure 21: BC Gas Right-of-Way with Multi-use Pathway**

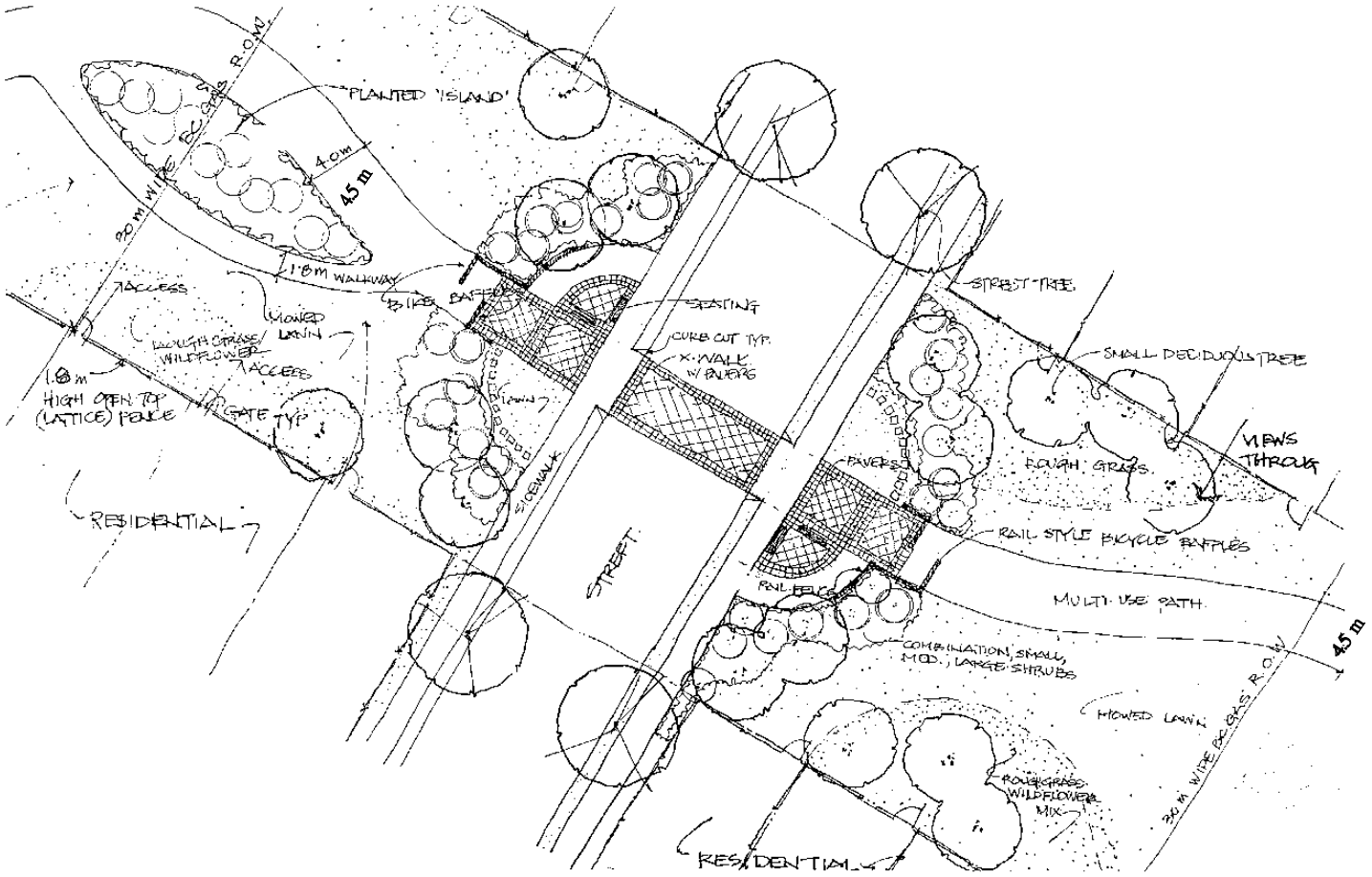
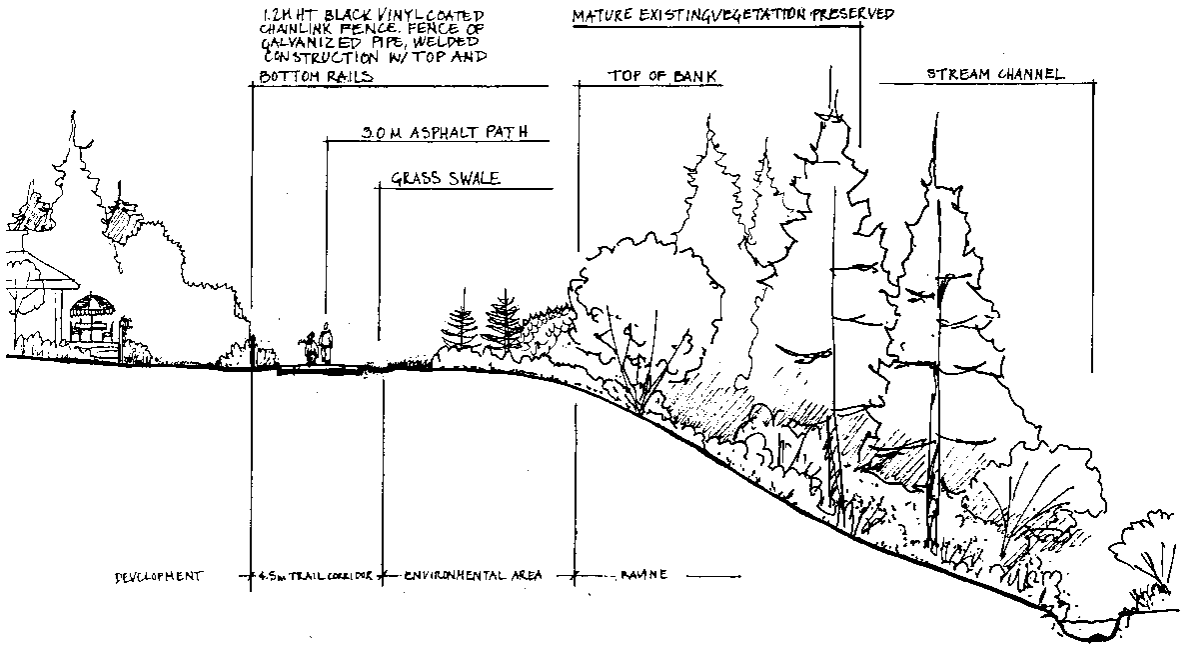
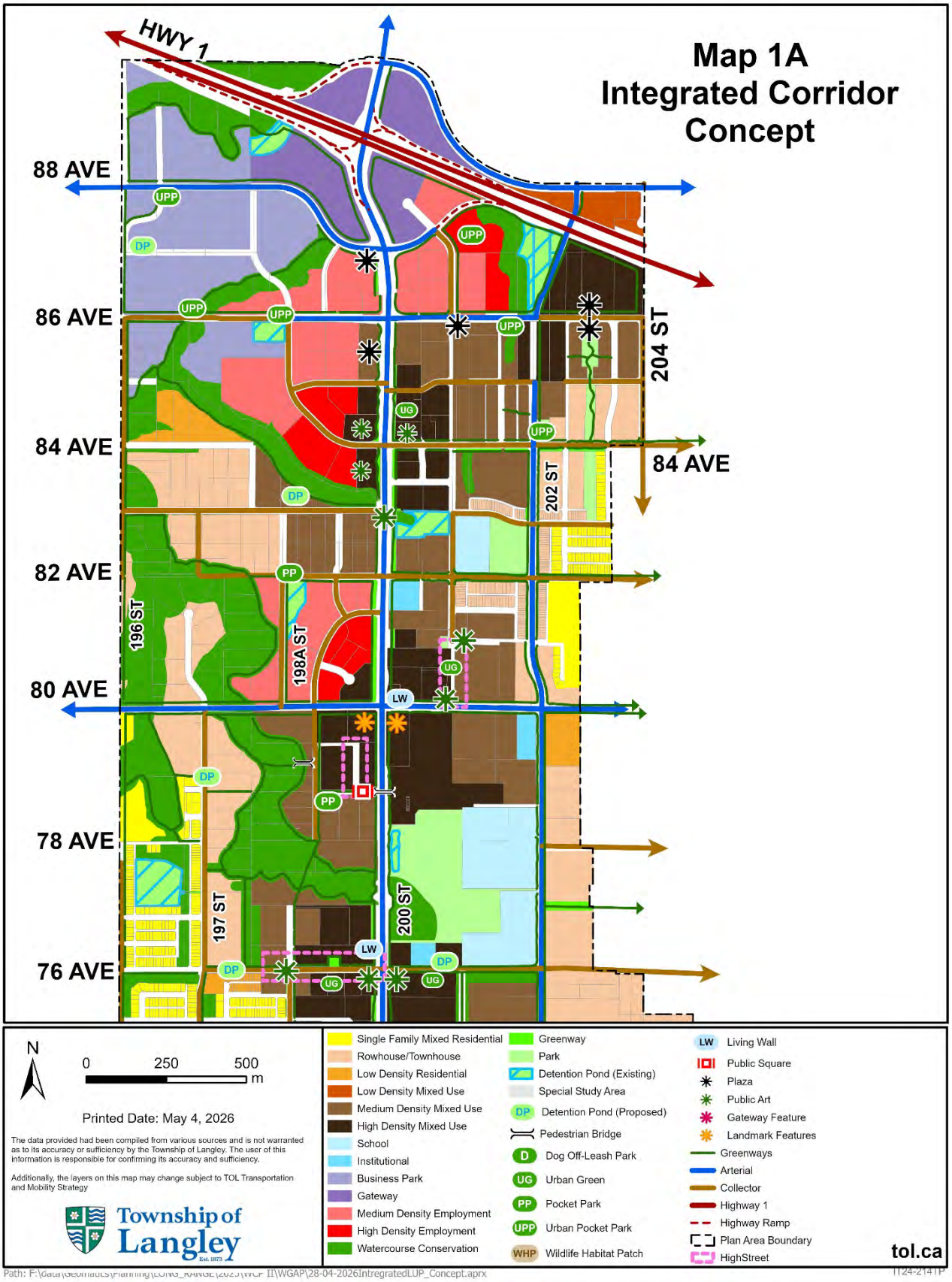
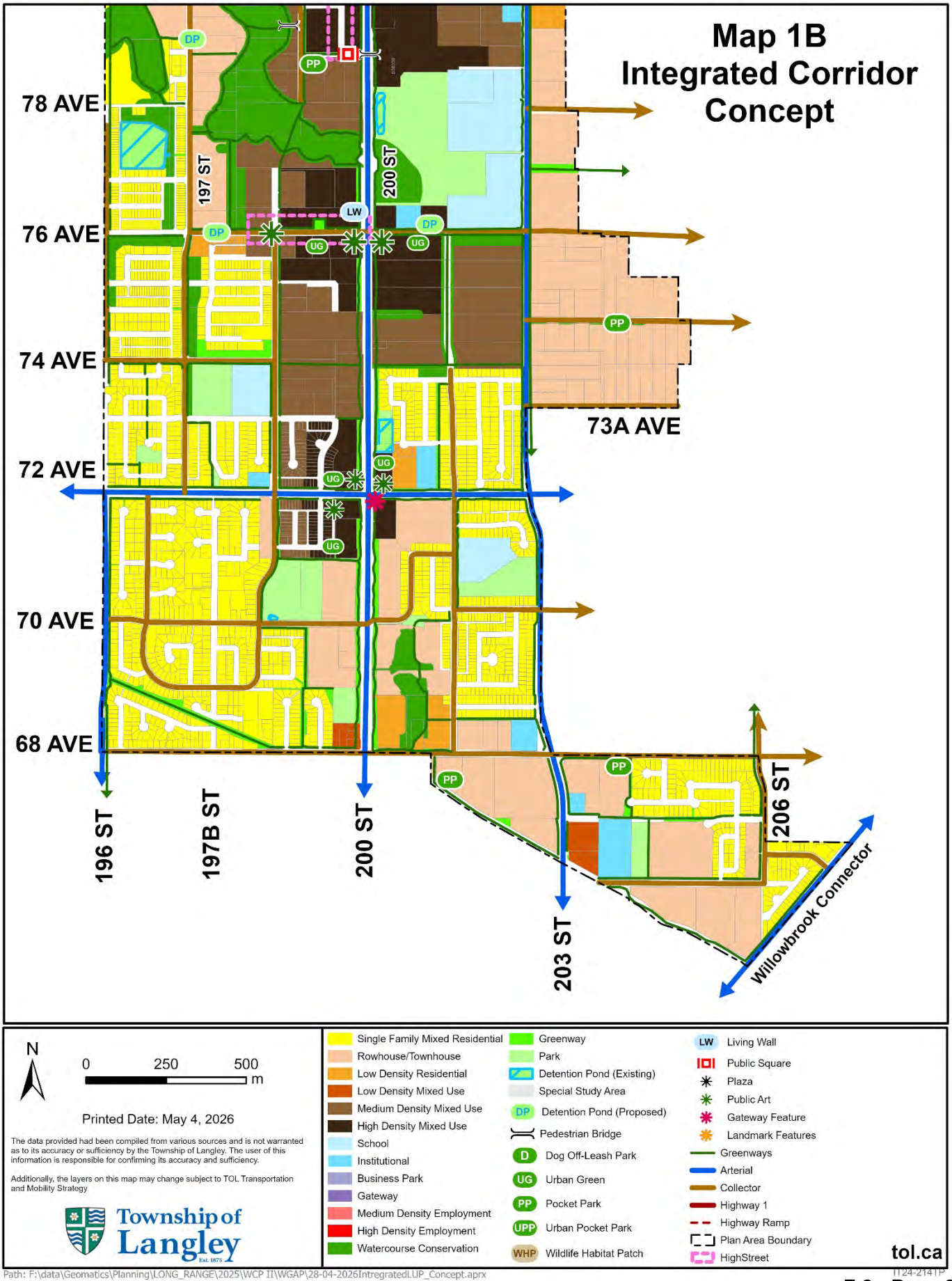


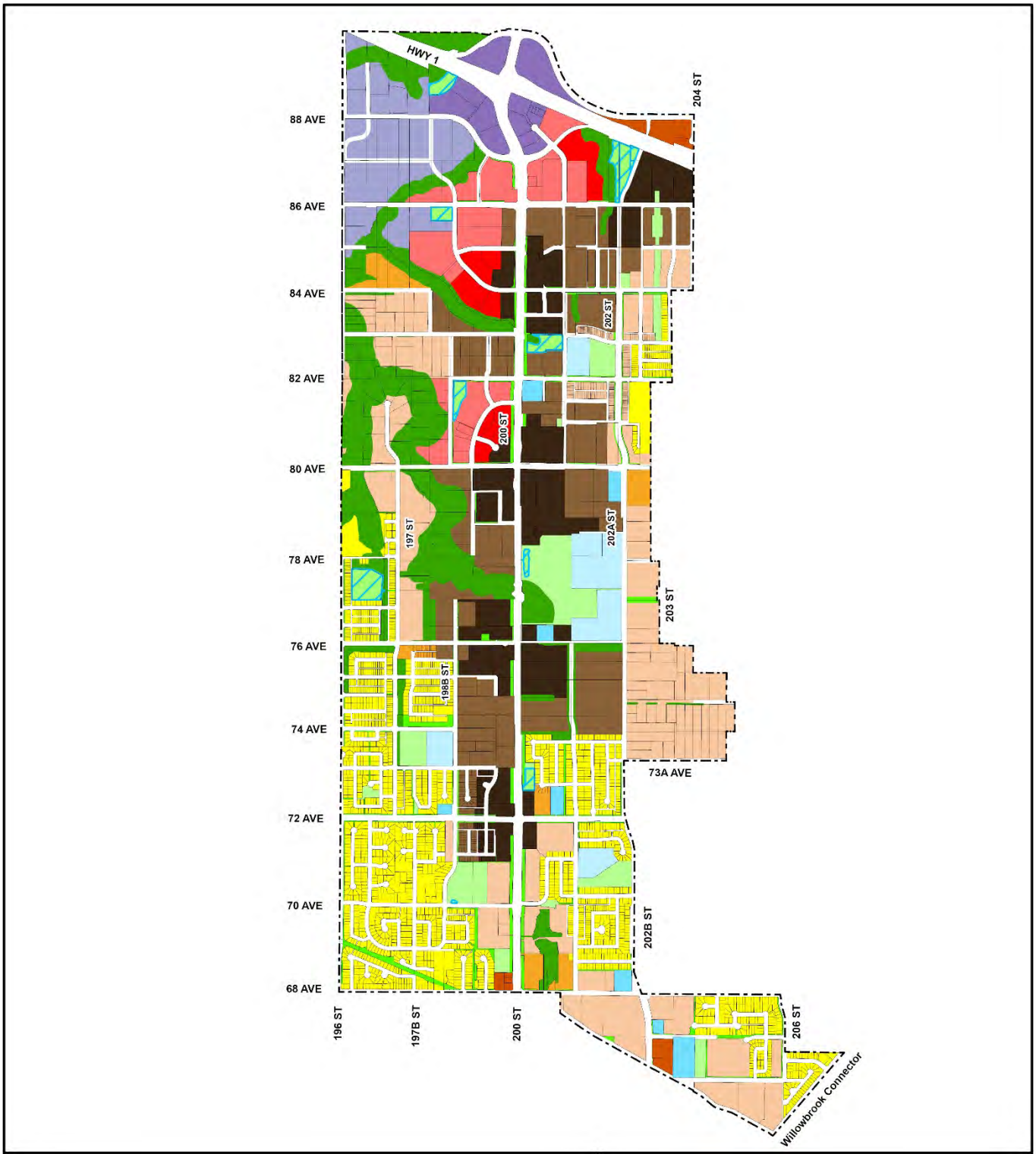

**Figure 22: Jeffries brook greenway**



# Maps

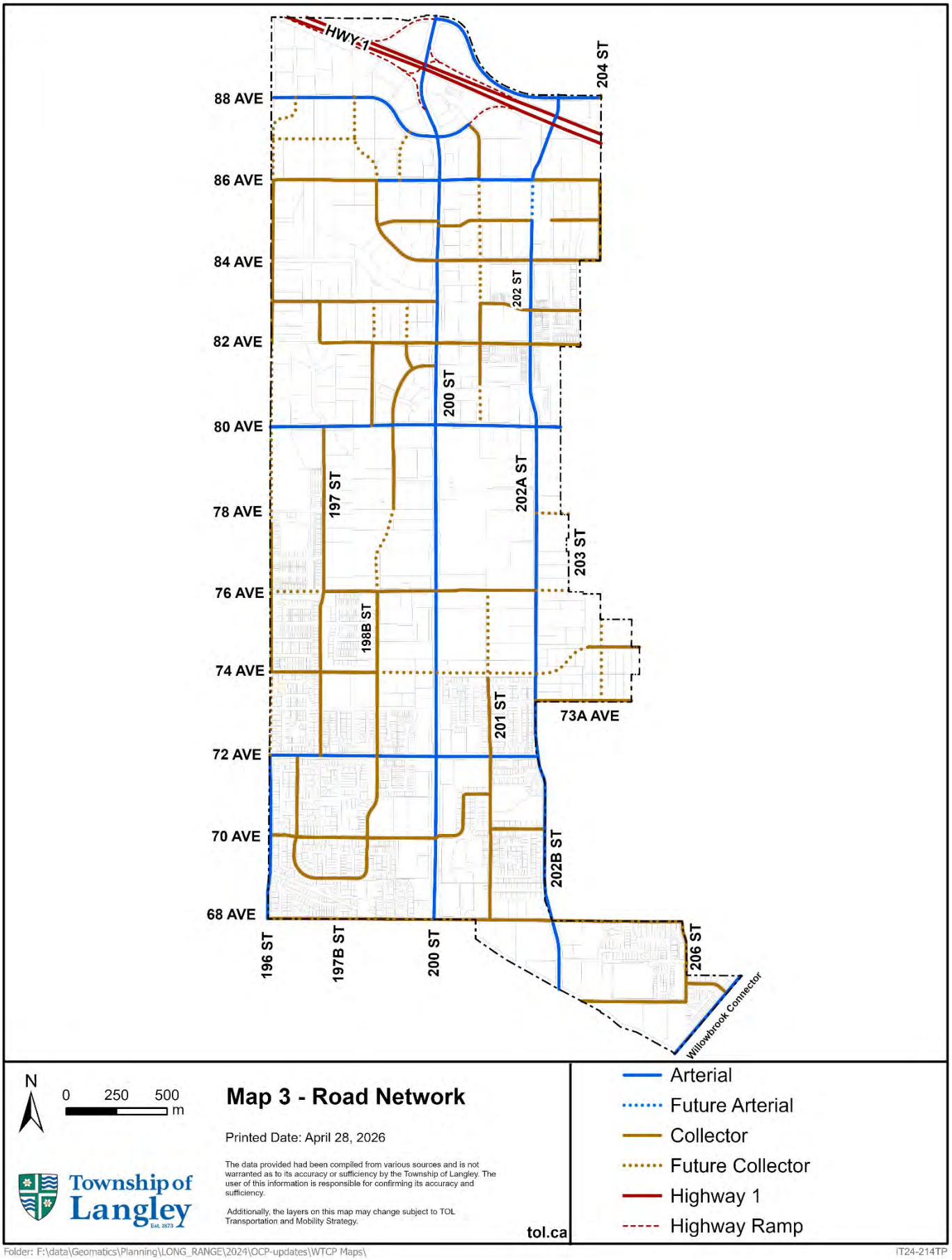

Map 1A
Integrated Corridor Concept
HWY 1
88 AVE
86 AVE
84 AVE
82 AVE
80 AVE
78 AVE
76 AVE
204 ST
202 ST
196 ST
198A ST
197 ST
200 ST
84 AVE
UPP
DP
UG
PP
LW
N
0
250
500
m
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Additionally, the layers on this map may change subject to TOL Transportation and Mobility Strategy
Township of Langley
Single Family Mixed Residential
Rowhouse/Townhouse
Low Density Residential
Low Density Mixed Use
Medium Density Mixed Use
High Density Mixed Use
School
Institutional
Business Park
Gateway
Medium Density Employment
High Density Employment
Watercourse Conservation
Greenway
Park
Detention Pond (Existing)
Special Study Area
Detention Pond (Proposed)
Pedestrian Bridge
Dog Off-Leash Park
Urban Green
Pocket Park
Urban Pocket Park
Wildlife Habitat Patch
Living Wall
Public Square
Plaza
Public Art
Gateway Feature
Landmark Features
Greenways
Arterial
Collector
Highway 1
Highway Ramp
Plan Area Boundary
HighStreet
tol.ca

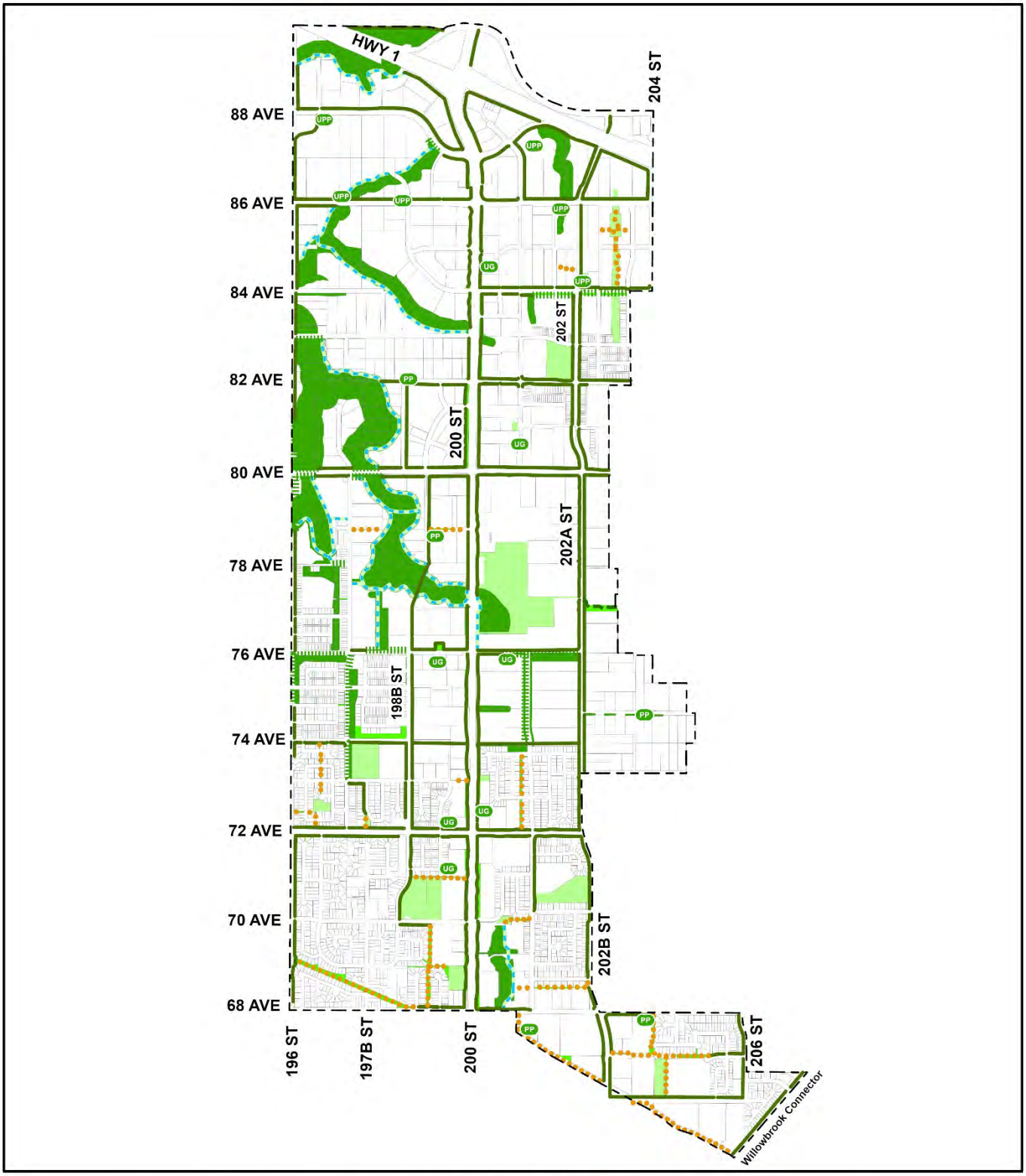

Map 1B
Integrated Corridor Concept
78 AVE
76 AVE
74 AVE
73A AVE
72 AVE
70 AVE
68 AVE
196 ST
197 ST
197B ST
200 ST
203 ST
206 ST
Willowbrook Connector
DP
PP
LW
UG
N
0
250
500
m
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Township of Langley
Single Family Mixed Residential
Rowhouse/Townhouse
Low Density Residential
Low Density Mixed Use
Medium Density Mixed Use
High Density Mixed Use
School
Institutional
Business Park
Gateway
Medium Density Employment
High Density Employment
Watercourse Conservation
Greenway
Park
Detention Pond (Existing)
Special Study Area
Detention Pond (Proposed)
Pedestrian Bridge
Dog Off-Leash Park
Urban Green
Pocket Park
Urban Pocket Park
Wildlife Habitat Patch
Living Wall
Public Square
Plaza
Public Art
Gateway Feature
Landmark Features
Greenways
Arterial
Collector
Highway 1
Highway Ramp
Plan Area Boundary
HighStreet
tol.ca
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IT24-214TP


HWY 1
204 ST
88 AVE
86 AVE
84 AVE
202 ST
82 AVE
200 ST
80 AVE
197 ST
202A ST
78 AVE
203 ST
76 AVE
198B ST
74 AVE
73A AVE
201 ST
72 AVE
70 AVE
202B ST
68 AVE
196 ST
197B ST
200 ST
206 ST
Willowbrook Connector
N
0 250 500 m
Map 3 - Road Network
Printed Date: April 28, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Township of Langley
Est. 1873
tol.ca
Arterial
Future Arterial
Collector
Future Collector
Highway 1
Highway Ramp
Folder: F:\data\Geomatics\Planning\LONG_RANGE\2024\OCP-updates\WTCP Maps\
IT24-214TP




N
0 250 500 m

**Map 4 - Parks, Greenways and Open Spaces**

Printed Date: April 27, 2026

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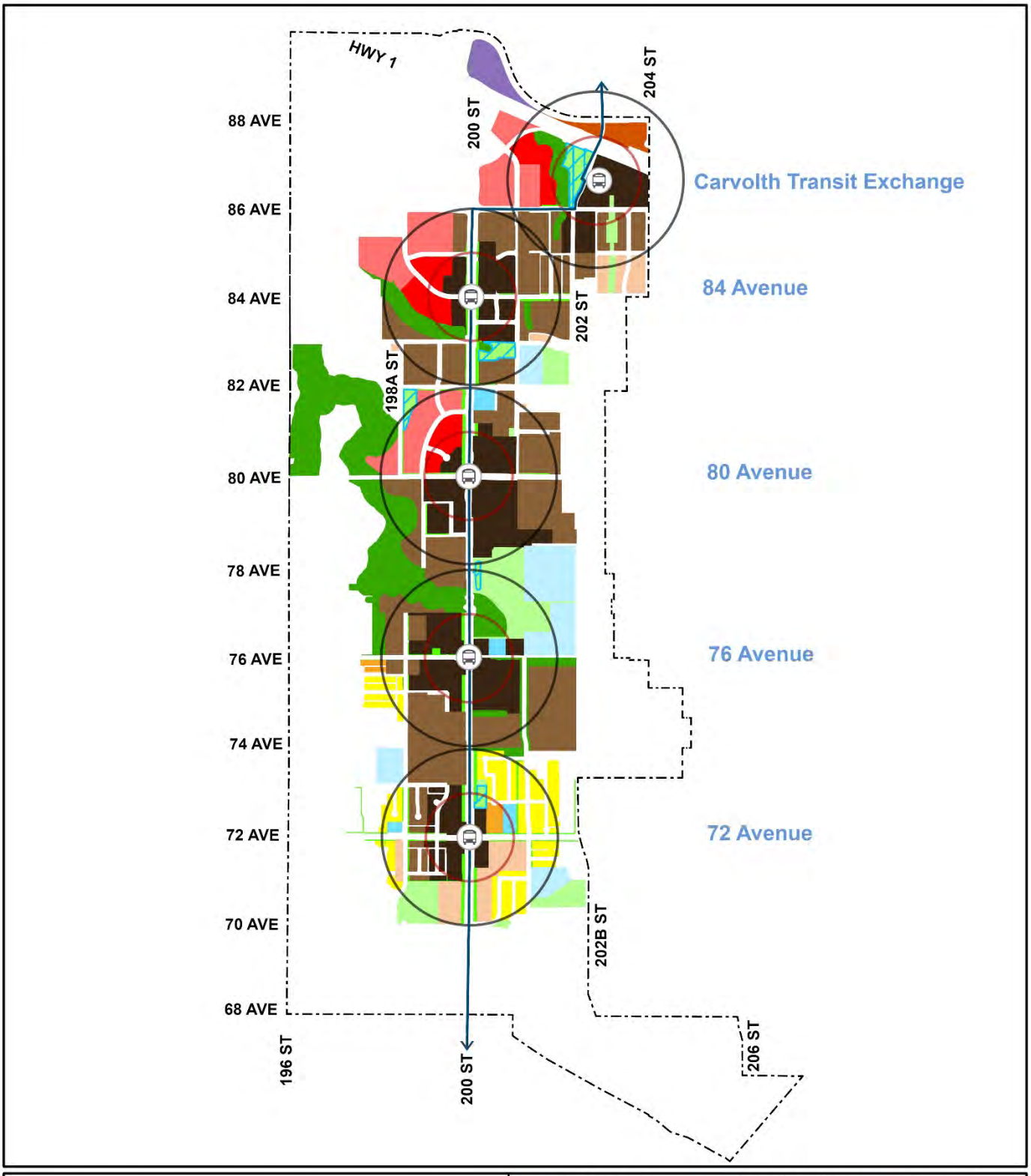
Township of Langley

tol.ca

- Creek Greenway
- Enhanced Sidewalk
- Street Greenway
- Recreational Greenway
- Ecological Greenway
- PP Pocket Park
- UPP Urban Pocket Park
- UG Urban Green
- WHP Wildlife Habitat Patch
- Park
- Watercourse Conservation
- Built Greenway
- Plan Area Boundary

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IT24-214TP


HWY 1
88 AVE
86 AVE
84 AVE
82 AVE
80 AVE
78 AVE
76 AVE
74 AVE
72 AVE
70 AVE
68 AVE
196 ST
198A ST
200 ST
202 ST
202B ST
204 ST
206 ST
Carvolth Transit Exchange
84 Avenue
80 Avenue
76 Avenue
72 Avenue
N
0 250 500 m
Map 5 - Transit Hubs
Printed Date: April 27, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Township of Langley
tol.ca
Future Bus Rapid Transit
Future BRT Station Locations
200 m
400 m
Single Family Mixed Residential
Rowhouse/Townhouse
Low Density Residential
Low Density Mixed Use
Medium Density Mixed Use
High Density Mixed Use
School
Institutional
Business Park
Gateway
Medium Density Employment
High Density Employment
Watercourse Conservation
Greenway
Park
Detention Pond (Existing)
Special Study Area
IT24-214TP

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842**
**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800**
**AMENDMENT (GORDON NEIGHBOURHOOD PLAN) BYLAW NO. 6203**

**EXPLANATORY NOTE**

Bylaw No. 6203 amends the Willoughby Community Plan by adding a new Schedule W-12 (Gordon Neighbourhood Plan) which consolidates the Central Gordon Estate and Northwest Gordon Estate Neighbourhood Plans.

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842**
**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800**
**AMENDMENT (GORDON NEIGHBOURHOOD PLAN) BYLAW NO. 6203**

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 "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Gordon Neighbourhood Plan) Bylaw No. 6203".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800", as amended, is further amended by adding a new Schedule "W-12" (Gordon Neighbourhood Plan) attached to and forming part of this Bylaw as Schedule "A".

3. "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw No. 4475" is repealed.

4. "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw No. 4924" is repealed.

5. This Bylaw comes into force on the date that it is adopted by Council. The effect of this Bylaw is suspended for twenty-four (24) months from the date that this Bylaw comes into force for a rezoning application, development permit application or building permit application made prior to this Bylaw coming into force and for which the application is full and complete and the applicable application fee has been paid.

6. An applicant may agree in writing that this Bylaw should have effect with respect to a rezoning application, development permit application or subdivision application made prior to this Bylaw coming into force.

7. If any section, subsection, clause, or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion will be severed and the decision that a portion of this Bylaw is invalid shall not affect the validity of the remaining parts of this Bylaw.

| | | |
|---|---|---|
| READ A FIRST TIME the | day of | , 2026 |
| READ A SECOND TIME the | day of | , 2026 |
| PUBLIC HEARING HELD the | day of | , 2026 |
| READ A THIRD TIME the | day of | , 2026 |
| ADOPTED the | day of | , 2026 |

_____ Mayor _____ Township Clerk

SCHEDULE "A" BYLAW NO. 6203




# Gordon Neighbourhood Plan

## Bylaw No. 6203

## Willoughby Community Plan

Township of Langley

May 2026

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# 1.0 Introduction

## 1.1 PLAN PURPOSE

The purpose of the Gordon Neighbourhood Plan is to guide future growth and development in the historic Northeast and Central Gordon Estate neighbourhoods under a single, unified framework. By combining the two previous neighbourhood plans, the Township aims to create a cohesive community that is livable, environmentally sustainable, fiscally responsible and respectful of neighbouring land uses and heritage resources.

The Gordon Neighbourhood Plan provides a comprehensive decision-making framework for future land use, including guidelines for residential and commercial development, protection of the natural environment and provision of community facilities and municipal services such as water, sewer, storm drainage and transportation. It follows established principles for complete, livable communities, fiscal responsibility, economic prosperity and environmental stewardship to ensure a high quality of life for both current and future residents.

This Plan will be implemented through the Township of Langley's Zoning Bylaw, Subdivision and Development Servicing Bylaw and other applicable bylaws and has been prepared in accordance with the provisions of the *Local Government Act*. All bylaws adopted or works undertaken by the Township following adoption of the Gordon Neighbourhood Plan must be consistent with this Plan.

## 1.2 PLAN AREA

The Gordon neighbourhood is located in southeast Willoughby. It is bounded by 73A and 72 Avenues and north of Crush Crescent to the Agricultural Land Reserve (ALR) boundary; the Willowbrook Connector and ALR boundary to the east; 68 and 66A Avenues to the south; and 206 and 202B Street to the west (see Figure 1).

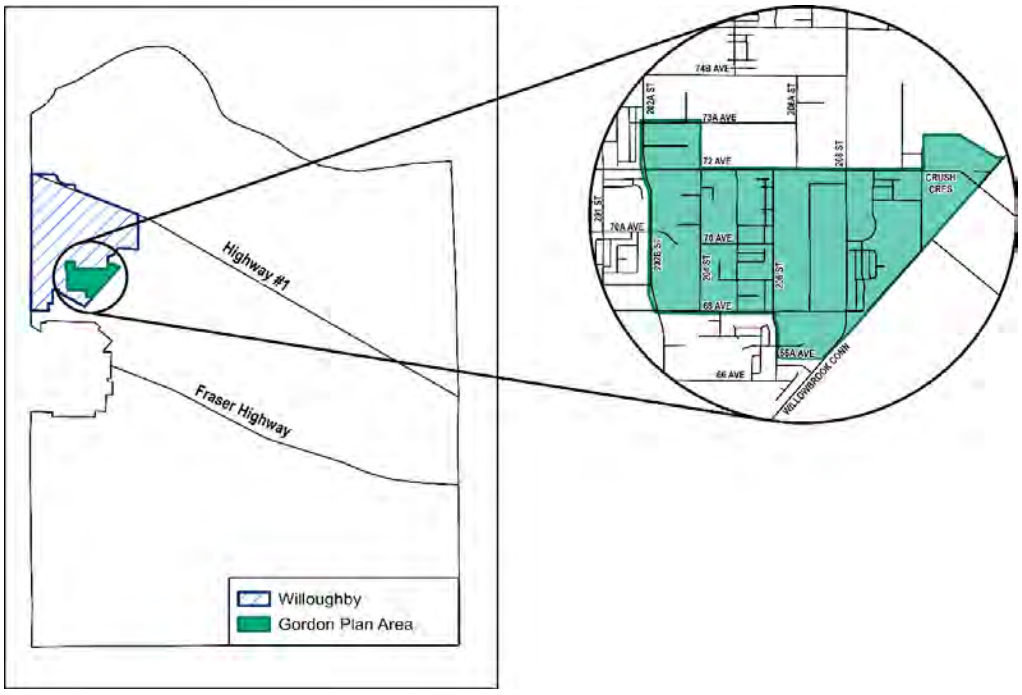



*Figure 1: Gordon neighbourhood*

# 1.3 PLANNING PROCESS

The Northeast Gordon Estate and Central Gordon Estate neighbourhood plans were developed with extensive community engagement and were adopted in February 2006 and June 2012, respectively.

During the planning process for each neighbourhood, community members were able to contribute local knowledge and insights through design charettes, open houses and public surveys. These inputs helped to identify community goals, objectives and preferred land use concepts.

In 2007, Council initiated a density review of the Northeast Gordon Estate Plan pertaining to lands along a portion of the 208 Street corridor (see Figure 2). Community input was provided through public open houses, a design charrette and Neighbourhood Team. Further input was provided from a Technical Team that refined the plan concepts throughout the process. Through public input and subsequent Technical Team review, a refined land use plan was developed for this sub-area and combined with the existing Northeast Gordon Estate Plan.

Engagement on the consolidated Gordon Neighbourhood Plan was undertaken in spring 2026, in conjunction with the Willoughby Community Plan update.

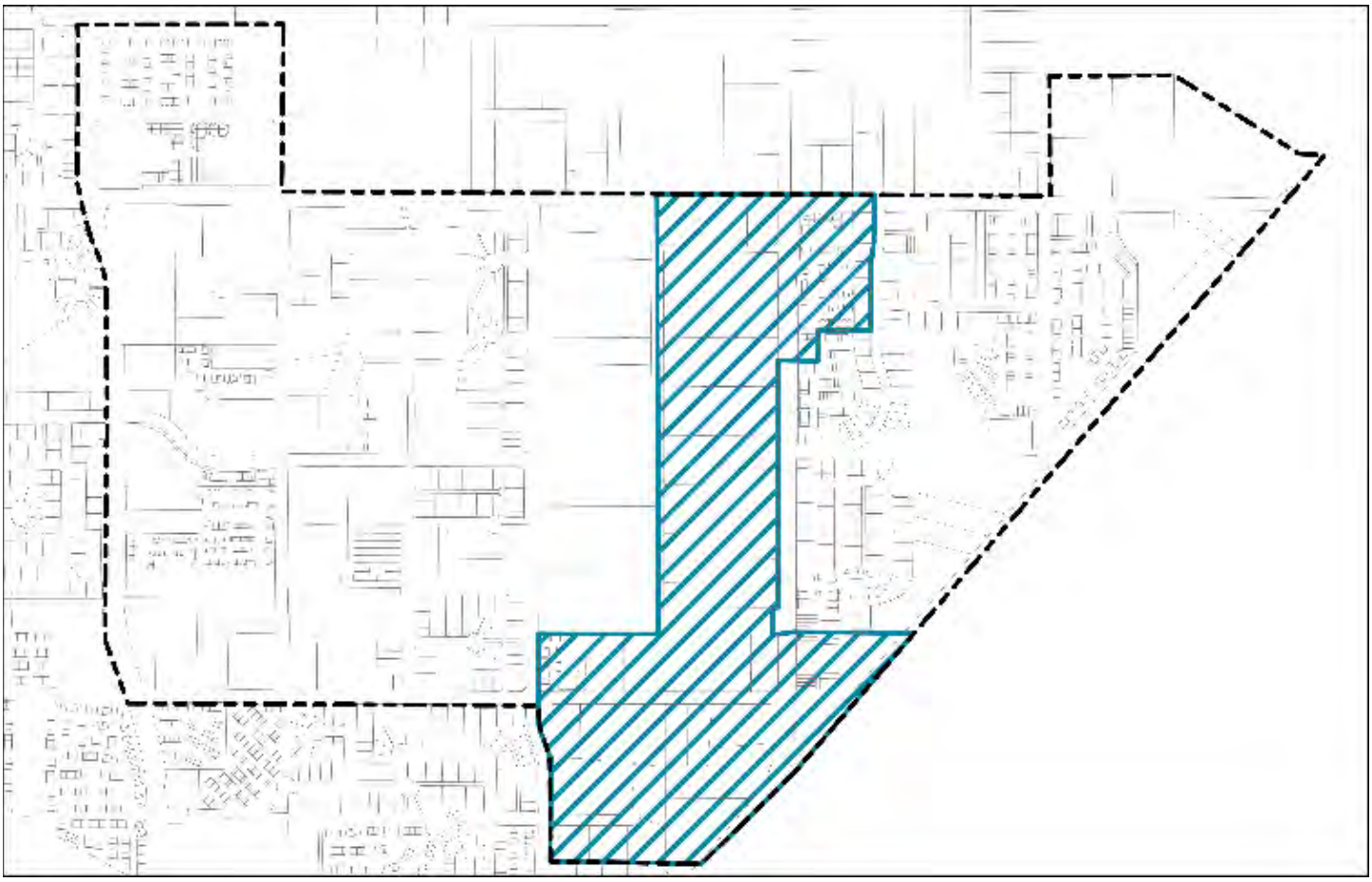


*Figure 2: 208 Street Density Review Area*

# 2.0 Background and Planning Context

## 2.1 SITE PLANNING CONTEXT

### 2.1.1 Existing Land Uses

The Gordon Neighbourhood Plan encompasses an area of approximately 134 hectares (334 acres)**.** Original development of Central and Northeast Gordon Estate neighbourhoods was characterized by low density development in the form of suburban estate lots. Most lands were zoned Suburban Residential SR-2**,** which permits low-density residential uses and, in some cases, other suburban/rural uses such as agriculture. Properties typically ranged in size from estate lots to larger holdings of up to 2.0 hectares (4.94 acres). Since adoption of the Central Gordon Estate and Northeast Gordon Estate Neighbourhood Plans, these neighbourhoods have been developing with a more diverse range of housing types, from low-density residential lots to 6 storey apartment buildings.

Key institutional uses within the consolidated plan area include Langley Fire Hall No. 4, serving the Willoughby area and a daycare and learning centre. While the Gordon neighbourhood currently has no active schools or parks, lands located along 206 Street north of 68 Avenue have been secured by School District No. 35 and the Township of Langley for future educational and community facilities.

### 2.1.2 Environmental Context

The Gordon Neighbourhood Plan area is defined by its diverse landscape and ecological features, which together shape the neighbourhood's identity and character. Four distinct landscape areas **–** the Upland**,** Hillside**,** Roadside Tributaries and Escarpment – are combined with broader environmental assets such as forests, fields and watercourses to create a setting of both ecological and community value.

The "Upland", located in the north, is mostly flat with imperfect drainage and vegetation dominated by black cottonwood, red alder and paper birch, interspersed with stands of western red cedar and Douglas fir.

The "Hillside" retains a predominantly "rural" character, with acreage properties, patches of mature evergreen habitat and large specimens of bigleaf maple, western red cedar and Douglas fir. The presence of contiguous wooded pockets contributes to both neighbourhood character and biodiversity.

The "Roadside Tributaries" of the Nicomekl watershed, including roadside ditches along 68 Avenue and 204 Street, represent some of the most valuable ecological assets. Classified as Class B watercourses, these tributaries are vital for wildlife and require careful restoration and ongoing stewardship.

The "Escarpment" is one of the community's defining features. It enables expansive views of the Milner Valley, the agricultural lowlands and the coastal mountains, including Mount Baker. The Milner Valley is one of the most fertile areas in the Fraser Valley and is historically significant as the site of the former Hudson's Bay Company Farm (established in the 1830's). Protecting the treed escarpment through careful development design, as well as tree retention and replacement, is essential to preserving these important landscapes and views.

In addition to these distinct landscape areas, the neighbourhood is distinguished by its abundant native vegetation, including western red cedar, Douglas fir, black cottonwood, red alder, bigleaf maple and paper birch, often found in groves of 30 or more trees. Mixed coniferous-deciduous forests at the northern and southern edges provide important wildlife habitat, while pastures adjacent to forest cover serve as foraging and breeding areas for species such as Townsend's vole, coyote, red-tailed hawk, barn owl and great blue heron.

Crush Creek and Worrell Creek form headwater tributaries of North Creek, which flows to the Nicomekl River. Both are Class A watercourses with intermittent flows that provide, or have the potential to provide, fish habitat for species such as salmon and trout. Their ecological value could be enhanced through flow management, improved water quality and barrier removal, such as impassable culverts.

The importance of these environmental features has been documented in previous studies, including an environmental assessment (Phoenix Environmental, 2001) and a tree assessment and protection strategy (C. Kavolinas & Associates, 2001), both of which have informed this Plan's approach to conservation and sustainable development.

### 2.1.3 Heritage Context

The Gordon Neighbourhood Plan area is situated within a landscape of significant historical and cultural value that has helped to define the Township of Langley's identity for more than 150 years. The eastern escarpment, overlooking the Milner Valley, defines the transition between the uplands of Willoughby and the prairie lowlands to the east, an area long valued by both Indigenous peoples and early European settlers.

For the Coast Salish peoples, including the Sto:lo, the Nicomekl and Salmon Rivers were important travel routes linking Boundary Bay with fishing camps along the Fraser River. While no permanent settlements were established in the Willoughby area, evidence suggests that it was used for seasonal hunting and gathering. European explorers followed these same routes in the 1820s, recognizing the agricultural potential of the prairie as a factor in locating Fort Langley nearby in 1827. By the 1830s, the Hudson's Bay Company had established an 800-hectare farm in the Milner Valley, one of the earliest large-scale agricultural operations in the region. Over three decades, the farm provided food to Fort Langley and surrounding settlements, with surplus products exported internationally. Though subdivided in later years, the farm's cultural landscape and scenic views remain among the Township's most valued historic resources.

The Milner Escarpment continues to serve as a defining natural and cultural feature, providing scenic views from both the valley and uplands while maintaining the sense of separation between prairie and upland environments. Its second-growth forests now support wildlife habitat while preserving the landscape qualities that have shaped the area's identity.

The Willoughby Heritage Study (Arlington Group, 2004) evaluated resources that had been identified previously in the Willoughby Heritage Inventory (Legacy Heritage Consultants, 1998). In the historic Northeast Gordon Estate Neighbourhood, the Study assigned high heritage value to the McGillivray Residence, which was built in 1933 at 21031 – 72 Avenue.

The rural and suburban character of the historic Central Gordon Estate neighbourhood is acknowledged as an important cultural feature. The Gordon Neighbourhood Plan incorporates this character into its design guidance, ensuring that new development respects and complements the area's historic and cultural context.

### 2.1.4 Infrastructure Considerations

At the time of adoption of the Northeast Gordon Estate (2006) and Central Gordon Estate (2012) Neighbourhood Plans, the neighbourhoods were predominantly rural/suburban with limited municipal infrastructure, particularly sanitary sewer and stormwater services. Water service was and is generally available throughout the neighbourhood, though upgrades will be required to accommodate the higher-density development indicated in the Plan. The existing road network at the time of the original neighbourhood plan adoptions was adequate for the existing development; however, the road network was incomplete in some areas and was constructed to lesser standards. Significant upgrades and expansions will be necessary to

support a growing population, including improvements to 208 Street and the 208 Street extension to 64 Avenue, 204 Street, 68 Avenue and 70 Avenue. Upgrades to Fortis BC, BC Hydro and telecommunications infrastructure will also be required.

Key infrastructure elements are in place that make development feasible. The Greater Vancouver Water District (GVWD) watermain along 204 Street ensures sufficient water supply. Sanitary sewer service can be expanded through connections to the Greater Vancouver Sewer and Drainage District (GVS&DD) trunk sewers in the City of Langley. In addition, the Jericho Booster Pump Station has been sized to accommodate anticipated flows in this area. Five of the six proposed detention ponds have been constructed so far in the Gordon neighbourhood area. The pond proposed at the corner of Willowbrook Connector and 68 Ave will need to be constructed in advance of or at the outset of development activity.

Gordon's natural features—including watercourses, treed areas, sloping topography and wildlife habitat—affect development. While these features do not preclude growth, sensitive subdivision design, construction techniques and planning are necessary to protect environmental and agricultural resources, preserve views to and from the Milner Valley and maintain neighbourhood amenities such as greenways. Relatively large land holdings in the neighbourhood provide opportunities to enhance and protect these natural features, though development yields and activities may be influenced by these considerations.

The Gordon Estates Engineering Services Plan was completed in 2012 and provides detailed requirements for Water, Sanitary Sewer, Transportation and Drainage.

## 2.2 POLICY CONTEXT

### 2.2.1 Willoughby Community Plan

The community of Willoughby is designated as an urban growth area and is expected to accommodate a significant portion of the Township of Langley's future population growth. Township Council adopted the original Willoughby Community Plan in 1998 to guide future development. This community plan establishes a policy framework for land use, parks and open space and environmentally sensitive areas for the preparation of more detailed neighbourhood plans - including the former Central Gordon Estate and Northeast Gordon Estate Neighbourhood Plans and the new consolidated Gordon Neighbourhood Plan.

Some key components of the Willoughby Community Plan include a Town Centre at 208 Street and 80 Avenue, consisting of commercial, multi-unit residential and mixed-use development. Surrounding areas are identified for residential use with some mixed-use commercial nodes ("Walkable Centres") located at major intersecting roads. The Community Plan introduces a greenway network weaving through and linking neighbourhoods. Included within greenway network are ecological corridors, ecological buffers, visual green streets, creek greenways, street greenways, recreational greenways, the Green Link, the Blue Link and enhanced sidewalks. Local gateways will frame selected areas with heritage resources and public art helping reflect our communities' past and cultural values.

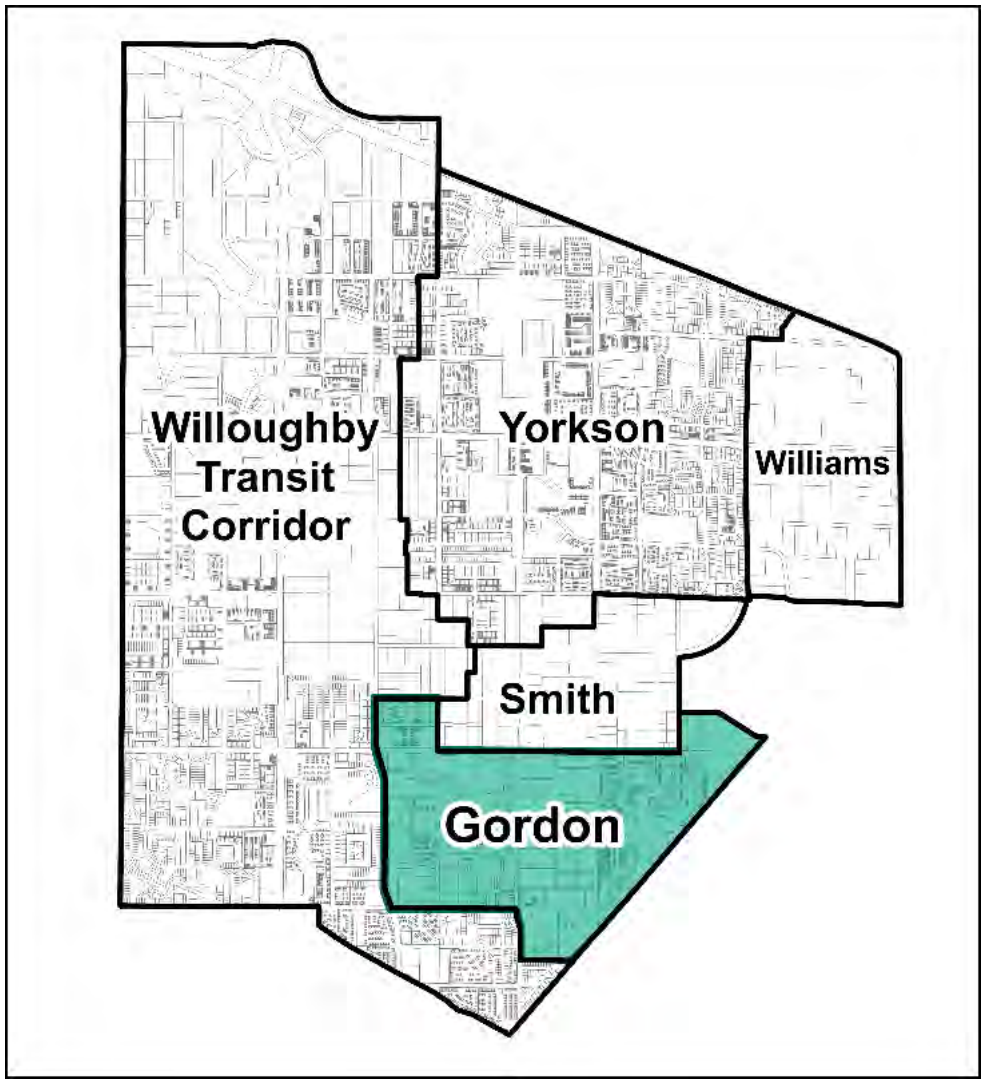



*Figure 3: Gordon Neighbourhood within Willoughby*

### 2.2.2 Adjacent Neighbourhoods and Linkages

Gordon is centrally located within Willoughby and is well connected to other neighbourhoods and surrounding areas. Neighbourhood residents will have convenient access to shopping, commercial services, education, employment and recreational facilities in Walnut Grove, Willowbrook and the City of Langley and other destinations in the Yorkson neighbourhood and the emerging Willoughby Transit Corridor. Gordon is also proximate to Langley's employment centres, including the Aldergrove Industrial Area, Carvolth Business Park, Gloucester Industrial Estates, Northwest Langley Industrial Area and Willowbrook Industrial Area.

With continued development, future improvements to the road and greenway networks will further enhance connectivity within Gordon and between adjacent Willoughby neighbourhoods. Attention to the scale and design of commercial and recreational amenities within Gordon will ensure that these amenities become a focal point of neighbourhood life in Willoughby, in the form of a well-connected community hub.

# 3.0 Neighbourhood Vision and Objectives

## 3.1 SUSTAINABLE NEIGHBOURHOOD DEVELOPMENT

In 2008, Township Council adopted a Sustainability Charter, which was developed through research, expert advice and community input. The Charter presents a vision for the community that meets the social/cultural, economic and environmental needs of current and future residents. It provides a set of guiding principles and a high-level policy framework for future decision-making by the Township.

The Charter contains fifteen Goals for realizing the overall vision for a sustainable community:

- Social/Cultural Goals
    - Celebrate our heritage
    - Protect our people and properties
    - Build corporate and community capacity
    - Provide and support community-based leisure opportunities
    - Nurture a mindset of sustainability
- Economic Goals
    - Achieve fiscal stability and fiscal health
    - Develop livable and vibrant communities
    - Strengthen our economy
    - Invest in effective infrastructure
    - Integrate transportation into community planning
- Environmental Goals
    - Conserve and enhance our environment
    - Increase biodiversity and natural capital
    - Respect our rural character and rural heritage
    - Reduce energy consumption
    - Promote stewardship

In addition to these overarching goals, there are several specific objectives related to neighbourhood planning:

- Focus on compact forms of development and a mix of uses
- Encourage high quality urban design
- Provide flexible, affordable and mixed housing options
- Make communities pedestrian and bicycle friendly
- Protect and enhance environmentally significant areas

## 3.2 VISION STATEMENT

The vision for the Gordon neighbourhood is a high quality, livable and sustainable urban environment that:

- takes advantage of the unique views and topography
- provides a variety of housing types to accommodate people with varying affordability, age and family structures
- is walkable and accessible through greenway connections within the neighbourhood and beyond
- respects and enhances environmental features and incorporates environmental areas and public spaces into neighbourhood design
- provides commercial services for the neighbourhood

- provides some opportunities for employment
- provides a high quality and safe public realm
- provides green and efficient infrastructure

The vision for a sustainable neighbourhood will be achieved through consideration of the following elements:

- Environmental sustainability:
  - Protection of significant watercourses
  - Sustainable rainwater management
  - Protection of upland habitat through provision of an ecological greenway
  - Provision of street greenways
  - Encouraging green design and technology
- Social sustainability:
  - Provision of a range of housing types including adaptable housing
  - Streetscape design to allow places for people to meet
  - Creation of a town market meeting area
  - Promotion of rural heritage
  - Contribute to the provision of community and neighbourhood parks and schools
- Economic sustainability:
  - Incorporation of employment areas
  - Provision of housing types at multiple price points
  - Increased density to offset costs of municipal services and infrastructure

## 3.3 OBJECTIVES

The former Central Gordon Estate and Northeast Gordon Estate neighbourhood plans were developed in consideration of community values and desires for a “livable” and “complete” community, characterized by family orientation, healthy environment, adequate commercial, community and recreational facilities and sustainable development practices. Neighbourhood planning included the following objectives, which were respected during the neighbourhood plan consolidation process in 2026 and the preparation of the new Gordon Neighbourhood Plan:

1. Primarily Residential with Mixed Housing Choices
   Develop a neighbourhood that is primarily residential, offering a diverse range of housing types, from single family homes to multi-unit housing that meet the needs of all income levels.
2. High-Quality Urban Design and Sense of Place
   Promote distinctive, attractive communities with strong architectural and urban design standards, fostering a clear sense of identity and place.
3. Sustainable and Compact Development
   Encourage compact, sensitive development forms that preserve natural vegetation, support sustainable practices and minimize land consumption.
4. Environmental Protection and Heritage Preservation
   Protect watercourses, trees, escarpments, open spaces, agricultural land and heritage resources, integrating natural and cultural features into neighbourhood design.
5. Walkable, Safe and Connected Neighbourhoods
   Provide pedestrian and cycling trails, playgrounds and community spaces that encourage walking, active living and a safe, secure environment for residents.

6. Small-Scale Commercial and Mixed Land Uses
   Incorporate small-scale commercial areas and other compatible land uses that support local needs while maintaining the residential character of the neighbourhood.
7. Community Engagement and Collaboration
   Foster ongoing collaboration with residents, stakeholders and technical experts to ensure development reflects community values and priorities.
8. Efficient Infrastructure and Service Provision
   Plan for the delivery of essential infrastructure and services in a cost-effective, predictable and sustainable manner.
9. Transportation Choice and Connectivity
   Provide multiple transportation options, including walking, cycling and transit access, to enhance mobility and reduce dependence on single-occupancy vehicles.
10. Agricultural Interface and Good Neighbour Relations
    Encourage awareness and sensitivity to agricultural lands at the urban interface, promoting positive relationships between urban residents and agricultural operators.

# 4.0 Land Use Plan

## 4.1 OVERVIEW

As part of a livable and complete community, the future Gordon Neighbourhood provides places to live, work, shop and play. It offers a variety of residential, commercial, business and outdoor recreational opportunities to meet the diverse needs of residents. Each “Walkable Centre” has been planned to provide a minimum of 5,000 people within a 500 metre walking circle. This concept is illustrated in Figure 4.




*Figure 4: Walkable Centres*

Higher density land uses are intended to be located in three “Walkable Centres” at 204 Street and 70 Avenue, 207 Street and 68 Avenue and 208 Street and 71B Avenue and serve as neighbourhood nodes (Figures 9 and 39). These centres are supported with Mixed-Use designations accommodating apartments up to 6 storeys with ground floor commercial uses. Live/work units within a townhouse format will provide for limited commercial floor space as an ancillary land use. Each centre will be served by a variety of greenway types providing pedestrian linkages to other neighbourhoods. Pocket Parks, Urban Greens, Wildlife Habitat Patches provide habitat for wildlife and passive and active recreation immediately adjacent to the walkable centres. This

pattern provides the greatest concentration of people within a five-minute walking distance to shopping, transportation, employment and entertainment needs.

Outside of the centres, a wide variety of single family dwellings and a mix of low density residential land uses add to the range of housing options in the community.

Varied forms and densities of multi-family housing are provided for, while ensuring protection of public views and sensitivity to adjacent land uses. Multi-family buildings will also be located to serve as noise barriers along major roads.

Institutional uses, such as an elementary school/neighbourhood park site, fire hall and places of worship are strategically located to maximize accessibility and avoid land use and traffic conflicts.

The Greenways indicated on Map 3 – Parks, Greenways and Open Space introduce an Ecological Buffer, Blue Link, Street Greenways, Recreational Greenways, Urban/ALR Interface and Enhanced Sidewalks into the greenway and park system. This system of integrated recreational trails connects residential areas, mixed commercial areas and other important neighbourhood destinations including Wildlife Habitat Patches and Urban Greens and a variety of amenity features in support of “placemaking”. Trail connections may be located within natural areas provided their construction and use does not compromise ecological integrity.

A road system consisting of local, collector and arterial roads is designed to move vehicles and pedestrians efficiently throughout the neighbourhood. It provides controlled access to higher capacity arterial and collector roads, while ensuring efficient and safe traffic movements within the neighbourhood. Transit routes are designed to maximize ridership, efficiency and connectivity. Specific road types support commercial uses and ‘placemaking’ elements at the 204 Street/70 Avenue and 207 Street/68 Avenue centres.

An Integrated Concept Plan has been provided on Map 1.

## 4.2 LAND USE DESIGNATIONS AND POLICIES

Land use designations (Map 2) provide the framework for future development by specifying permitted uses, density and form of development. The following policies shall apply to all applicable residential and mixed-use developments.

### 4.2.1 General Policies

Density Calculations and Land Use Framework

- For all land use designations utilizing Units Per Acre (UPA) as a density measure, density shall be calculated based on gross developable land area. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of-bank and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.
- For all designations utilizing Floor Space Ratio (FSR) as a density measure, density shall be calculated on the basis of gross developable land area, where:
    - Developable floor area is the sum total of floor areas on each storey of a building, inclusive of exterior walls and excluding unenclosed balconies.
    - Developable land area is net of conservation areas, publicly dedicated parks and open spaces and publicly dedicated rights-of-way, including streets and laneways.
- Due to specific site constraints, not all parcels may achieve the maximum density permitted in the Plan.

Environmental Protection and Development Approvals

- Significant trees shall be protected in accordance with the Township's Subdivision and Development Servicing Bylaw, Schedule I – Tree Protection.
- A Development Permit shall be required for all developments in accordance with the Willoughby Community Plan Development Permit Guidelines.
- Amenities shall be provided in accordance with the Willoughby Greenway Amenity Policy (if applicable).

View Considerations

Some areas of Gordon offer distant views of Mount Baker to the southeast with views of the valley bottom in the foreground. In most other areas, middle and near views of natural features, such as tree stands and creeks, are evident. When designing and/or locating new subdivisions, roads, buildings, parks, or trails, consideration should be given to the various view levels, with the objective of enhancing or preserving views.

Safety and Security

An important component of a livable community is the safety and security of its residents and property. The way buildings, subdivisions, commercial areas, parks and parking facilities etc. are designed and planned can have a positive influence on safety and crime prevention. This is the core premise of the "Crime Prevention Through Environmental Design" philosophy (CPTED). CPTED represents a proactive approach to crime prevention by encouraging creative design of the built environment to reduce opportunities for criminal behavior and the fear of crime among residents. Basic CPTED principles include the following:

- Territoriality: nurture residents' sense of control over their neighbourhoods by clearly defining property lines and distinguishing between private and public space.
- Surveillance: maximize residents' ability to monitor their immediate environment and spot suspicious people or activities.
- Access control/target hardening: use physical barriers and security devices to resist entrance.
- Activity support: promote residents' use and activity in public spaces.
- Environment: make design and location decisions which account for the surrounding environment.
- Image/maintenance: ensure that buildings and public spaces are clean and well-maintained.

The following CPTED strategies addressing the design and layout of neighbourhoods, residential and commercial buildings and public spaces shall be in effect:

- Design and locate public spaces to encourage use by residents.
- Buildings, streets and parks should be oriented and designed to encourage interaction between neighbour.
- Locate open spaces, parks, children's play areas and pedestrian paths so that they can be easily observed from nearby buildings or streets.
- Orient buildings so that front windows and entrances have unobstructed views of streets.
- Provide appropriate lighting for streets, parking areas, trails, lanes, parks and building entrances. Pedestrian scaled lighting should be used in places with high pedestrian traffic.
- Clearly delineate property lines and distinguish private property from public space through landscaping, paving texture and colour, fences, changes in grade, or combination thereof.
- Design and locate landscaping and fencing to permit unobstructed views, while avoiding the creation of blind spots or hiding places.
- Direct pedestrians to appropriate entrances and areas with signs and landscaping.

- Design and locate parking areas to be close to and visible from neighbouring buildings, streets and public areas.

Adaptable Housing Requirements



Basic adaptable housing requirements ensure that residential units are constructed with adaptable features that allow for future conversion to universal housing standards without extensive or costly renovations. These requirements consist of modest, largely unnoticeable design improvements that enhance accessibility, support aging in place and accommodate residents experiencing illness or injury.

- A minimum of 5% of single family and townhouse units (strata or rental) and a minimum of 10% of apartment units (strata or rental) within any development shall meet the standards of the Adaptable Housing Requirements Policy as outlined in the Official Community Plan.

Urban Design and Community Interface



*Figure 5: Corner lot access*

- All development adjacent to the Blue Link are responsible for the policies under Section 5.2.2.
- Multi-family buildings shall be designed to function as noise barriers along major roads where appropriate.
- When located at an intersection, all single-family residential units shall have their primary entrances facing the intersection (see Figure 6).
- Wrap-around front and/or side porches shall be provided along both street frontages wherever possible. These shall be accompanied by ample large windows to enhance transparency and openness within the neighbourhood and to improve safety through increased “eyes-on-the-street.”
- Raised vegetated medians are required where local roads intersect with other roads and at all access and egress points to multi-family developments, which may also function as attractive entrance features (see Figure 37).
    - Entrances to underground and structured parking facilities are exempt from this requirement.

## 4.2.2 Residential Policies

### 4.2.2.1 Single Family (1 UPA)

The Single Family (1 UPA) (2.5 units per hectare) designation provides for estate living on a minimum lot size of 0.4 hectares (one acre).

### 4.2.2.2 Single Family (8 UPA)

The Single Family (8 UPA) (19.8 units per hectare) designation provides for single family development at a maximum of 8 UPA (20 units per hectare).

- A minimum lot size of 371$m^2$ (3,990 $ft^2$) is required.
- No Residential Compact Lot (R-CL) Zones are permitted.
- All dwelling units shall have a front porch.
- All lots must be rear loaded.
- A high level of architectural and site design is encouraged.
- Allow small-scale multi-unit housing.

### 4.2.2.3 Single Family Mixed Residential (10 UPA)

The Single Family Mixed Residential designation allows up to 10 UPA (25 units per hectare) providing for duplex development along a portion of 206 Street.

- Duplexes are required and shall be designed to have similar massing and designs that help integrate them into the neighbourhood.
- Allow small-scale multi-unit housing.
- The maximum permitted density on lands designated “Single Family Mixed Residential (10 UPA)” (legally described: portion of Parcel “A” (Explanatory Plan 38637) Lot 1 Section 14 Township 8 New Westminster District Plan 6351) shall be a maximum 28 units per hectare (11 UPA).

### 4.2.2.4 Residential Bonus Density Area C

Residential Bonus Density Area C applies to lands located between 206 Street and 207 Street just south of 72 Avenue, indicated on Map 1 – Integrated Concept Plan. It establishes a base density of 8 UPA (15 units per hectare). It includes bonus density provisions up to a maximum 15 UPA (37.5 units per hectare), subject to lands designated as “Tree Retention” on Map 1 being protected and dedicated to the Township.

- Development shall be ground-oriented and in the form of single family, duplex, or townhouse units. Development in this area is subject to a Development Permit in accordance with Section 10 of the Willoughby Community Plan.

For the purposes of calculating allowable density, the amount of land being dedicated to protect significant trees shall exclude the area of the Street Greenway on Map 1.

### 4.2.2.5 Rowhouse/Townhouse (15 UPA)

This designation provides for rowhouse and townhouse development at a base density of 15 UPA (37 units per hectare), with provision for higher densities up to 40 UPA in Areas A and B (as noted on Map 2), subject to the provision of shared underground or structure parking.

General Policies

- Base density of 15 UPA (37 units per hectare).
- Units shall have direct access to the street and/or Greenway or Blue Link.
- A Green Link is to be provided to buffer between different designations and/or connect areas through the neighbourhood, in accordance with Section 5.2.4.
- Additional setbacks, tree retention and landscaping are to be provided along the boundary with Special Study Area 1 (see Map 1 – Integrated Concept Plan) in accordance with the Ecological Buffer policies in Section 5.2.9.2 and Figure 30.
- A 2 storey height restriction applies to areas adjacent to lower density residential land uses.

Area A and Area B

- Refer to Map 2 – Land Use Plan for Area A and B locations.
- In Area A, 40 UPA (99 units per hectare) is permitted if shared underground or structured parking is provided for all townhouse units.
- In Area B, 40 UPA (99 units per hectare) is permitted if shared underground or structured parking is provided for all townhouse units, or an apartment building (4 storey maximum) and townhouses are provided (shared underground or structured parking provided for all units). See Table 4.1 below.
    - Apartments are not permitted adjacent to designated lower density land uses.

Table 4.1 Area A and B

| # | Designation | Density Bonus Requirement | Permitted Density |
|---|---|---|---|
| A | Townhouse | Underground or structured parking | 40 UPA |
| B | Townhouse | Apartment and/or Townhouses with shared underground or structured parking | 40 UPA |

- Those lands identified outlined in dashed grey on Map 2 – Land Use Plan (Site Specific Amendments) may be developed in accordance with the following site-specific densities:

Table 4.2 Site Specific Amendments

| # | Bylaw Number | Location | Permitted Density |
|---|---|---|---|
| 1 | 5616 | 7000 Block of 202B Street | 16.8 UPA |
| 2 | 5632 | 20261 – 72B Avenue | 15.8 UPA |
| 4 | 5924 | 6842 and 6868 – 202B Street<br>20309, 20339 and 20347 – 68 Avenue | 20.0 UPA |
| 5 | 6062 | 7065 – 204 Street | 23.0 UPA |

### 4.2.2.6 Rowhouse/Townhouse (22 UPA)

This designation provides for rowhouse/townhouse development at a maximum density of 22 UPA (54 units per hectare).

- Buildings shall not exceed a height of 3 storeys.
- Units shall have direct access to the street and/or greenway or Blue Link.
- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse developments.
- The maximum permitted density on lands legally described: portion of Lot 25 Section 14 Township 8 New Westminster District Plan 41072 and portion of Parcel "A" (Explanatory Plan 38637) Lot 1 Section 14 Township 8 New Westminster District Plan 6351) shall be a maximum 64 units per hectare (26 UPA). All other provisions of Section 4.2.2.6 continue to apply.

Area D

- A mixture of rowhouse/townhouse and apartments are permitted in Area D identified on Map 2 – Land Use Plan, if:
    - Permitted densities are maintained;
    - Apartment buildings are maximum 4 storeys with common underground and/or structured parking;
    - Apartment buildings are located adjacent to a collector road, arterial road and/or designated apartment uses, but not adjacent to single family residential uses; and
    - Tree Retention areas are protected, in accordance with Section 4.3.3 and Map 1 – Integrated Concept Plan.

### 4.2.2.7 Rowhouse/Townhouse Live Work (22 UPA)

The intent of this designation is to enhance the neighbourhood's "sense of place" while providing opportunities for residents to live and work in the same unit (see Figures 7, 9, 44 and 45. This will provide residents with convenient services within their local neighbourhood and serve as a hybrid designation between full commercial units and residential units with a home occupation. The design of these units is intended to accommodate commercial uses so that people can eventually take advantage of the commercial opportunities the units are designed for. It is expected that these units may have limited seating capacity inside and have the ability to include a direct service walk-up window bay on the street. The form of the units will be designed so units facing 70 Avenue, 204 Street, 71B Avenue, 207 Street and 67 Avenue will accommodate low impact commercial activity.



*Figure 6: Live work example*

- Low impact commercial (retail, service, or office) will be permitted including, but not limited to: professional offices, barbers, ice cream parlors, coffee shops, art galleries, dog grooming and convenience stores.
- The appearance of street-fronting live/work units is expected to be semi-commercial.
- Street fronting ground floor commercial is required.

- Where setbacks from the street are provided, they are to be minimized to ensure a street presence for the commercial units. Exceptions for zero lot line buildings will be considered as part of a dynamic street front design.
- Building design elements of increased setbacks and/or different heights of entrances may be used in defining the public and private realms.
- Additional setbacks may be required to provide space for accessible access including ramps.
- Short term parking for commercial patrons is to be provided on-street.
- Small clusters of on-street parking are to be defined and augmented by traffic calming elements.
- Parking for residential use shall not be provided to the front of the buildings.
- On-site and street landscaping is to be combined to create a more urban streetscape.
- The scale and character of the commercial units should be complementary and architecturally integrated into the other buildings in the development and/or area.
- The entire ground floor of the residence (excluding the garage) may be dedicated to the commercial use.
- Commercial space cannot face internal strata units.

### 4.2.2.8 Low Density Apartment (1.4 FSR)

This designation provides for higher density residential units (apartments/condominiums) within the neighbourhood node at 70 Avenue and 204 Street and along a portion of 72 Avenue.

- 4 storey maximum height.
- Ground-oriented units are to be provided with direct access to the street and/or Greenway or Green Link with an individual front door accessible from the street and elevated at least 0.5 metres (1.6 ft) from the public right-of-way grade for privacy where existing grades permit.
- For all buildings facing a street, lobby entrances shall be from a public road.
- Minimal setbacks from 70 Avenue and 204 Street will ensure that a more urban streetscape is provided.
- Green Links are to be provided to buffer between different land use designations and/or connect areas through the neighbourhood, in accordance with Section 5.2.4.

### 4.2.2.9 Low Density Mixed-Use (1.4 FSR)

This designation provides for modest-scale retail and service uses in support of the main focal point of the neighbourhood node at 70 Avenue and 204 Street (see Figures 9 and 45). Small-scale commercial units in combination with higher densities and quality design will establish the character of the neighbourhood node. Neighbourhood identity will be reinforced with buildings slightly higher than those surrounding.

- Heights of buildings should not exceed 4 storeys of residential above 1 storey of ground oriented commercial.
- All buildings that provide ground-oriented residential units shall comply with the Low Density Apartment policies listed above.
- Commercial units shall be limited to approximately 1,140 $m^2$ (12,271 $ft^2$) total with approximately 570 $m^2$ (6,135 $ft^2$) provided as a minimum for either side of 204 Street.
- Exceptions for an additional single commercial tenant 370 – 460 $m^2$ (4,000 - 5,000 $ft^2$) neighbourhood grocery store shall be considered if it is included in a mixed-use building and:
    - a minimum of one street-front pedestrian public access is provided;

  - parking is provided via underground and/or structured parking. At-grade parking may be provided to the rear or side of the building only when the majority of the parking is provided to the rear of the building;
  - if side parking is permitted, design elements shall ensure it is screened from view from the street; and
  - the grocery component is required as the primary use, with ancillary uses considered.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area.
- Commercial frontage should mainly be focused on either side of the intersection of 70 Avenue and 204 Street.
- Small-scale commercial activities are contemplated including financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakery, barber shops, beauty salons, convenience stores, dry cleaning and laundromat establishments, restaurants and cafes, fitness centres and veterinary clinics. Gas station(s) are not permitted.
- Additional public space at the intersection will be provided through a public access right-of-way over private land and should include streetscape amenities which define and support a small urban plaza. All commercial units shall be accessed from either 70 Avenue or 204 Street, facing the plaza (Figure 45).
- In mixed-use buildings, ground-oriented residential units are permitted adjacent to commercial units.
- Short term patron parking for commercial uses is to be accommodated on street. All other parking is to be provided through underground and/or structured parking.
- Residential units shall be located directly above commercial units. Minor setbacks are required above the first storey for private amenity space. The private amenity space shall extend to the parapet. These setbacks are intended to be sufficient to provide adequate patio/balcony space (approximately 3.0m (10 ft) depth) for each residential unit and allow for “eyes on the street”.




*Figure 7: Low Density Mixed-Use examples*

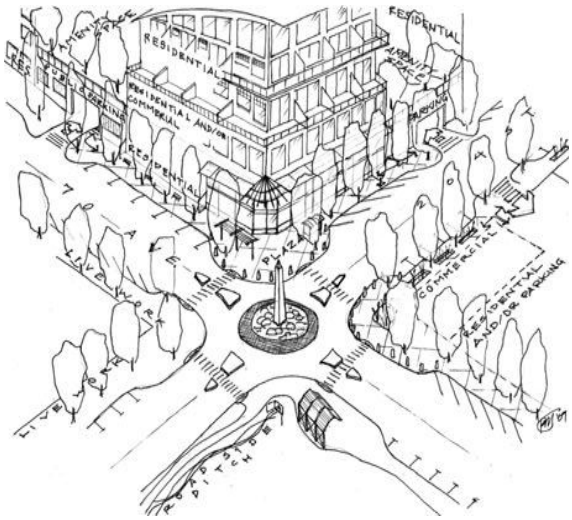



*Figure 8: Neighbourhood node (70 Avenue and 204 Street)*

- Continuous weather protection is required for pedestrians along commercial frontages.
- No drive-through services are permitted.



*Figure 100: Apartment Example*

## 4.2.2.10 Medium Density Apartment (1.9 FSR)

This designation establishes the necessary density and massing to support the adjacent commercial area and help frame the identity of each neighbourhood node. Densities up to a maximum of 1.9 FSR are permitted.

- This designation provides higher density residential units (apartments/condominiums) immediately adjacent to the neighbourhood nodes at 68 Avenue and 207 Street and 71B Avenue and 208 Street.
- 4 storeys maximum.
- Lobby entrances shall be from a public road for all buildings facing a street.



*Figure 10: Apartment Example*

- Design each ground-oriented unit with direct access to the street and/or Greenway or Blue Link with an individual front door accessible from the street and elevated at least 0.5 metres (1.6 ft) from the public right-of-way grade for privacy where existing grades permit.
- Minimal setbacks from 207 Street and 68 Avenue will establish a more urban streetscape.

## 4.2.2.11 Medium Density Mixed-Use (1.9 FSR)

This designation provides uses in support of the neighbourhood nodes up to a maximum of 1.9 FSR. Small-scale ground floor commercial units in combination with higher density residential will help create more livable neighbourhood nodes. Neighbourhood identity will be reinforced with buildings slightly higher than those surrounding.

### General Medium Density Mixed-Use (1.9 FSR) Policies

- Height of buildings shall not exceed five (5) storeys residential above 1 storey of ground-oriented commercial.
- All buildings that combine at-grade residential units within a mixed-use building shall comply with the Medium Density Apartment (1.9 FSR) policies listed above.
- Small-scale commercial activities are contemplated including financial institutions, medical and professional offices, convenience stores, retail shops, delicatessens, bakeries, barber shops, beauty salons, dry cleaning and laundromat establishments, restaurants and cafes, fitness centres and veterinary clinics. Gas station(s) are not permitted.



*Figure 11: Commercial Unit Example*

- Small-scale commercial units should not exceed 93 $m^2$ (1,000 $ft^2$) for any one commercial tenant.
- Parking may be provided through underground and/or structured parking.
    - At-grade parking may be provided to the side of the building only when the majority of parking is provided to the rear of the building; and
    - If side parking is permitted, soft and hard design elements shall ensure it is screened from view from the street.

- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area.
- Large buildings shall be set back above the second storey in order to avoid a “canyon effect”.
- Residential units shall be located directly above commercial units. Limited setbacks will be considered above the first storey and only if those setbacks are intended to be accessed for private amenity space. These setbacks are intended to be sufficient to provide adequate patio/balcony space (approximately 3 metres (10 ft) depth) for each residential unit and allow for “eyes on the street”.
- Continuous weather protection is required for pedestrians on all commercial use frontages.
- No drive-thru services are permitted.

<u>Location Specific Policies</u>

*Neighbourhood Node (71B Avenue and 208 Street)*

- For the neighbourhood node at 71B Avenue and 208 Street, the primary commercial focus shall be on 71B Avenue.

*Neighbourhood Node (68 Avenue and 207 Street)*

- The vision for the commercial component of any mixed-use development is expected to be focused on the intersection of 68 Avenue and 207 Street, with the primary focus south of 68 Avenue along both sides of 207 Street.

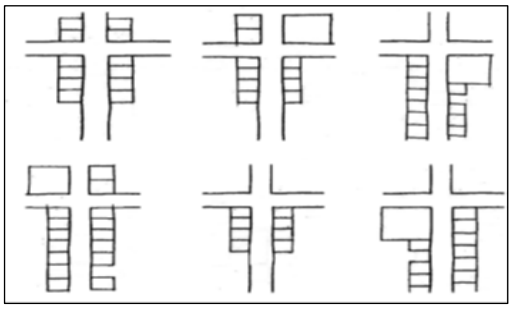


*Figure 12: Concept drawing of 207 Street looking north to 68 Avenue*

- Commercial uses north of 68 Avenue are optional if the minimum commercial floor space 743 $m^2$ (8,000 $ft^2$) has been provided south of 68 Avenue.
- Commercial floor space shall be limited to approximately 743 $m^2$–1,486 $m^2$ (8,000 - 16,000 $ft^2$) total, with approximately 372 $m^2$–743 $m^2$ (4,000-8,000 $ft^2$) provided on either side of 207 Street (see Figure 14 for examples of acceptable commercial floor space configurations).
    - All commercial units located at the intersection of 68 Avenue and 207 Street shall access either 207 Street and/or 68 Avenue and onto the plaza (Figures 14 and 39).
    - A minimum of 372 $m^2$ (4,000 $ft^2$) of commercial floor space is required for the initial development on either side of 207 Street south of 68 Avenue.
    - A minimum of 186 $m^2$ (2,000 $ft^2$) of commercial floor space is required for the initial development on either side of 207 Street north of 68 Avenue if no commercial floor space has yet been provided south of 68 Avenue.
    - Subsequent developments on the opposing side of 207 Street shall have the same or greater amount of commercial floor space.
- Additional commercial floor space of 372 $m^2$-743 $m^2$ (4,000-5,000 $ft^2$) for a single commercial tenant may be considered if it is included in a mixed-use building and:
    - A grocery component is provided as the primary use with ancillary uses considered.
    - A minimum of one street front pedestrian public access is provided on 207 Street.
    - Parking is provided via underground and/or structured parking. Ancillary at-grade parking may be provided to the rear or side of the building only when the majority of the ancillary parking is provided to the rear of the building.



*Figure 13: Commercial unit layout example options*

    - If side parking is permitted soft and hard design elements shall ensure it is screened from view from the street.
- Additional public space at the intersection of 207 Street and 68 Avenue will be required and should include streetscape amenities which define and support a small urban plaza atmosphere (see Figure 39).

### 4.2.2.12 Medium Density Apartment (2.5 FSR)

This designation provides higher density residential units in a mixed-use format up to a maximum of 2.5 FSR.

- 6 storey maximum building height.
- Lobby entrances shall be from a public road for all buildings facing a street.
- Each ground oriented unit should be designed with direct access to the street and/or Greenway or Green Link with an individual front door accessible from the street and elevated at least 0.5 metres (1.6 ft) from the public right-of-way grade for privacy where existing grades permit.
- Setbacks shall be minimized to support a more urban streetscape.
- Green Links are to be provided to buffer between different land use designations and/or connect areas through the neighbourhood in accordance with Section 5.2.4.

### 4.2.2.13 Medium Density Mixed-Use (2.5 FSR)

This designation provides for higher density residential units in both an apartment and mixed-use formats up to a maximum of 2.5 FSR.

- 6 storey maximum building height.
- All buildings shall comply with the Low Density Mixed-Use (1.4 FSR) policies above in Section 4.2.2.9.

### 4.2.2.14 School

The School designation is reserved for existing and future public school sites.

- Buildings and sites should be sensitively located and designed to maximize accessibility and minimize conflicts with surrounding residential land uses.
- Buildings should be oriented towards public roads.
- The installation of fences or other visual barriers along 206 Street shall be discouraged.

### 4.2.2.15 Institutional

This designation preserves space within the neighbourhood for civic uses, public gathering and organized community services that complement adjacent residential uses. These can include places of worship, civic buildings such as fire halls, daycares, etc.

### 4.2.2.16 Special Study Area

There are two areas designated as Special Study Area in Gordon (see Map 1 – Land Use Plan).

Special Study Area 1

- The area north of 72 Avenue and Crush Crescent and east of 210 Street.

A review of planning policies for this area will be carried out to determine a road network and land use design that respects:

- Minimizing potential land use conflicts along the ALR

- The environmentally sensitive nature of the area
- Preservation of views from Glover Road

Special Study Area 2

- The area centered on 205 Street south of 72 Avenue.

Special Study Area designations will be replaced with updated Neighbourhood Plan policies and land use designations at a future date once the following considerations have been addressed:

- land use and density
- alignment of roads
- protection of treed areas
- continuity of wildlife corridors and provision of greenways, trails and public open space
- provision of stormwater management and water and sewer systems

### 4.2.3 Landscape Components

#### 4.2.3.1 General Landscape Elements

The following general landscape policies shall apply:

- Utilize high quality materials and detailing (such as paving materials, patterns and colours, decorative lighting and site furniture) to create interest, assist in wayfinding and identify building and parking entrances to areas of prominence including:
    - amenity features at 202B Street and 71B Avenue (Figure 40), 202B Street and 68 Avenue (Figure 41) and 204 Street and 70 Avenue (Figure 45);
    - Pocket Parks at or near the intersection of 204 Street and 70 Avenue (Figures 45 and 19) and the intersection of the Blue Link and 71B Avenue (Figure 19);
    - all future greenways, Green Links, the Blue Link and other public open spaces (see Section 5.0); and
    - 208 Street and 71B Avenue commercial area and 207 Street and 68 Avenue (Figure 39).

#### 4.2.3.2 Trees, Shrubs and Ground Cover

Trees, shrubs and ground cover within the public realm reinforce the look and feel of the neighbourhood. Tree-lined streets and planted boulevards are an important tool in an integrated stormwater management plan and can significantly contribute to the overall character of the neighbourhood by:

- creating a pleasing pedestrian scale environment
- visually softening buildings
- separating the pedestrian realm from vehicular areas
- shading pedestrian zones
- reducing the urban heat island effect
- creating visual interest
- facilitating the infiltration of stormwater runoff
- reducing surface and rain runoff temperatures
- intercepting rain in foliage and allowing it to evaporate

Planting street trees and appropriate shrubs and groundcover will be provided along all streets in accordance with the layout, function and programming of the public realm.

Plant material must be non-invasive and shall be highly drought tolerant and require minimal to no supplemental irrigation once established.

Vegetation associated with ponds, bioswales, rain gardens and other low impact development features adjacent to creeks or other riparian setbacks shall be composed of a minimum of 50% indigenous non-invasive plants.

### 4.2.3.3 Existing Trees

Protection and enhancement of forested areas help maintain the neighbourhood's natural ecosystems.

- As a minimum, tree protection and enhancement shall be subject to the Township's Subdivision and Development Servicing Bylaw, Schedule I, as amended or replaced.
- Site specific design should take into consideration existing stands of trees for protection and enhancement. Special attention to be focused on protecting tree clusters along the Blue Link.
- Areas designated as Tree Retention shall be protected in accordance with Section 4.3.3.

### 4.2.3.4 Street Furniture

Street furniture helps create functional and appealing outdoor spaces for public use. The inclusion of high-quality street furniture attracts users and promotes outdoor activity. Street furniture shall conform to the Township's Subdivision and Development Servicing Bylaw, as amended or replaced and will generally include:

- garbage and recycling receptacles
- benches
- bollards
- signage
- tables
- tree grates
- bicycle racks

In all areas, street furniture elements need to be part of a cohesive design and appropriate to their surroundings and take into consideration the Township's Subdivision and Development Servicing Bylaw as amended from time to time.

### 4.2.3.5 Off-Site Lighting Standards

Ornamental street lighting at the walkable centres (Figure 4) shall conform to the Township of Langley's Subdivision and Development Servicing Bylaw as amended or replaced, except for the sample design elements below.

| Township's Sample Designs (Street Lights) | |
|---|---|
|  |  |
| Standard Elements to Contain:<br>• Higher Level of Detail: Light Mount & Pole<br>• Streetlamp<br>• Pedestrian Lamp<br>• Signage Integration<br>o "West Gordon" (204 St and 70 Ave)<br>o "North Gordon" (208 St and 72 Ave)<br>o "South Gordon" (207 St and 68 Ave)<br>• Arms for Banners or Baskets | Standard Elements to Contain:<br>• Less Detail: Light Mount & Pole<br>• Streetlamp<br>• Arms for Banners or Baskets |

### 4.2.3.6 On-Site Lighting Standards

- All on-site lighting shall conform to the Township's Exterior Lighting Impact Policy as amended from time to time.
- The design of parking areas, streets and trails shall be guided by CPTED principles through the use of adequate lighting, resident overview and other safety measures.
- All on-site lighting shall be consistent with the Township of Langley Subdivision and Development Servicing Bylaw, as amended or replaced.
- Pedestrian scale lighting shall be provided along all streets, street greenways and trails within greenways.

### 4.2.3.7 Signage

- All signage shall utilize high quality, durable materials and finishes.
- Projecting "blade" signs, designed and using materials to reflect the character of the enterprise, are encouraged to enhance visibility and help animate the streetscape.
    - Projecting "blade" signs are required for Live Work units.
- Pylon signs are not permitted. Monument signs are encouraged.
- Provide signage or other interpretive elements along riparian areas to describe the ecosystems, habitat areas and range of plant and animal species that may be found within the neighbourhood.
- Educational interpretive signage should describe elements such as historic uses, people and features associated with the site, ecosystem function and indigenous species of flora and fauna where appropriate and feasible.

### 4.2.3.8 Provision of Services and Amenities

- Prior to development, the Development Prerequisites of Section 8.1 and 8.2 shall be provided.
- Greenways shown on the Integrated Concept Plan (Map 1), including but not limited to ecological, street and recreational greenways, as detailed in Section 5.2, shall be provided as part of any development proposal.
- Amenities shall be provided in accordance with the Willoughby Greenway Amenity Policy (if applicable).

### 4.2.3.9 Green Initiatives

- Leadership in Energy and Environmental Design (LEED) buildings are encouraged.
- Innovation in the design and construction of buildings is encouraged to:
    - reduce energy consumption
    - ensure long life for buildings
    - ensure high indoor air quality
    - use resource efficient materials
    - conserve water
    - reduce waste
- Green roofs and walls are encouraged.
- Any required on-site stormwater detention facilities must be in whole or in part visible and included in the landscape area.



### 4.2.4 Housing and Population Estimates

It is estimated that approximately 14,150 people will live in Gordon in about 6,450 dwelling units.

Table 4.3 Land Use Distribution

| Land Use | Area | | UPA | FSR | Household Size | Units | Population |
|---|---|---|---|---|---|---|---|
| | ***Hectares*** | ***Acres*** | | | | | |
| Single Family | 1.64 | 4.07 | 1 | | 3.1 | 4.08 | 12.64 |
| Single Family | 25.11 | 62.04 | 8 | | 3.1 | 496.47 | 1539.05 |
| Single Family Mixed Residential | 0.53 | 1.32 | 10 | | 3.1 | 13.21 | 40.95 |
| Residential Bonus Density Area C | 3.77 | 9.33 | 15 | | 3.1 | 140.00 | 349.99 |
| Townhouse/Rowhouse | 13.02 | 32.18 | 15 | | 2.5 | 482.76 | 1206.90 |
| Townhouse/Rowhouse | 28.79 | 71.14 | 22 | | 2.5 | 1564.99 | 3912.48 |
| Townhouse/Rowhouse Live Work | 1.00 | 2.46 | 22 | | 2.5 | 54.17 | 135.43 |
| Townhouse A and B | 5.61 | 13.87 | 40 | | 2.5 | 554.99 | 1387.46 |
| Site Specific 1 | 1.64 | 4.06 | 16.8 | | 2.5 | 68.26 | 170.64 |
| Site Specific 2 | 0.82 | 2.04 | 15.8 | | 2.5 | 32.37 | 80.91 |
| Site Specific 4 | 2.64 | 6.53 | 20.0 | | 2.5 | 130.76 | 326.89 |
| Site Specific 5 | 0.40 | 0.99 | 23.0 | | 2.5 | 23.00 | 57.50 |
| Low Density Apartment | 3.86 | 9.56 | | 1.4 | 1.7 | 717.09 | 1219.05 |
| Low Density Mixed-Use | 0.29 | 0.72 | | 1.4 | 1.7 | 54.17 | 92.08 |
| Medium Density Apartment | 4.18 | 10.33 | | 1.9 | 1.7 | 1054.67 | 1792.94 |
| Medium Density Mixed-Use | 1.94 | 4.8 | | 1.9 | 1.7 | 489.75 | 832.58 |
| Medium Density Apartment | 1.29 | 3.19 | | 2.5 | 1.7 | 431.22 | 733.07 |
| Medium Density Mixed-Use | 0.38 | 0.95 | | 2.5 | 1.7 | 128.82 | 219.00 |
| **Total** | 96.99 | 239.66 | | | | 6441 | 14110 |

*Note: All unit yields and calculations in the above table are estimates.*

# 4.3 ENVIRONMENTAL PROTECTION

The Gordon Neighbourhood Plan recognizes the ecological, hydrological and recreational value of the area's natural features, including Worrell and Crush Creeks, upland stormwater areas of the Nicomekl River, small forest patches and intermittent watercourses. These natural systems provide critical fish and wildlife habitat, stormwater conveyance, groundwater recharge and opportunities for passive and active recreation.

To protect ecological functions, all significant watercourses will be safeguarded through streamside non-disturbance setbacks. Watercourse protection areas shall extend 30 m (98.4 ft) from the top of bank of Class A watercourses and 15 m (49.2 ft) from the top of bank of Class B watercourses. Both Worrell and Crush Creeks currently exhibit evidence of severe scour and bank erosion due to upland stormwater discharges, highlighting the need for stormwater management and erosion control measures.

An ecological greenway system is proposed to connect Worrell Creek to forested areas north and south of 72 Avenue. This corridor will include a wildlife tunnel under 72 Avenue to maintain habitat connectivity, with the final tunnel location determined by the alignment of arterial and collector roads. Passive recreation, such as trails and picnic areas, may be integrated into greenways where consistent with habitat protection and overall ecological integrity. Access from new development may be restricted if it threatens the biological viability of these areas. Tree removal will be minimized and native plantings will enhance environmental and greenway areas.

Sustainable stormwater management is a key objective of the plan. Strategies include vegetated ponds, wetlands and bio-filtration systems to protect surface water and groundwater quality by biologically treating and filtering runoff. Infiltration of stormwater into the ground will be implemented at the time of development and Visual Green Streets and roadside watercourses will be designed to enhance aquatic productivity while safely conveying stormwater. These measures reduce erosion, siltation and pollutant impacts on fish habitat and ensure that upland and downstream watercourses remain healthy.

Environmental protection is achieved through a combination of planning tools, including tree protection areas, ecological buffers and adherence to zoning and lighting regulations. Sustainable engineering and best management practices will be employed to minimize impacts from land development while maintaining opportunities for residents to experience nature both actively and passively. The plan integrates environmental features with the neighbourhood's overall design, creating a cohesive network of green infrastructure, habitat patches and recreational spaces.

The following environmental policies shall be in effect:

- The ditch along 204 Street and 68 Avenue shall be designed in accordance with the standard visual green streets (see Figures 33 and 34).
- Two approximate 4,047 $m^2$ (1 acre) Wildlife Habitat Patches shall be secured, enhanced and maintained for wildlife habitat conservation, education and recreation opportunities (see Section 4.3.2).
- Trees shall be protected and preserved in accordance with Schedule I (Tree Protection) of the Township's Subdivision and Development Servicing Bylaw, as amended or replaced.
- Adequate control of sedimentation and erosion in runoff water during the construction of new development shall be required, in accordance with the Township's Erosion and Sediment Control Bylaw, as amended from time to time.
- All development applications shall be reviewed with the intent of protecting and maintaining the environmental integrity and viability of natural features.
- Stormwater management techniques which protect the quality and quantity of surface and ground water shall be required, where appropriate and feasible.
- The following stormwater best management practices will also provide benefits for water conservation and fish habitat and are suggested for development in Gordon:
    - xeriscape landscaping requirements, using predominantly native plants with low watering needs
    - installation of rain barrels where feasible
    - onsite rain gardens
    - green roofs
    - green streets / bioswales / narrower pavement widths
    - designs that reduce impervious surfaces
    - bio-infiltration ponds

### 4.3.1 Conservation Area

Conservation Areas encompass the neighbourhood's most sensitive environmental features, including significant watercourses, riparian corridors, upland habitats and mature woodlots. These areas play a vital role in supporting fish and wildlife habitat, maintaining biodiversity, providing natural stormwater functions and contributing to overall neighbourhood character and livability.

- Development planning and design shall respect the neighbourhood's defined environmental features, wildlife habitats and riparian areas, consistent with the objective of creating a community in harmony with nature.
- Watercourse relocations are subject to provincial and federal government regulatory approval processes. The depiction of watercourse locations in the OCP should not be interpreted as final approval/endorsement by senior government environmental regulatory agencies.
- Map 11 Watercourse Classification in the OCP shows a plan for retaining and relocating watercourses and indicates areas to be protected. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the Streamside Protection and Enhancement Development Permit Area shall be confirmed through a survey undertaken by a BC Land Survey professional.
- Where additional watercourses are found, they shall be conserved and protected through the OCP's Streamside Protection and Enhancement Area Development Permit Area.

### 4.3.2 Wildlife Habitat Patch

In accordance with the Township's Wildlife Habitat Conservation Strategy, two approximately 4,047 $m^2$ (1 acre) Wildlife Habitat Patches shall be secured, enhanced and maintained for education and recreation opportunities.

The two Wildlife Habitat Patches will be located at/or near the intersection of:

- 204 Street and 70 Avenue
- 207 Street and 71B Avenue

These patches provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways within the plan area and extending throughout Willoughby, achieved through the following:

- Protect vegetated areas from intrusion as needed.
- Provide low impact access for people.
- Provide interpretive signage as warranted.
- Provide additional amenities where warranted, while keeping the overall protection of the area the priority.
- Provide a connection to the 204 Street Visual Green Street through the adjacent Pocket Park (see Figure 45).
- Wildlife Habitat Patches are funded by means of the Willoughby Greenway Amenity Policy (if applicable).

### 4.3.3 Tree Retention

The neighbourhood includes several forested areas identified as priorities for tree retention. These include areas identified as Tree Retention on Map 1 – Integrated Concept Plan and:

- the forests and riparian areas associated with Worrell and Crush Creeks (Conservation Area on Map 1 – Integrated Concept Plan);
- the stand of coniferous trees within the Wildlife Habitat Patch at 207 Street and 72 Avenue; and
- the trees along the 210 Street corridor (adjacent to the Agricultural Land Reserve).

Retention of large stands of evergreen trees helps protect the cultural landscape by maintaining the views of the treed escarpment from the Milner Valley. Protection of trees as residential development occurs necessitates judicious tree management and compatible development strategies.

Tree Retention areas indicated on Map 1 – Integrated Concept Plan and those noted above shall be protected in accordance with the Township's Subdivision and Development Servicing Bylaw – Schedule I as amended or replaced.

- Trees should be protected by clustering development to create tree retention areas and/or through sensitive site and building design on individual sites.
- Tree stands along the Blue Link will be retained through a combination of the Township's Tree Protection Bylaw and by expanding the average width of the corridor to include existing trees (see Figures 21, 22, 23 and 24).
- With respect to land clearing, the Township encourages developers to comply with provincial requirements.
- Where the removal of natural vegetation from development sites is approved, replanting or landscaping with predominantly indigenous species shall be required. Salvaging native plants (e.g. 30% of removed vegetation) for replanting in environmental areas and greenways will be encouraged.
- Development permit provisions for development within 300 metres (984 ft) of the eastern edge of the neighbourhood plan area are designed to protect the treed view of the escarpment from Glover Road. These measures will require the use of materials used for the exterior of new buildings be natural earth-tone colours to blend with the natural, treed environment.

### 4.3.4 Urban/ALR Interface

Most of the eastern boundary of Gordon is immediately adjacent to the Agricultural Land Reserve and is susceptible to many rural-urban interface conflicts. To mitigate these conflicts the following actions are required:

- The creation of new roads adjacent to the ALR boundary shall be prohibited.
- A landscaped buffer adjacent to the ALR boundary shall be secured by dedication, as shown in Figures 15, 16 and 17. Existing trees shall be preserved and the buffer may also be enhanced with native plants.
- A 3.0 m (9.8 ft) wide trail shall be constructed in the landscaped buffer or greenway, as shown in Figures 15, 16 and 17.
- Principal buildings located adjacent to the ALR boundary shall be set back 30 metres (98.4 ft) from the urban/ALR boundary and accessory buildings shall be set back 15 m.
- Notification shall be provided on new property titles indicating the proximity to ALR lands and the potential for sound, odour and airborne impact from normal farm activities.
- Agricultural awareness signage shall be provided advising of farm activities.

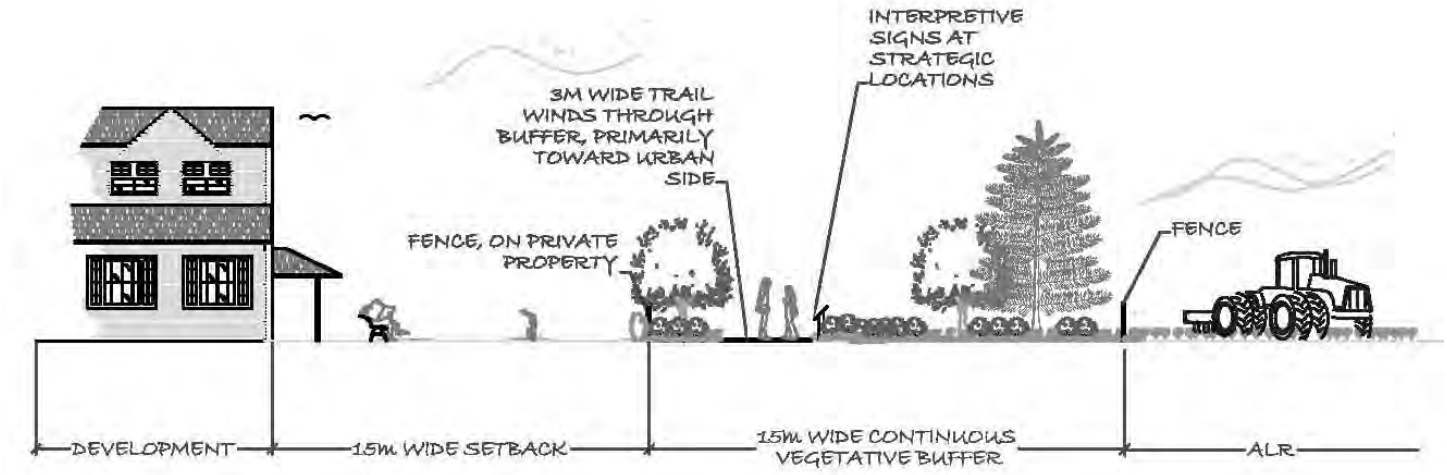



*Figure 14: Urban/ALR Interface (15 metre) Cross-Section*

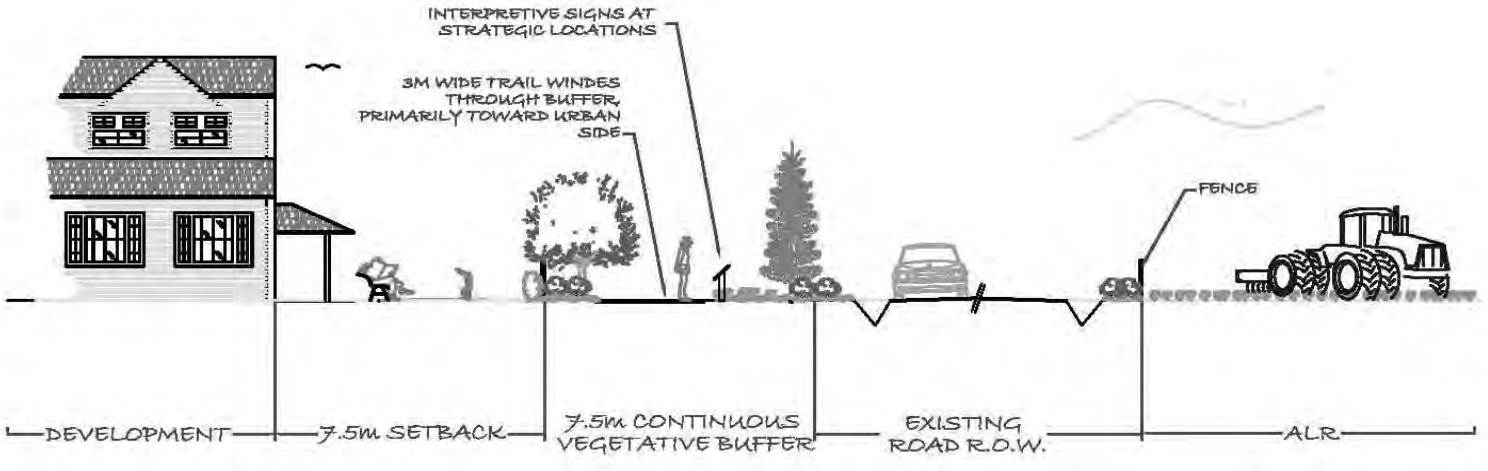



*Figure 15: Urban/ALR Interface (7 metre) Cross-Section*

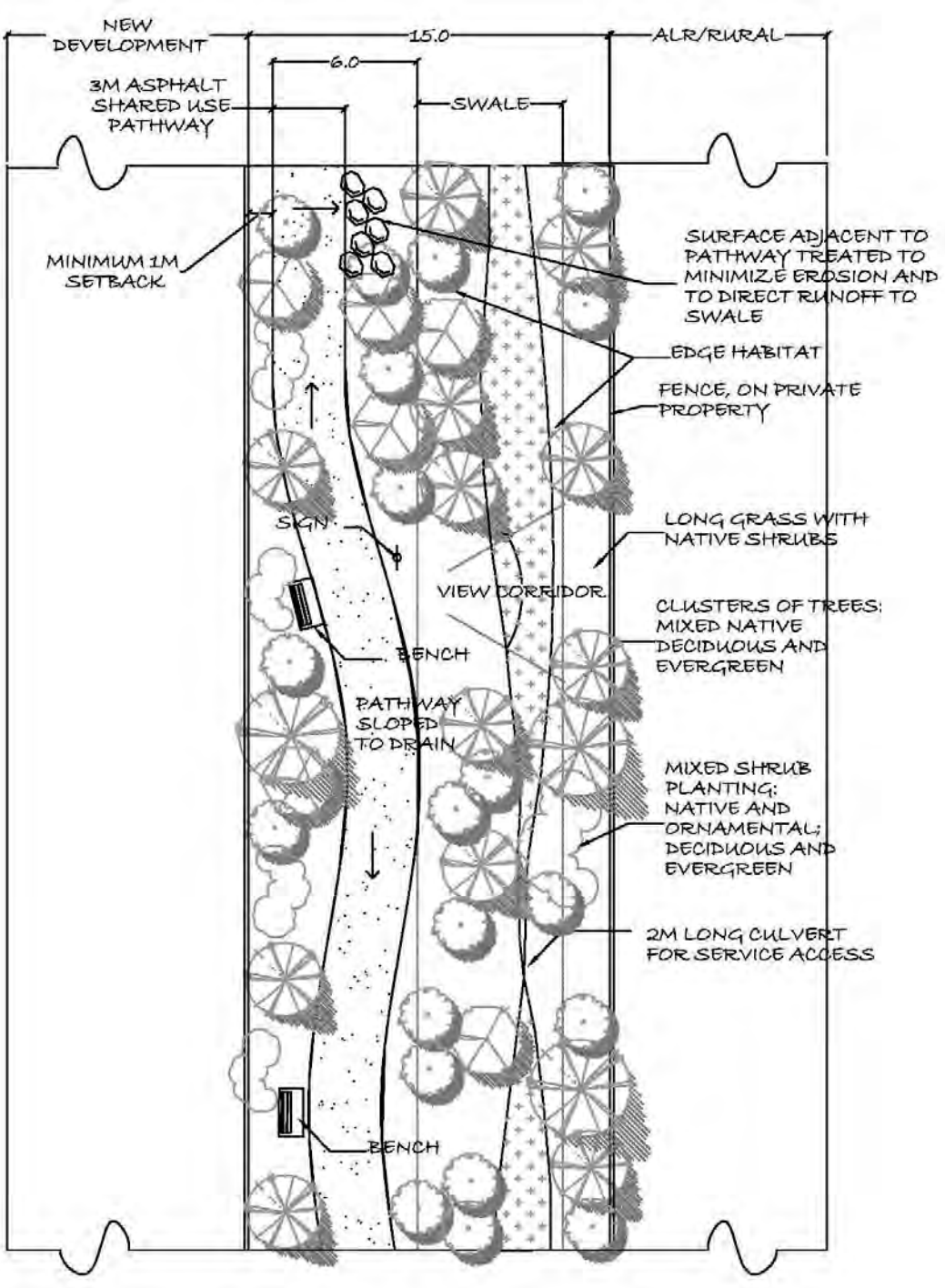



*Figure 16: Urban/ALR Interface Plan View*

# 5.0 Community Facilities

## 5.1 PARKS AND OPEN SPACES

Parks and Open Spaces play a central role in shaping a complete, connected and livable Gordon Neighbourhood, supporting community life, ecological health and a strong sense of identity.

A network of green spaces, recreation areas and walking and cycling routes provides access to nature and provides public amenities close to home. These spaces are designed to be flexible, welcoming and accessible, offering opportunities to play, gather and enjoy everyday outdoor activities.

Natural features such as wildlife habitat, riparian areas, detention ponds and trees help define the neighbourhood's character and contribute to long-term environmental resilience. Caring for and enhancing these areas is essential to building a sustainable, well-rounded community in the Gordon Neighbourhood.

### 5.1.1 Community and Neighbourhood Parks

#### 5.1.1.1 Community Parks

Community Parks are large parks intended to serve an area equivalent to the catchment area of a secondary school and provide extensive activity areas and special recreational facilities. They often provide both active areas, such as athletic facilities and playgrounds, as well as passive spaces such as trails, lawns and pavilions. Community Parks are typically 20.2 hectares (50 acres) or larger and are funded through Development Cost Charges.

Willoughby Community Park is the primary community park, located adjacent to the Langley Events Centre, serving all of Willoughby, including Gordon.

#### 5.1.1.2 Neighbourhood Parks

Neighbourhood parks serve local residential areas and are focal points for active recreation and community gathering. They are typically coupled with an elementary school. There is one Neighbourhood Park site provided along 206 St between 68 Ave and 70 Ave.

### 5.1.2 Urban Green

Urban Greens are about 1,012 $m^2$ (1/4 acre) in size and provide a predominantly hard landscaped urban public open space. The space will provide residents, workers and local business patrons opportunity to recreate near the neighbourhood nodes.

- The location for the Urban Green is immediately adjacent the Medium-Density Mixed-Use area south of 68 Avenue.
- The Urban Green shall be constructed generally in accordance with Figure 18.
- Urban Greens are provided through dedication and are funded by the Willoughby Greenway Amenity Policy (if applicable).

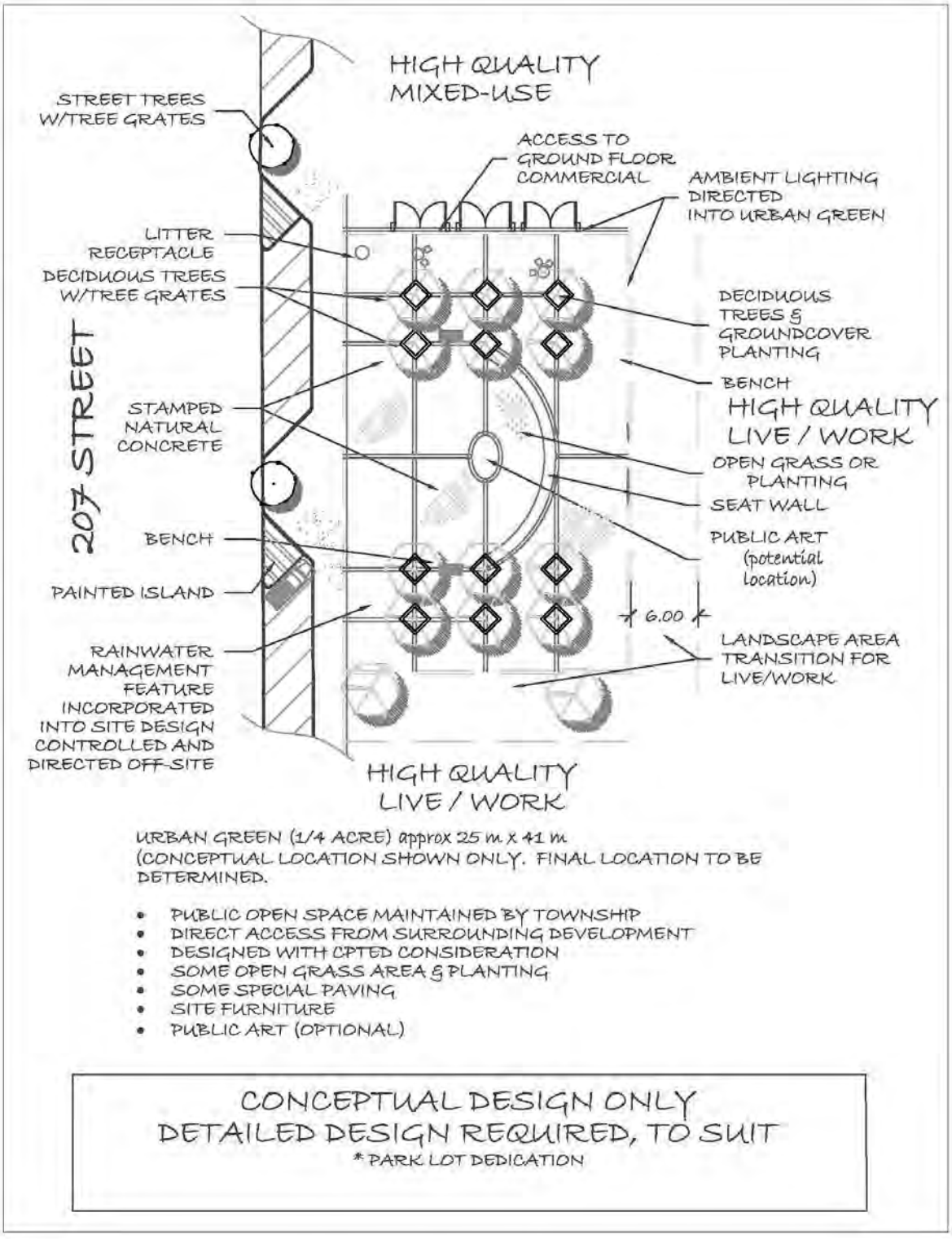


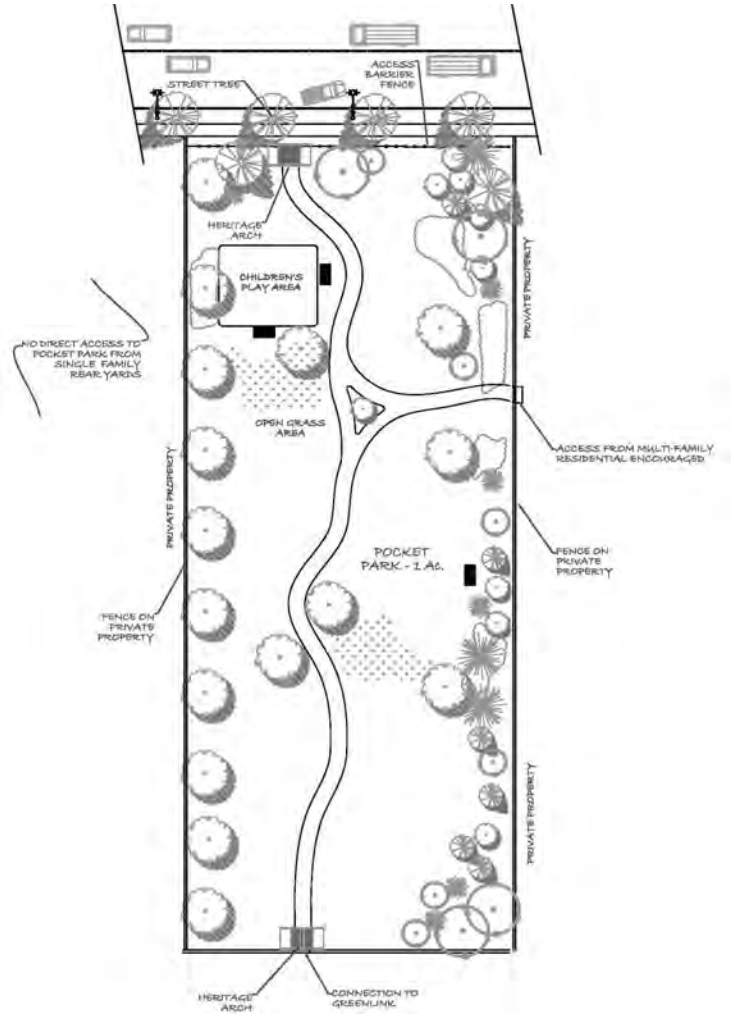

*Figure 17: Urban Green Illustration*

### 5.1.3 Pocket Parks

Pocket Parks are about 0.4 hectares (1 acre) in size and provide a child play area, open grass area and landscaping. They provide passive and active recreational activities for youth and families and act as a neighbourhood focal point.

- There are two Pocket Parks identified on Map 1 – Integrated Concept Plan:
  - at the north end of the Blue Link, south of 71B Avenue
  - at the southeast corner of 204 Street and 70 Avenue
- They shall be designed and constructed generally in accordance with Figure 19.
- Pocket Parks are provided through dedication and are funded by the Willoughby Greenway Amenity Policy (if applicable).

*Location: north end of Blue Link, south of 71B Avenue*




*Location: southeast corner of 204 Street and 70 Avenue*

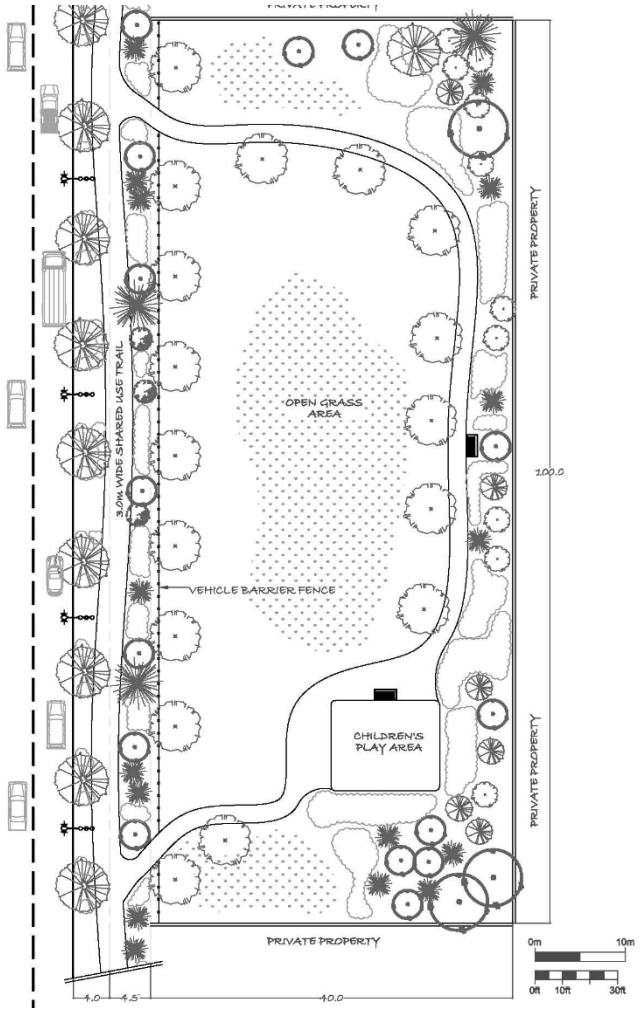



*Figure 18: Pocket Park Examples*

# 5.2 GREENWAYS

Greenways form a key part of the neighbourhood's circulation and open space network, offering continuous walking and cycling links between parks, schools, natural areas and major community destinations. They include street, creek, ecological and recreational routes, along with enhanced sidewalks through stream corridors, wooded areas and other sensitive landscapes.

By supporting walkability and active transportation, greenways create safe, accessible pathways that strengthen community connections. They also act as green buffers along major corridors, incorporating landscaping and stormwater features such as rain gardens into the public realm.

Several different types of greenways will be provided as described below.

## 5.2.1 General Policies

- Provision and development of the Blue Link, Green Link, Ecological Buffer, Recreational Greenways, Street Greenways, Enhanced Sidewalks, Visual Green Streets, Ecological Greenways and Creek Greenways shall be achieved through, or by a combination of, rezoning, subdivision and other development application processes, voluntary contributions and the Willoughby Greenway Amenity Policy (if applicable).
- All greenway/trails signage and wayfinding shall be consistent with the Township of Langley standards.
- Views of the valley should be preserved wherever practical.

## 5.2.2 Blue Link

The Blue Link is a public right-of-way over private land that will create an interconnection of trails, open spaces, tree protection areas and semi-public child-friendly amenity spaces while providing stormwater retention and conveyance. The Blue Link was created with the cooperation of the Department of Fisheries and Oceans as a design solution to provide replacement habitat and stormwater retention and conveyance for the existing green and yellow coded streams in the area. Instead of dedication of existing yellow coded streams and combined public pathways within the required setback area, this design allows for developments to retain the land as an amenity and, as such, on-site densities do not exclude the below top-of-bank area as part of their density calculation. An emphasis on innovation will be required in creating design solutions combining hard and soft landscaping for completing the vision.



*Figure 19: Blue link example*

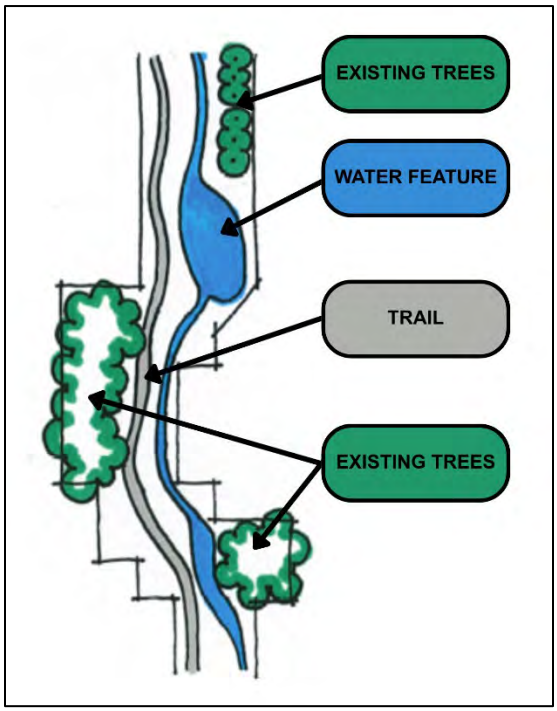



*Figure 20: Blue link Design*

Blue Link Policies

- A Blue Link must be provided as a public right-of-way through an individual private property, or as a public right-of-way shared between two neighbouring properties, in the locations identified on Map 3.
- The Blue Link must be designed in accordance with the standards provided in Section 5.2.11.
- Individual and/or shared direct access onto the Blue Link from adjoining residential uses is required.
- Design of the Blue Link is provided in Figures 20, 21, 22, 23, 24 and 25 and Appendix B.
- Engineering construction details are provided in the Gordon Estate Engineering Services Plan.
- Limited pedestrian crossings will be permitted and should be located above the check dam(s).
- Landscaping and stormwater maintenance of the Blue Link is the responsibility of the Township. As the Blue Link is developed, there will be incremental increases in the maintenance costs.

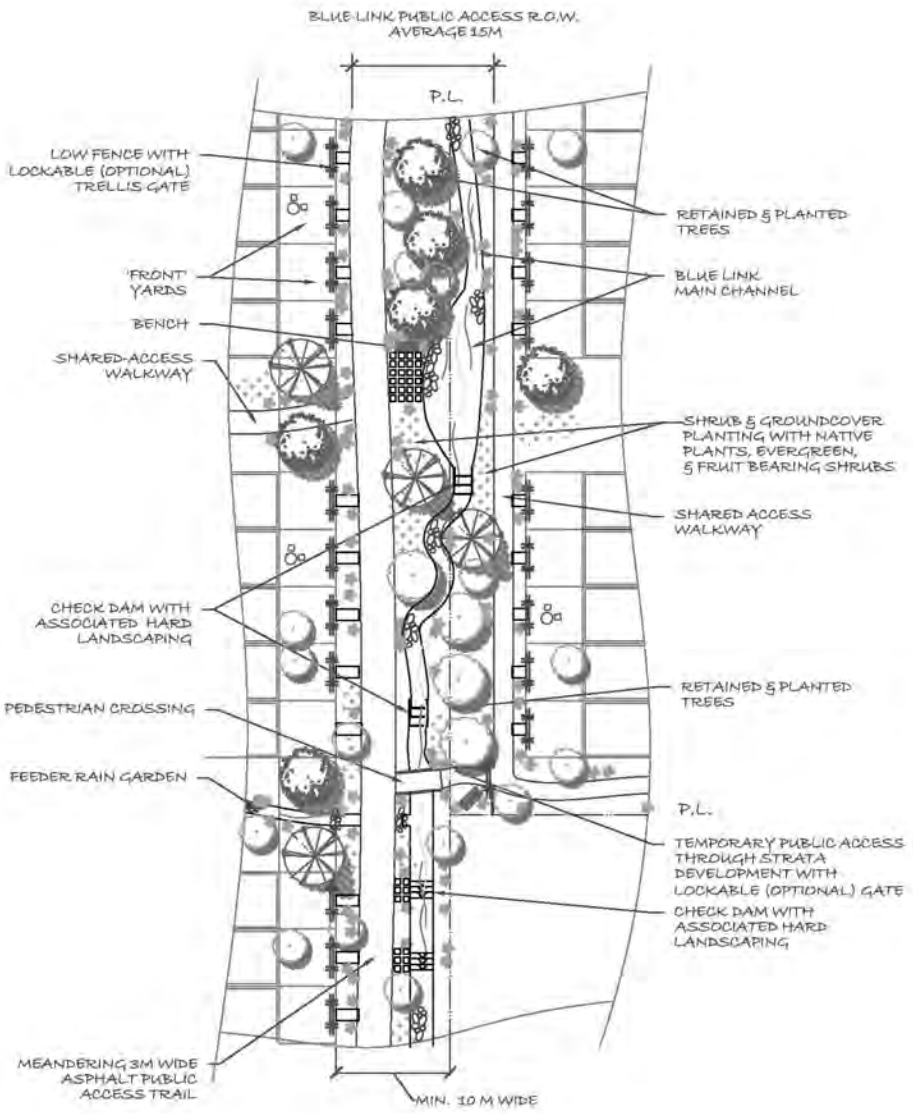
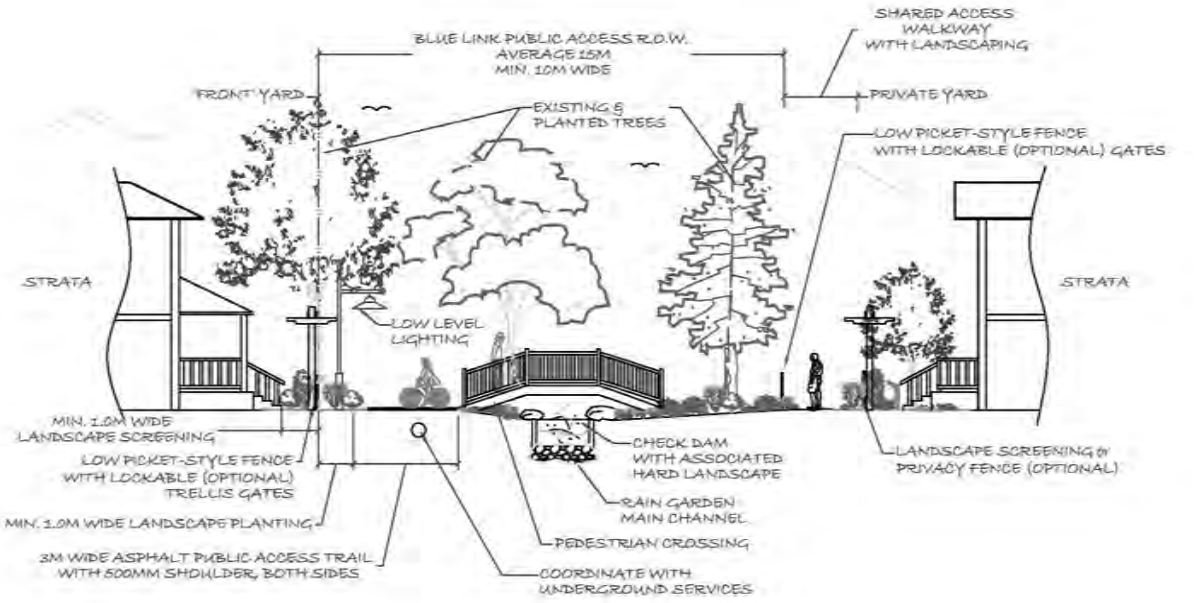



*Figure 21: Blue Link Plan View*




NOTES:

- COORDINATE LANDSCAPE, BUILDING, GRADING AND DRAINAGE FOR AN ATTRACTIVE AND FUNCTIONAL DESIGN
- REFER TO NEIGHBOURHOOD ENGINEERING SERVICE PLAN - SEE FIGURE 5-4A AND FIGURE 5-4B.
- TRAIL MAY FOLLOW NATURAL GRADE WITH MAX. 10% LONGITUDINAL SLOPE AND PREFERRED 2% CROSS SLOPE.
- TEMPORARY PUBLIC ACCESS THROUGH STRATA DEVELOPMENT MAY BE REQUIRED UNTIL TRAIL CONNECTION COMPLETE.
- PLANTING TO INCLUDE A MIXTURE OF EVERGREEN AND FRUIT BEARING SHRUBS AND TREES, WITH MIN. 50% NATIVE PLANT SPECIES.
- 3M WIDE PUBLIC ACCESS TRAIL H-20 LOADED FOR SERVICE VEHICLES.
- DESIGN AND CONSTRUCTION DETAILS CONSISTENT WITH SUBDIVISION AND DEVELOPMENT SERVICING BYLAW AND NEIGHBOURHOOD PLAN
- PUBLIC ACCESS R.O.W. ON PRIVATE PROPERTY, MAINTAINED BY PRIVATE PROPERTY OWNER
- TRAIL IDENTITY SIGNAGE REQUIRED AT PUBLIC ENTRANCES TO BLUE LINK.
- DRAWING NOT TO SCALE

*Figure 223: Blue link cross-section*

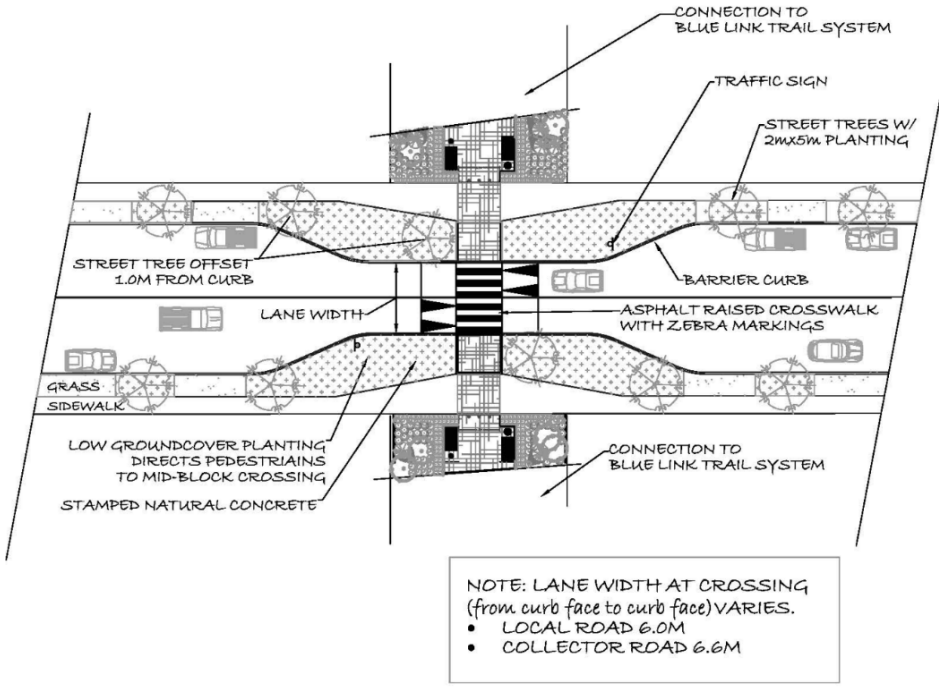



*Figure 24: Blue link Mid-block Crossing*



*Figure 235: Blue Link precedent images*

## 5.2.3 Ecological Greenways

Ecological Greenways protect wildlife habitat and facilitate wildlife movement between key ecological areas while also providing limited recreational opportunities:

- Ecological Greenways must be provided in the locations identified on Map 3.
- Ecological Greenways must be constructed in accordance with the standards provided in Section 5.2.11 and Figures 26 and 27.
- Ecological Greenways must be an average of 30 metres (98.4 ft) wide.
- Ecological Greenways must include a 3.0 metre (9.8 ft) shared use trail, constructed of asphalt.
- Ecological Greenways must be contiguous.
- Existing vegetation shall be retained and enhanced with native plantings where required.

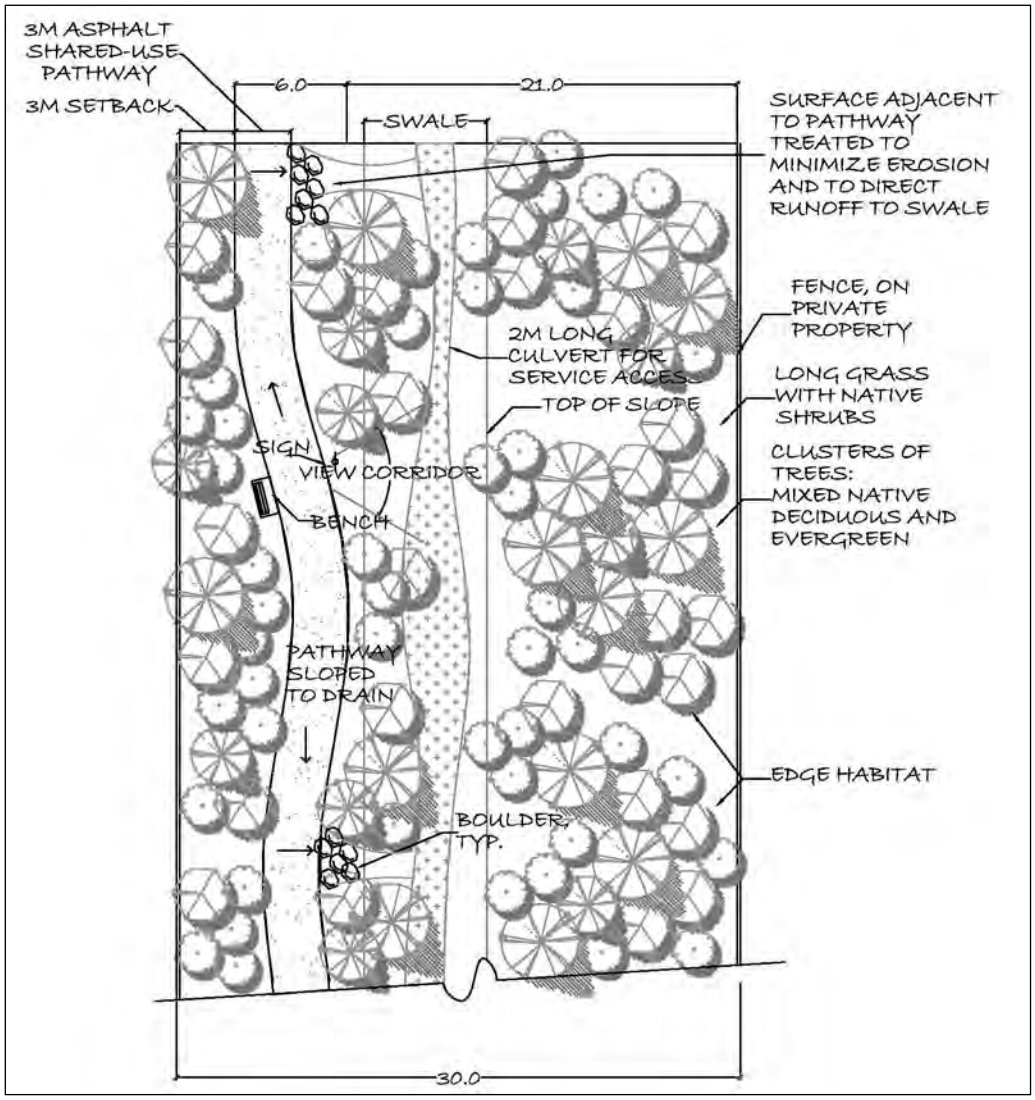



*Figure 246: Ecological Greenway*

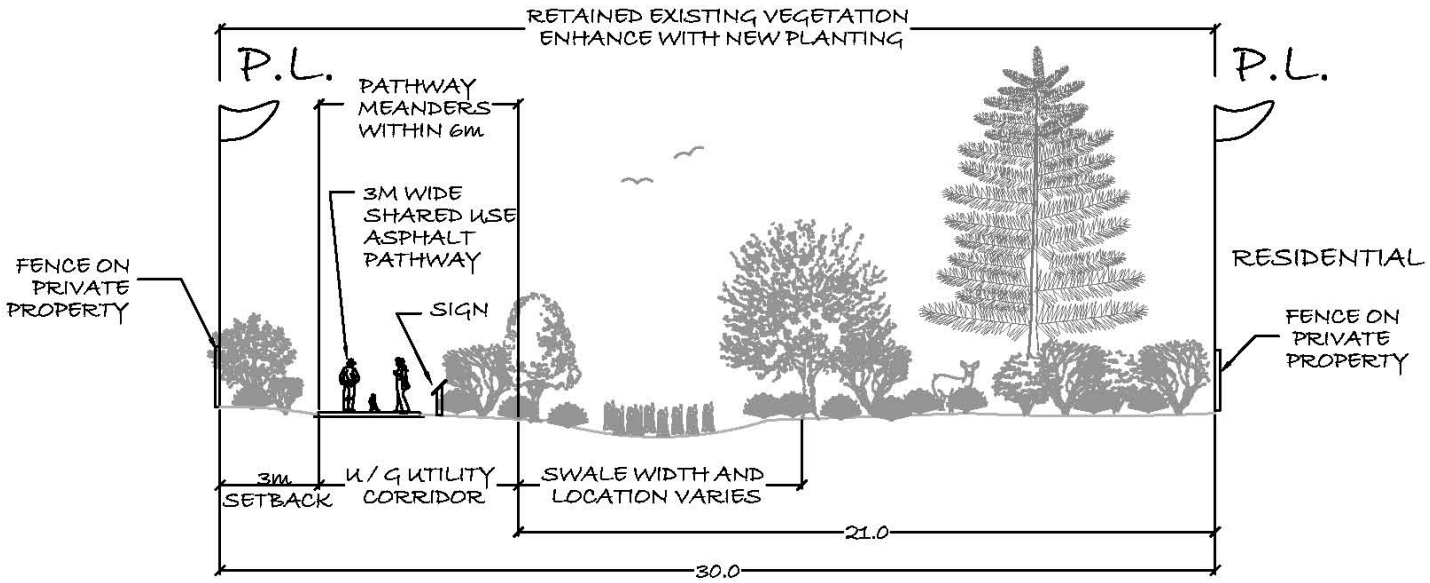



*Figure 27: Ecological Greenway Cross-Section*

### 5.2.4 Green Link

Green Links are a combination of private and public space that contribute to an interconnected network of trails, pathways and parks. Each development shall integrate a public right-of-way through the property or share it with a neighbouring property. Direct access onto the Green Link from adjoining residential uses is required.

- A Green Link must be provided in the locations identified on Map 3.
- Off-street Green Links are preferred.
- Green Links must be constructed in accordance with the standards provided in Section 5.2.11 and Figure 28.

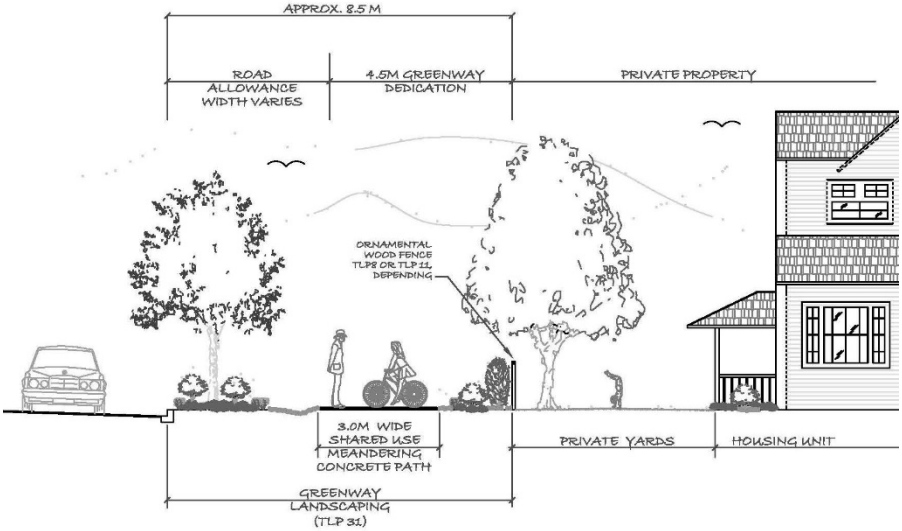



*Figure 258: Green link*

- Green Links are not required immediately adjacent when parallel to public roads. However, additional onsite landscape buffering shall be required on multi-unit sites where a Green Link is designated.
- Green Links require a public right-of-way through development sites.
- All abutting multi-unit units shall have direct access for each individual ground floor unit onto the right-of-way.

### 5.2.5 Street Greenways

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian connections throughout the community and link to important neighbourhood amenities.

- Street Greenways must be provided in the locations identified on Map 3.
- Street Greenways must be constructed in accordance with the standards provided in Section 5.2.11 and Figure 29.
- Street Greenways are to include a 4.5 metre (14.8 ft) wide dedication and a 3.0 metre (9.8 ft) wide shared use trail within that dedication.
- Driveway crossings of greenways will be discouraged. Where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
- Along the south side of 72 Avenue two alternate Street Greenway designs have been prepared fronting the Special Study Area west and east of 205 Street, see Figures 30 and 31. The intent of the alternate street greenway is to attempt to retain a greenway connection along the south side of 72 Avenue while retaining the mature hedge where possible to provide buffering and to protect adjacent properties from increased truck and car traffic noise.

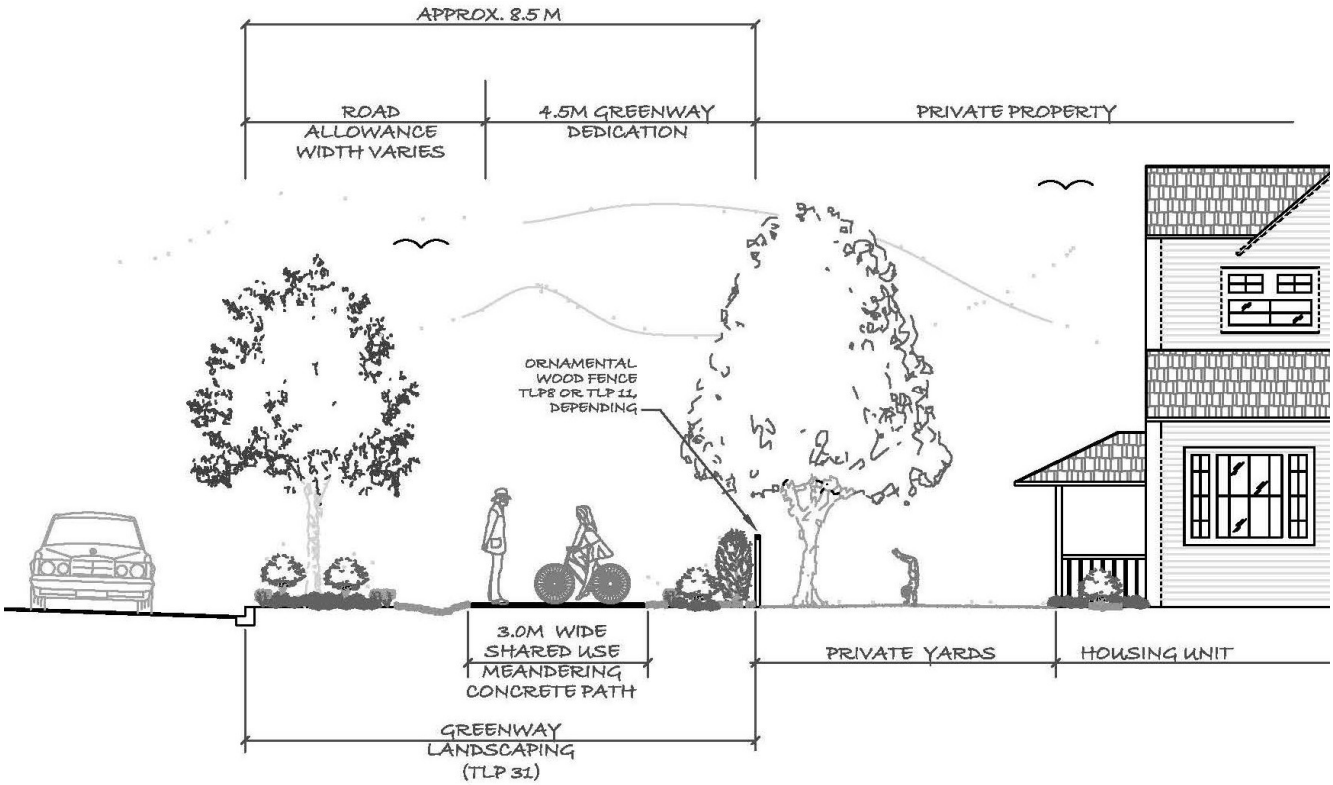



*Figure 269: Street Greenway*

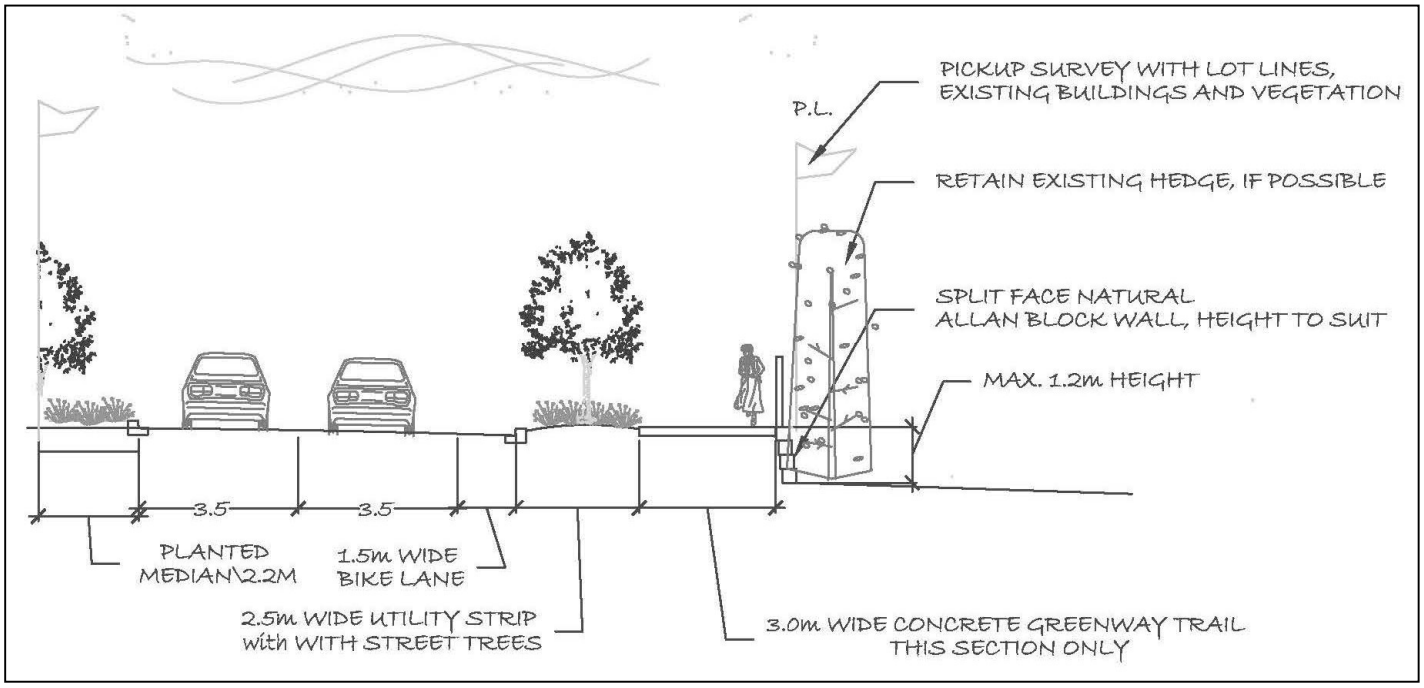



*Figure 30: 72 Avenue Street Greenway east side of 205 Street*

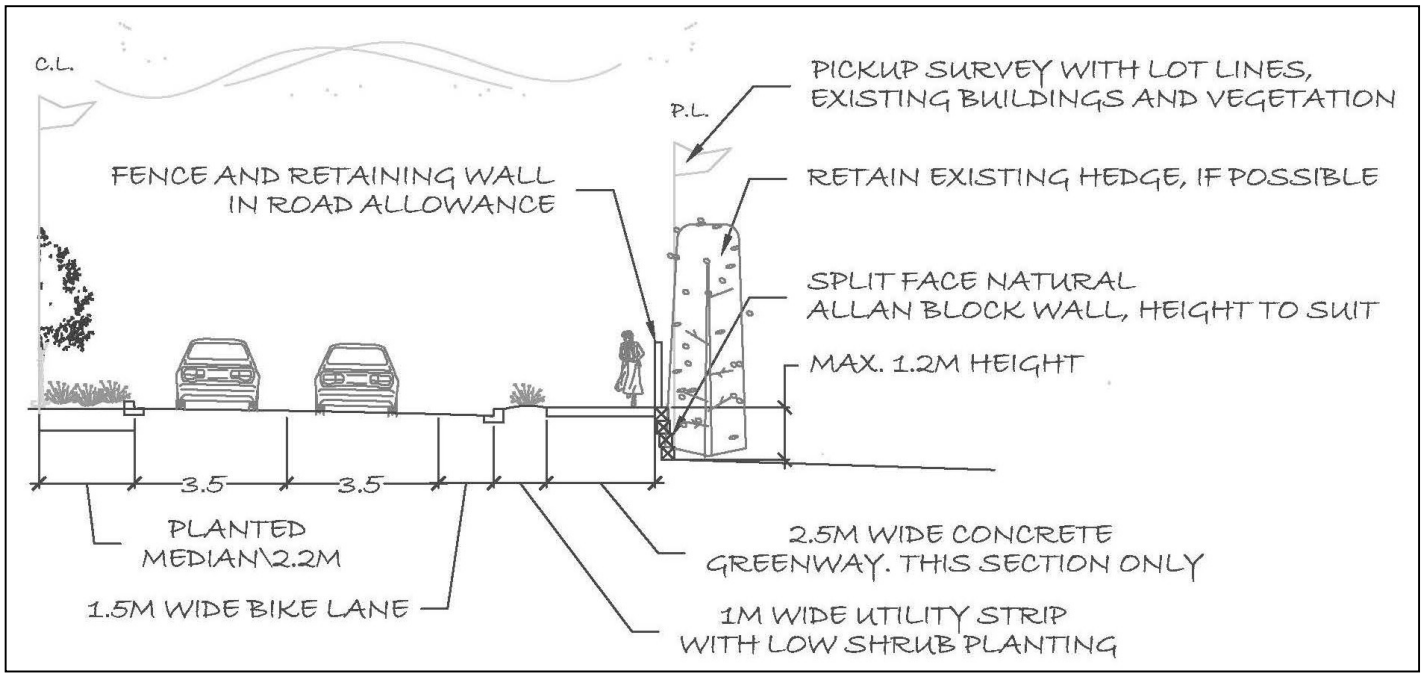



*Figure31: 72 Avenue Street Greenway west side of 205 Street*

### 5.2.6 Enhanced Sidewalks

The Enhanced Sidewalk is a greenway standard that is designed to accommodate a short pedestrian linkage between two nodes.

- Enhanced Sidewalks must be provided in the locations identified on Map 3.

- Enhanced Sidewalks must be constructed in accordance with the standards provided in Section 5.2.11.

### 5.2.7 Recreational Greenways

Recreational Greenways provide informal off-street pathways to enhance neighbourhood connectivity.

- Recreational Greenways must be provided in the locations identified in Map 3.
- Recreational Greenways are to be 6.0 metres (19.7 ft) wide with a 3.0 metre (9.8 ft) wide shared use trail.
- Recreational Greenways must be constructed in accordance with the standards provided in Section 5.2.11. and illustrated in Figure 32.

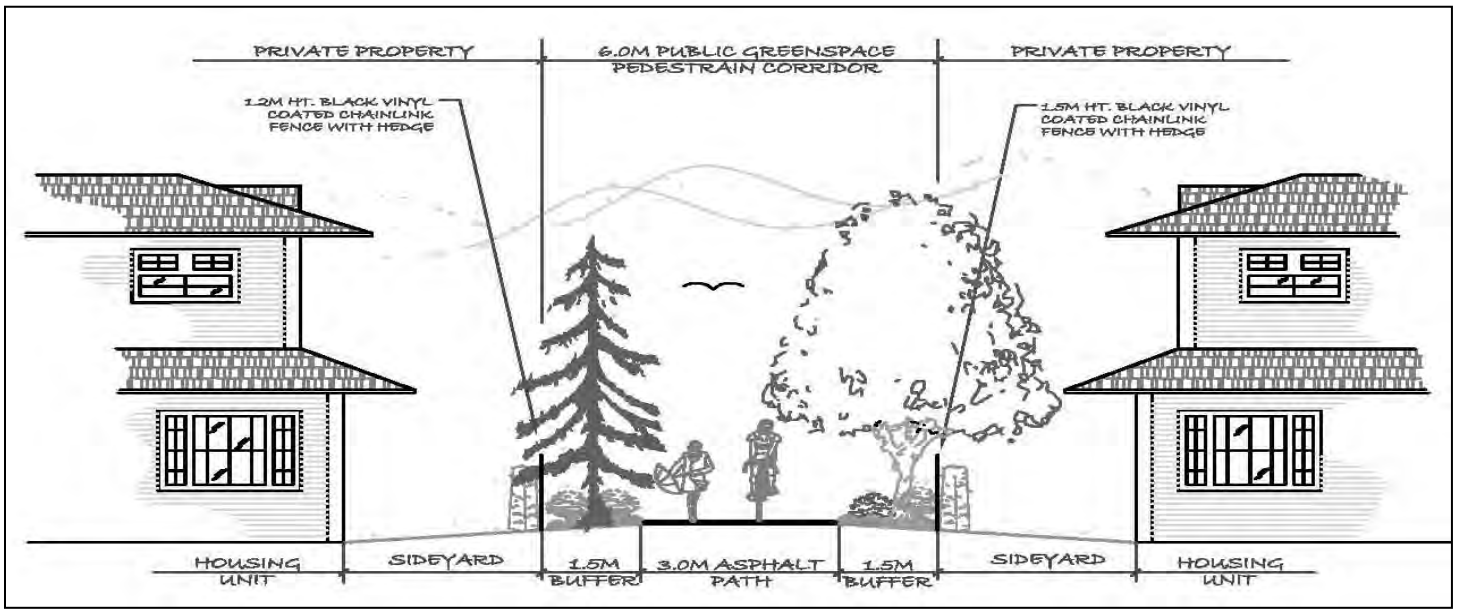



*Figure 32: Recreational Greenway Cross-Section*

### 5.2.8 Visual Green Street with Greenway

Visual Green Streets with Greenway function as an aboveground alternative to traditional buried stormwater pipes, using planted areas and infiltration zones to capture, filter and absorb rainwater.

- Visual Green Streets with Greenway must be provided in the locations identified on Map 3.
- Visual Green Streets with Greenway must be constructed in accordance with the standards provided in Section 5.2.11 and Figures 33 and 34.
- Refer to the Gordon Estate Engineering Servicing Plan for greater detail.
- Driveway crossings are discouraged.
- Where there is no alternative, driveways shall be consolidated and intersections with Greenways shall be designed for the safety of Greenway users while minimizing effects on creek habitat.
- Direct pedestrian access for each unit is required onto the Greenway.

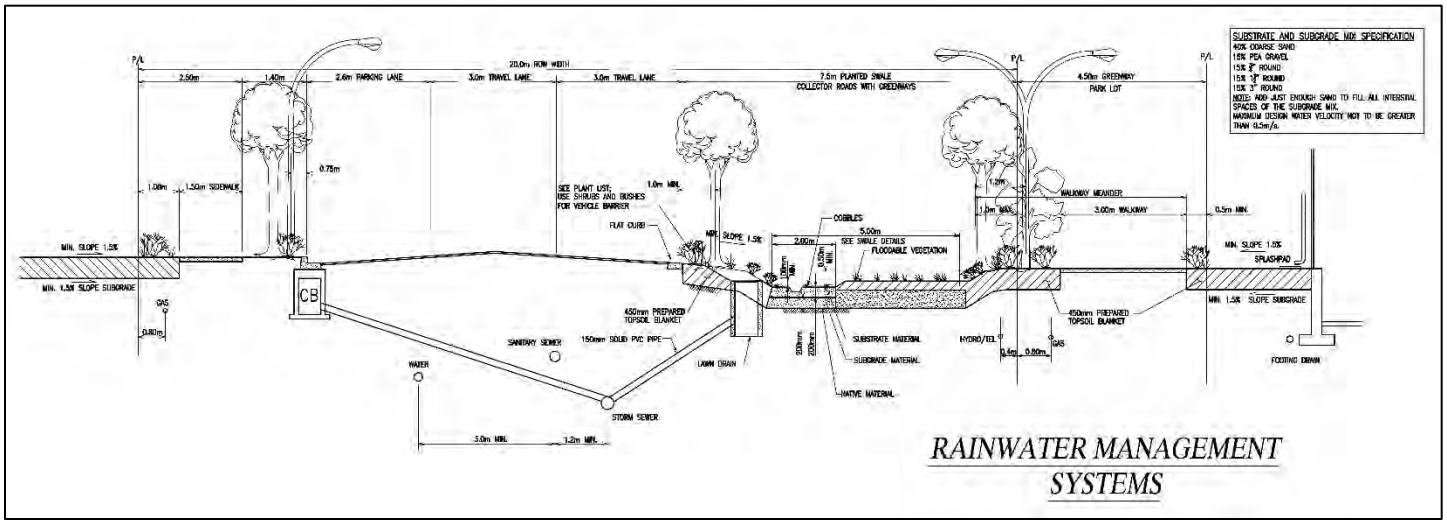



*Figure33: 7.5m visual Green Street on east side of 204 Street (68 Avenue to 70 Avenue)*

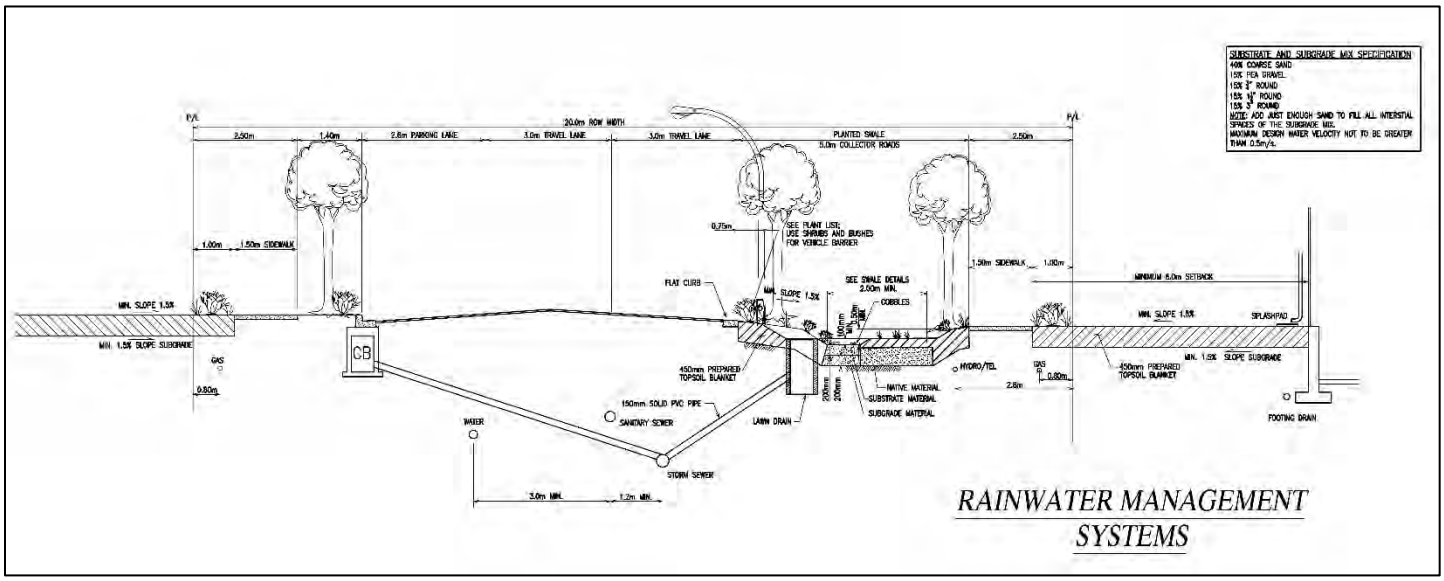



*Figure34: 5m visual Green Street on the north side of 68 Avenue (204 Street to 205 Street)*

## 5.2.9 Ecological Buffer

The Ecological Buffer is located as shown on Map 3 and is intended to act as a buffer between land uses, support wildlife habitat and facilitate movement of wildlife between habitat areas.

### 5.2.9.1 General Policies

- The Ecological Buffer must be provided in the locations identified on Map 3.
- Where the Ecological Buffer and Green Link overlap, they should be combined.
- Average width should be 5 metres.
- The Ecological Buffer shall be constructed in accordance with the standards provided in Section 5.2.11 and Figure 35.

- Tree preservation priority should be given to trees serving as both a visual buffer between the adjoining properties to the east and other uses and trees retained for their wildlife habitat value.
- Tree preservation shall be achieved in accordance with the Township's Subdivision and Development Servicing Bylaw; Schedule I as amended from time to time.

## 5.2.9.2 Rowhouse/Townhouse Policies

- Tree retention shall be provided in accordance with Schedule I of the Township's Subdivision and Development Servicing Bylaw as amended or replaced.
- A setback of 6 metres (19.7 ft) is required from the development side of the fence line edge of the non-disturbance area.
- A minimum 3 metre (9.8 ft) landscaping buffer strip shall be provided with 50% consisting of native plants and trees to provide food, foraging and shelter opportunities for wildlife. Additional setbacks and landscaping may be required where existing trees are retained.
- A low fence shall be provided on the development side of the Ecological Buffer.
- A restrictive covenant shall be placed on title for the retention and maintenance of the Ecological Buffer.

## 5.2.9.3 Single Family Residential Policies

- Tree retention shall be provided in accordance with Schedule I of the Township's Subdivision and Development Servicing Bylaw as amended or replaced.
- A setback of 6 metres (19.7 ft) is required from the development side of the fence line edge (property line) of the non-disturbance area to provide sufficient growing room for trees within the protected and wildlife habitat ecological buffer.
- A minimum 2 metre (6.6 ft) landscaping strip along the fence line shall be provided with 50% consisting of native plants and trees to provide food, foraging and shelter opportunities for wildlife. Additional setbacks and landscaping may be required where existing trees are retained in accordance with the Township's Subdivision and Development Servicing Bylaw Schedule I as amended from time to time.
- A restrictive covenant shall be placed on title for the retention and maintenance of the Ecological Buffer.

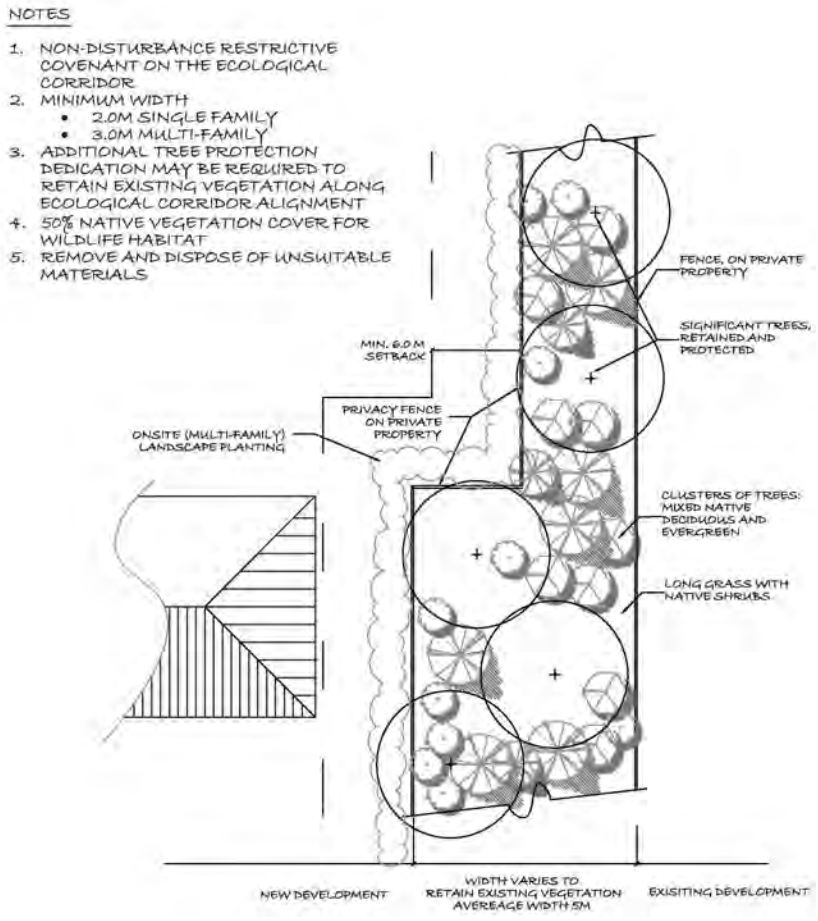



*Figure 35: ecological buffer*

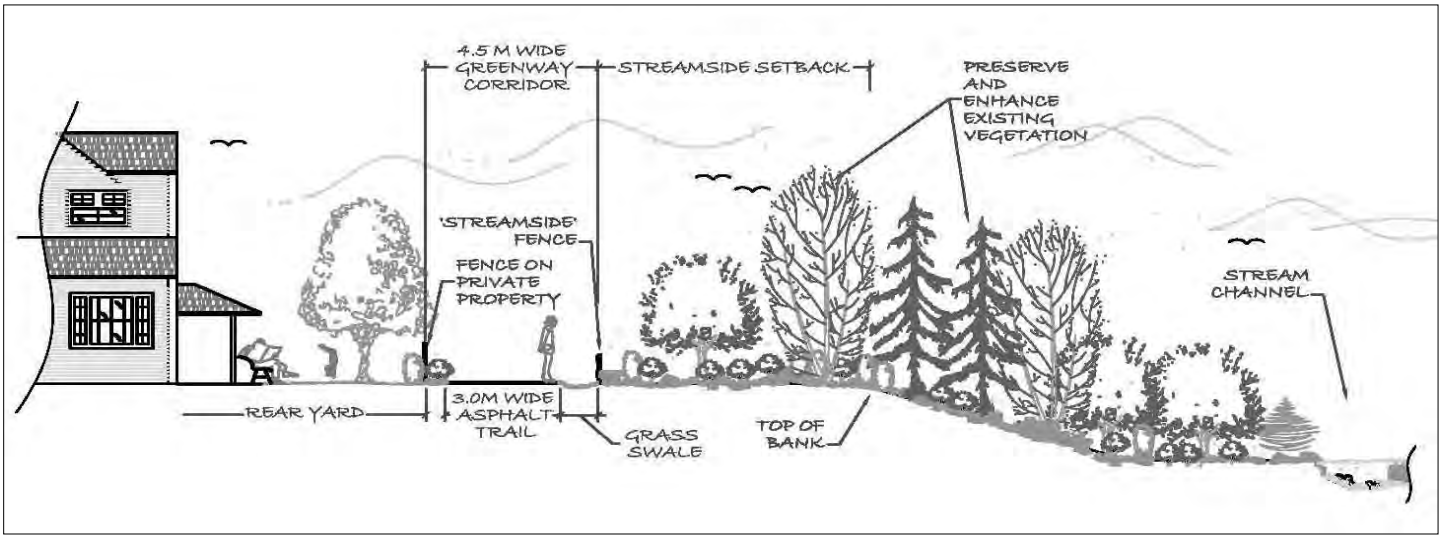



*Figure 3627: Creek Greenway Cross-Section*

### 5.2.10 Creek Greenway

Creek Greenways are multi-use off-road trails located adjacent to watercourses or conservation areas, designed to support both recreational and commuting uses while maintaining ecological integrity.

- Creek Greenways shall be provided in the locations identified on Map 3.
- Creek Greenways shall be constructed in accordance with the standards provided in Section 5.2.11.
- Creek Greenways are to be generally located within the outer 6 metre (19.7 ft) portion of Streamside Protection and Enhancement Areas.

### 5.2.11 Greenway Standards

| **Greenway** | **Standard** | **Reference** |
|---|---|---|
| Blue Link | 10 m minimum, average 15 m with 3 m wide public right-of-way | Figures 20-25 |
| Green Link | 6.0 m wide right-of-way allowing public access<br>1.5 m wide hard-surface trail | Figure 28 |
| Ecological Buffer | An average 5.0 m wide vegetated buffer (no public access). | Figure 35 |
| Recreation Greenway | 6.0 m wide, 3.0 m wide shared use trail | Figure 32 |
| Enhanced Sidewalk | 2.0 m wide boulevard<br>3.0 m wide concrete sidewalk<br>1.0 m wide buffer between the property line and the sidewalk | N/A |
| Street Greenway | 4.5 m wide dedication<br>3.0 m wide shared use trail | Figure 29-31 |

| | | |
|---|---|---|
| Visual Green Street with Greenway | 7.5m wide planted swale within the 20 m road dedication (east side of 204 Street from 68 Avenue to approximately 70 Avenue)<br>5.0 m wide planted swale within the 20 m road dedication (north side of 68 Avenue from 204 Street to 205 Street) | Figure 33-34 |
| Ecological Greenway | 30 m minimum with 3.0 m shared use sidewalk | Figure 26-27 |
| Creek Greenway | 4.5 m minimum with 3.0 m shared use trail | Figure 36 |

# 5.3 PUBLIC REALM AND NEIGHBOURHOOD AMENITIES

The Gordon neighbourhood is envisioned to be a highly urbanized compact community characterized by a vibrant and varied streetscape, set within a consistent public realm framework, all designed to encourage pedestrian activity and interaction between residents and visitors.

## 5.3.1 Local Road Gateway

Additional landscaping and signage shall be incorporated into road designs to help create an identifiable place. Three locations are shown on Map 1 – Integrated Concept Plan, but others are encouraged where deemed appropriate. Landscape designs for the gateway shall be consistent with Figure 37.

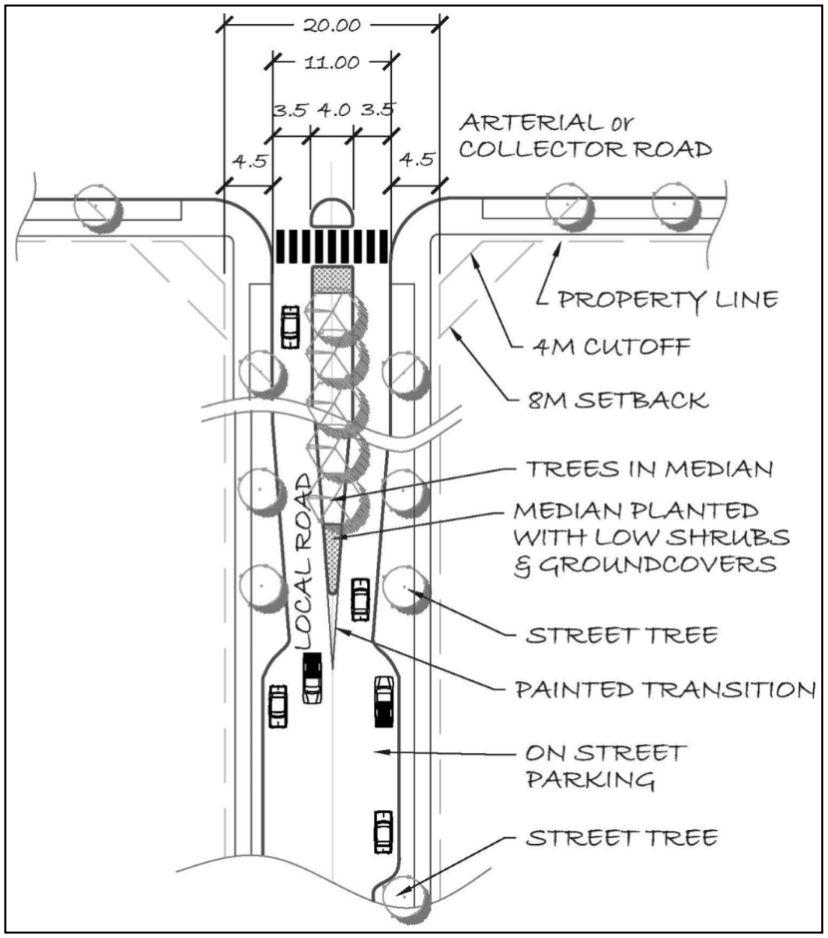



*Figure 37: Local Road Gateway*

### 5.3.2 Amenity Feature/Public Art

There are six locations identified within the neighbourhood where amenity features are to be developed, including;

- intersection of 204 Street and 70 Avenue (see Figures 44 and 45)
- southeast corner of 202B Street and 72 Avenue (see Figure 40 and 46)
- northeast corner of 202B Street and 68 Avenue (see Figures 41-43)
- intersection of 207 Street and 68 Avenue (see Figure 39)
- intersection of 208 Street and 72 Avenue
- south end of 208 Street on the east side of the intersection with the Willowbrook Connector (see Figure 38)

These features are intended to serve as gateways and landmark features for the neighbourhood, become focal points and places for people to meet and socialize and provide additional public space within the neighbourhood.

- Amenity features are expected to be fully funded on a per acre basis through Willoughby Greenway Amenity Policy (if applicable).
- Amenity features are to be designed and constructed in substantial accordance with Figures 39-46, inclusive.

Public art features can assist in creating an attractive neighbourhood with a unique identity. A public art contribution is required and is collected through a neighbourhood plan greenway amenity policy tailored for this plan. Contributions are collected at time of rezoning and placed in an interest-bearing savings account. Public art locations provided in neighbourhood plans are determined through a public process.



*Figure 3828: Public Art Precedent*

- All Amenity Feature/Public Art locations on Map 1 – Integrated Concept Plan must include public art.
- Public Art within the Township of Langley shall be managed, maintained and insured by the Township.
- The Public Art Collection will be managed according to appropriate industry standard inventory and documentation practices.
- Incorporation of additional on-site public art in the design of buildings or landscape is encouraged.

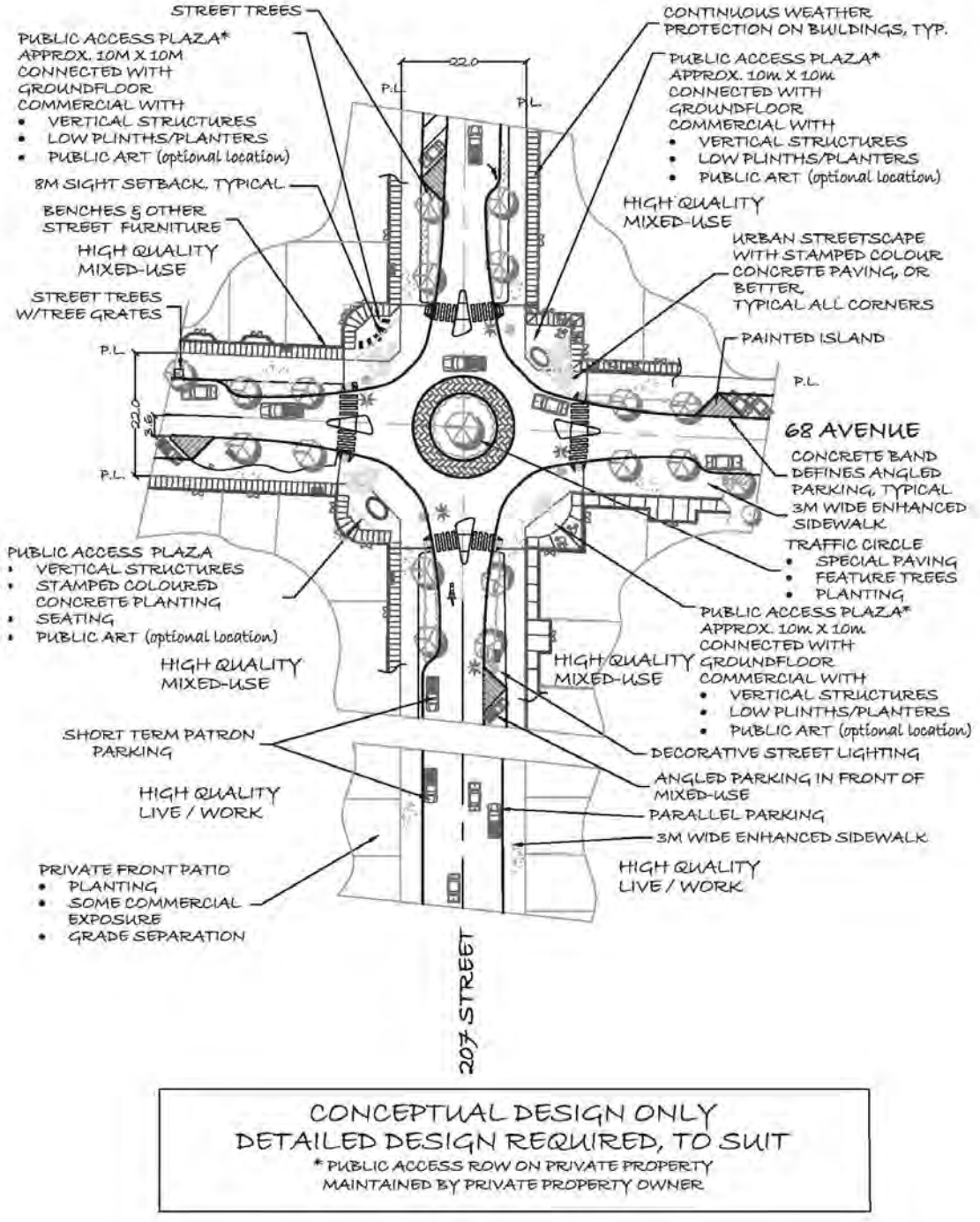



*Figure 39: Intersection of 207 Street and 68 Avenue*

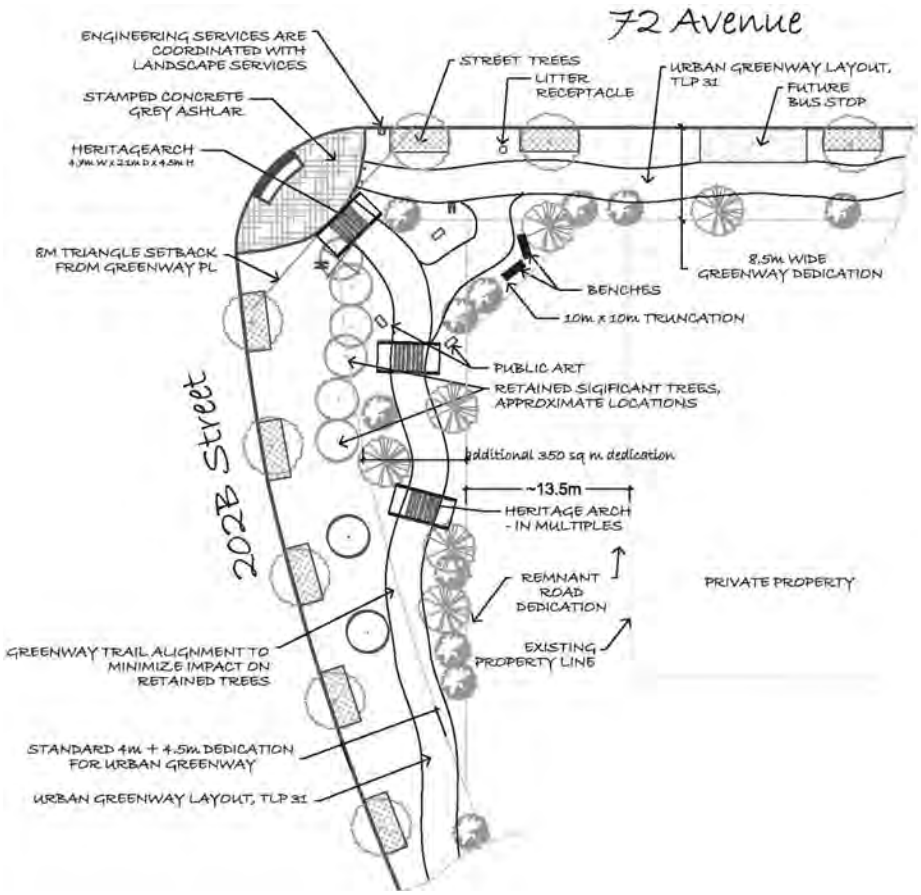



*Figure 40: 72 Avenue/202B amenity plan view*

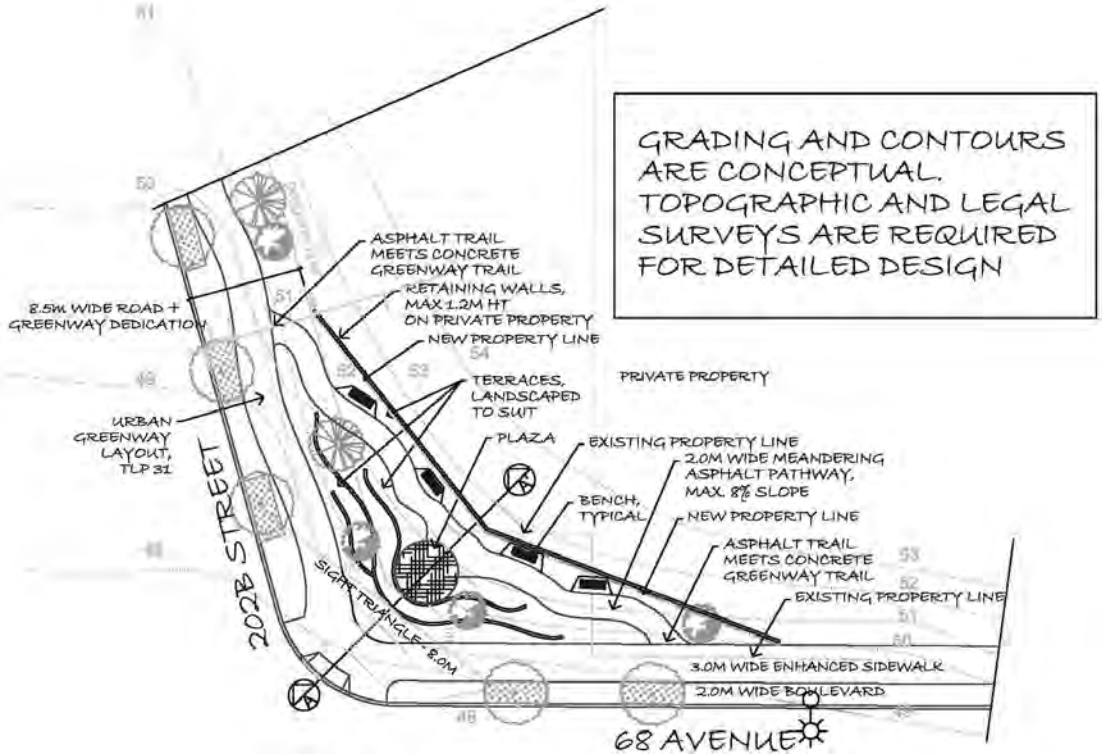



*Figure 29: - 68 Avenue/202B amenity plan view*

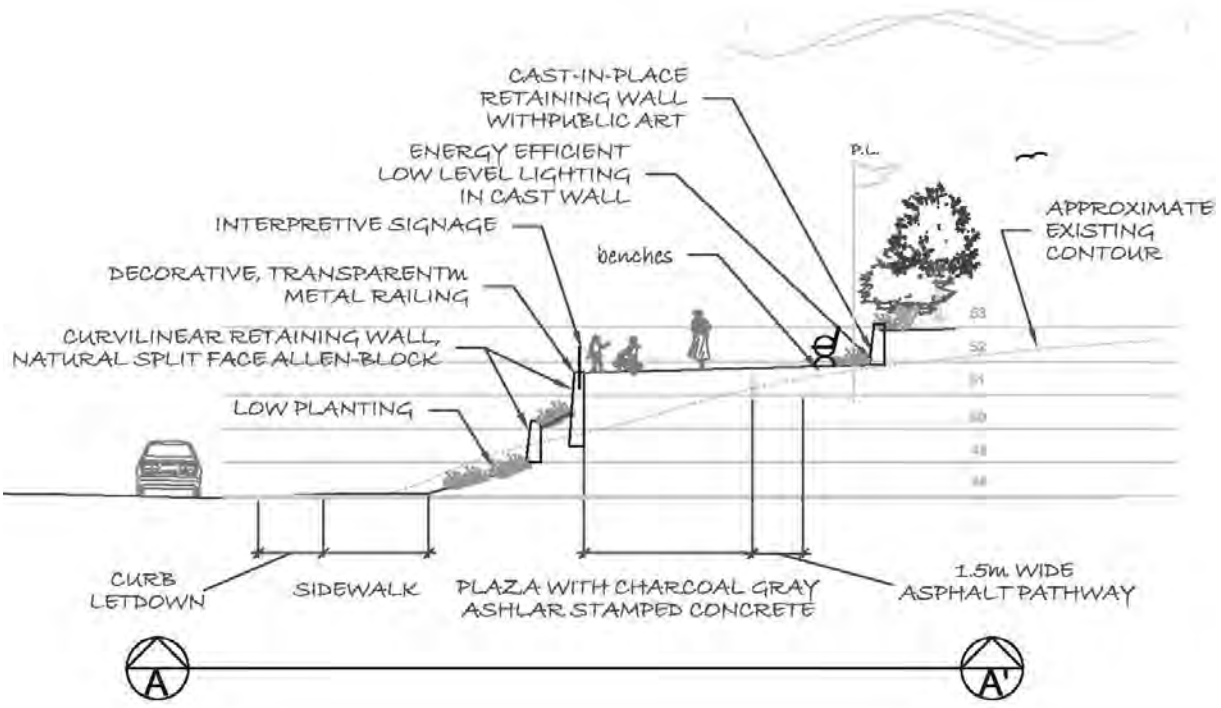



*Figure 42: 68 Avenue/202B Amenity Street Cross-Section*




*Figure 430: 68 Avenue/202B Street amenity precedent images*



*Figure 44: 70 Avenue/204 Street amenity intersection design precedent images (including Live/Work)*

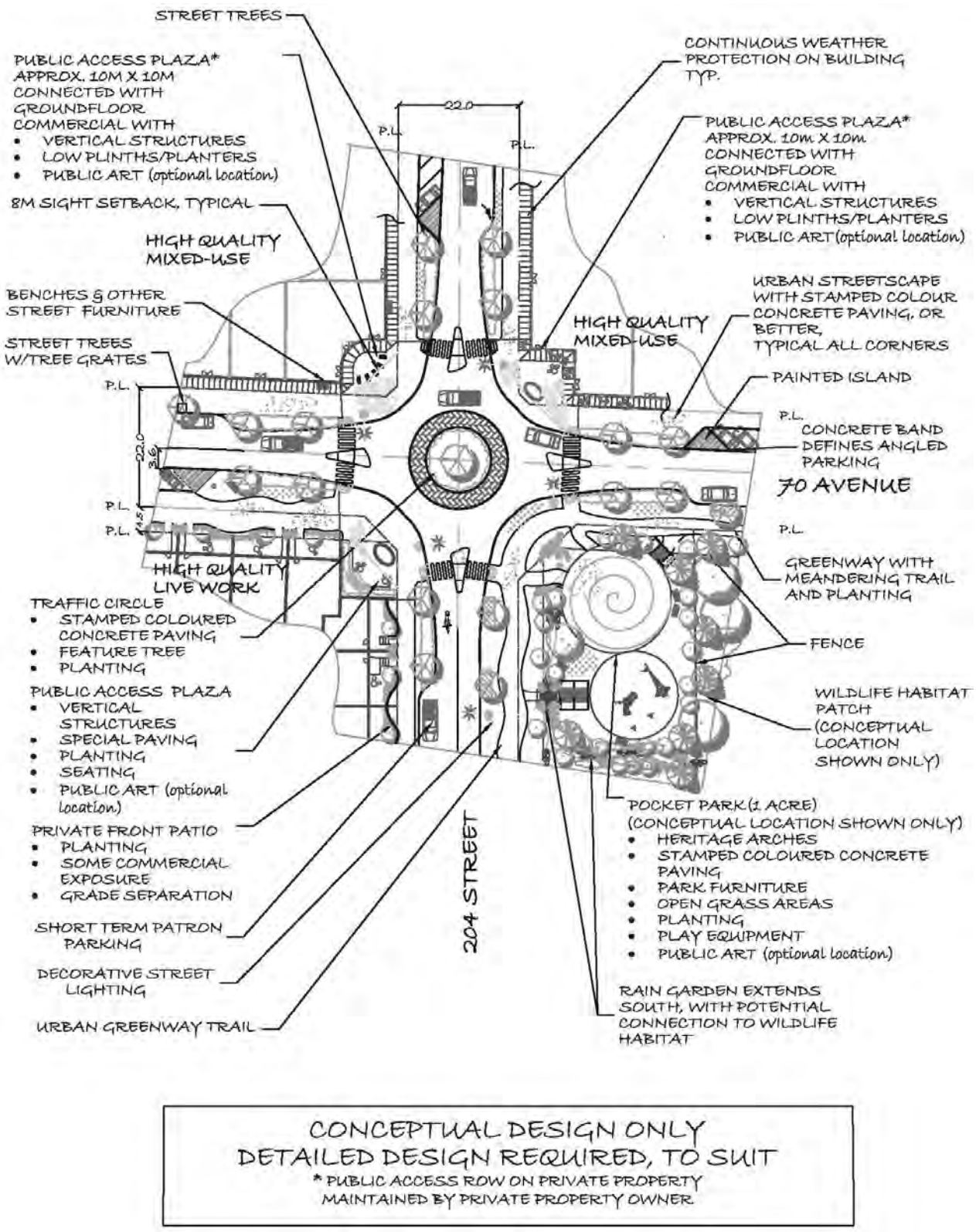



*Figure 45: 70 Avenue/204 Street amenity intersection design details*




*Figure 316: 72 Avenue/202B Street amenity precedent images*

### 5.3.3 Landmark Amenity

The Landmark Amenity is a privately owned amenity building with iconic building design included to make it a focal point for the neighbourhood and is located at the south end of 207 Street at the intersection with 67 Avenue (see Figure 47).



*Figure 47: Landmark Amenity precedent images*

### 5.3.4 Heritage Amenity Structures

Heritage Amenity Structures (see Figure 48) are intended to provide residents an opportunity to reflect on the Township's rural past. The design concept is based on the Tara Farms barn and is reminiscent of the farming history of the area which continues nearby. There is an opportunity to provide these structures in Willoughby's open spaces (parks, greenways, etc.).

- Amenity heritage structures may be located on the Blue Link, Greenways or any other open space as determined by the Township.
- Structural support material and design are standard.
- Multiple segments may be combined to create a longer structure.
- Steel cables for structural support represents barn siding and supports plants.
- Weather protection is intended to be minimal to discourage loitering.
- Plantings to either side for shade and aesthetic effect.
- Greenways or trails may pass through the structure.
- Additional required design elements (wire, cedar shakes, timbers, safety glass, colour, distressed treatment, etc.) are chosen by the developer but require approval from the Township.
- Optional design elements as required.
    - Box light fixture to represent upper window of a barn.
    - Signage to indicate open space name.
    - Opening on the side to include a bench(es).
    - Flowering vines on structure.

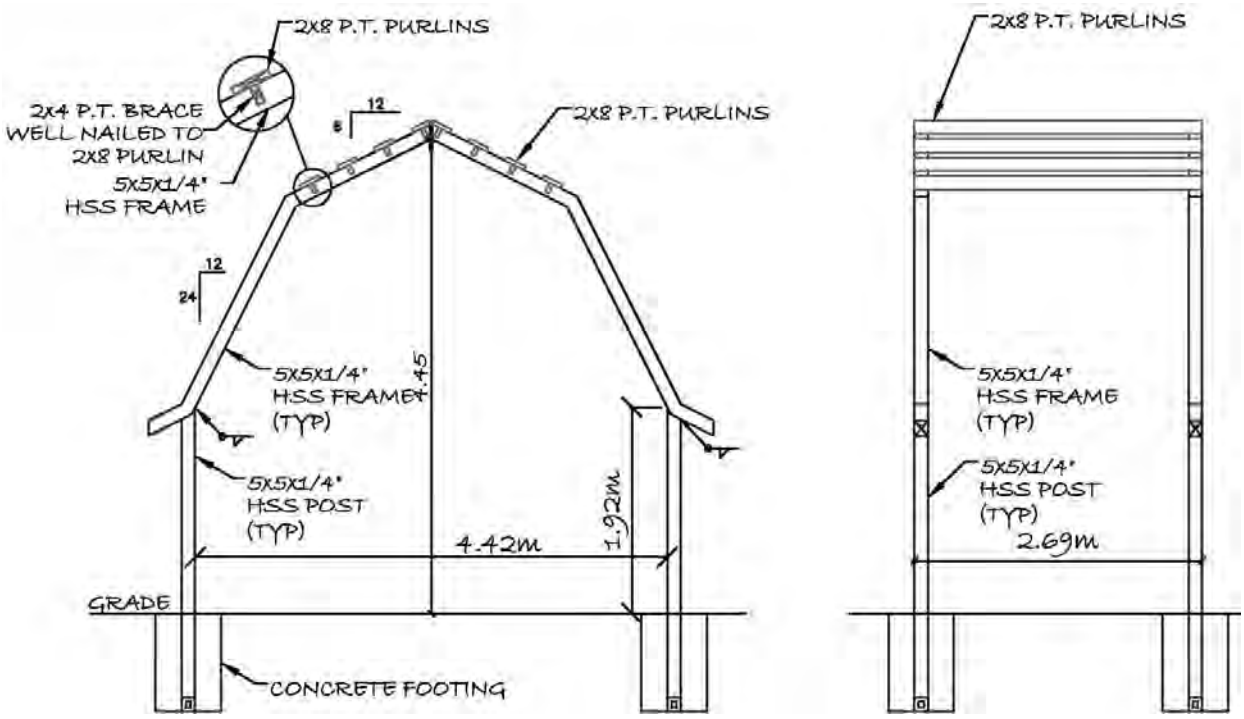



*Figure 48: Heritage Amenity structure*

### 5.3.5 Utility Boxes

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, all utilities and similar infrastructure shall be wrapped with the appropriate material at the walkable centres as identified in Figure 4.

- Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics and art being possible options.
- Implementation and all costs associated will be the responsibility of the developer.



# 6.0 Infrastructure and Services

An important element of the Gordon neighbourhood is the establishment of infrastructure that is sustainable over the short, medium and long term. The infrastructure and servicing design philosophy are based on Best Management Practices (BMPs), principles of Smart Growth and other sustainable design strategies and initiatives.

Future growth in Gordon will necessitate considerable improvements to and expansion of road, sanitary sewer, drainage and water infrastructure. The following is an overview of the current state of infrastructure and the works required to accommodate future residents. More detailed analysis can be found in engineering servicing plans prepared for each of the major services.

## 6.1 TRANSPORTATION

The objective of the Neighbourhood Plan is to create a compact and walkable urban environment. All the amenities and services within the neighbourhood such as: small-scale local commercial, employment opportunities, commercial services, Pocket Parks and Wildlife Habitat Patches, will be accessible by pedestrians and cyclists and within a comfortable walking distance.

The application of BMPs, Smart Growth principles and other sustainable development initiatives is intended to establish new innovative standards that will create a balanced transportation system that minimizes impacts on the natural environment, distances to local destinations and fosters increased use of walking, cycling and transit to minimize reliance on the private automobile.

### 6.1.1 Existing Conditions

A traffic study was undertaken for the historic Northeast Gordon Estate Neighbourhood to:

- determine the number of trips that would be generated by the anticipated development and the resulting traffic distribution pattern
- review the impact on the surrounding road system
- recommend road improvements—covering roads, pedestrian, bicycle and transit facilities—that would ensure acceptable traffic operations to meet the projected traffic demands for the 2021 horizon

At the time of the study, the neighbourhood was primarily semi-rural in nature. As a result, the roadway system consisted of two-lane rural roads with open ditches on both sides and relatively low traffic volumes. Travel patterns in the region were strongly influenced by the 200 Street corridor and the 200 Street interchange. The interchange, together with the extension of the 208 Street corridor from 64 Avenue to Walnut Grove north of Highway 1, created additional options for north–south travel between Walnut Grove, the Willowbrook area and the City of Langley, but also resulted in high traffic volumes along 208 Street through the neighbourhood.

Within the study area, the only traffic signal in place at that time was located at the intersection of 72 Avenue and 208 Street. The remaining internal intersections were primarily stop-controlled T-intersections, with priority assigned to the major road.

### 6.1.2 Future Conditions

Previous works undertaken for the Engineering Servicing Plans (ESPs) for the historic Central Gordon and Northeast Gordon Estate neighbourhoods established the Arterial and Collector Road Network, including traffic and control measures identified in Maps 1 and 4. As many of these roads have been constructed (partially or

fully), are under design, or under application for development, major changes to the road network are not practical and in many cases, no longer feasible. As such, with the increased density in the Gordon neighbourhood, the transportation and mobility needs must be met through a multi-modal approach facilitating and encouraging transit use, walking, cycling and other modes of active transportation and reducing the reliance on private motor vehicles. Future development proposals will have to implement measures to improve active transportation and implement Transportation Demand Management (TDM) tools to reduce private motor vehicle trips.

Below is a list of recommendations for roads, Visual Green Streets, transit, pedestrian and cycle facilities and driveway access.

### 6.1.2.1 Roads

Roads within the Gordon neighbourhood are classified as follows:

- Arterial Roads: 72 Avenue/Crush Crescent, 208 Street, Willowbrook Connector
- Collector Roads: 204 Street, 206 Street, 208A Street, 209A Street, 70 Avenue and 68 Avenue
- Local Roads: All other roads including the proposed 69 and 70 Avenue connections between 207 and 208 Street.

A series of roads is proposed to connect Highway 1 (at 216 Street) to 62 Avenue (the Langley City boundary) some of which will pass through the Northeast Gordon Neighbourhood. This includes 80 Avenue, 212 Street, the 212 Street Connector, 208 Street and the Willowbrook Connector. The 212 Street connector will intersect with 208 Street at 74B Avenue.

While additional upgrades and improvements are required, several key components of a fully functioning road network are in place. This includes 202B Street, which provides connectivity to the TransCanada Highway and major shopping and employment opportunities in Willowbrook. The 208 Street/Willowbrook Connector provides access to the City of Langley, the Willowbrook area and Walnut Grove. The 72 Avenue corridor provides east and west access to Surrey and the Township's rural area.

Both 208 Street and 72 Avenue are classified as Major Arterial Roads that carry higher volumes of traffic and access to adjacent properties is limited. Collector roads collect traffic from local roads and provide a suitable route to access arterials and also provide access to adjacent lands. Arterial and collector roads are shown on Map 1.

The following intersection and road upgrades have been identified as being necessary to accommodate future traffic within the neighbourhood.

Intersections:

- 208 Street/68 Avenue intersection – The intersection has been upgraded to two travel lanes in each of the northbound and southbound directions and a northbound left turn lane along with a traffic signal. The east leg of the intersection is a one way westbound only exit. Eastbound movements will be provided with future development and the traffic signal operation will be modified.
- 208 Street/70 Avenue intersection – The intersection has been upgraded to two travel lanes in each of the northbound and southbound directions and a southbound left turn lane along with a traffic signal. The west leg of the intersection will be constructed with future development. The traffic signal currently operates as a "T" Intersection and will be converted in the future to a 4-way intersection operation.

- 208 Street/72 Avenue intersection – The intersection has been constructed with three through lanes in each of the northbound and southbound directions, a future dual northbound left turn lane, a southbound left turn lane, two travel lanes in both the eastbound and westbound directions and a traffic signal.
- 72 Avenue/206 Street and 72 Avenue/210 Street intersections – Plans for these intersections consist of one left turn lane plus two through lanes on the eastbound and westbound approaches and one left turn lane plus one through lane on the northbound and southbound approaches. A simple two-phase operation traffic signal is proposed at this intersection. Left turn phases may be considered in the eastbound and westbound directions, dependent on future traffic demands. A traffic signal has been installed at the 72 Avenue/210 Street Intersection.
- 68 Avenue/206 Street intersection – Laning at this unsignalized intersection consists of one in each approach direction. It is currently proposed to have a roundabout installed at this location.
- 69 and 71 Avenue/208 Street - Laning at these unsignalized intersections consists of one right-in and one right-out turn lane on all approaches to 208 Street. Free flow will be provided for the northbound and southbound through-lanes on 208 Street. Left turn access will not permitted and will be restricted through the installation of a raised median.

Road Sections:

- 208 Street – This corridor features a four-lane cross section south of 70 Avenue and a six-lane cross section between 70 Avenue and 72 Avenue. The intersection of 208 Street and 72 Avenue will also have dual left turn lanes in the eastbound and northbound directions and single left turn lane in the southbound and westbound directions. This arterial road has been constructed with a landscaped median, a 1.7 metre (5.6 ft) wide protected bike lane and a multi-use path.
- 72 Avenue – This corridor features a four-lane cross section plus left turn lanes at 206 Street, 208 Street, 210 Street and 211 Street intersections. A dual left turn lane will be required in the eastbound direction at the intersection of 208 Street. This arterial corridor includes 1.7 metre (5.6 ft) wide protected bike lanes on both sides of the road, a landscaped median, a boulevard and greenway on both sides. 72 Avenue at 211 Street must be upgraded to a 60 km arterial road standard and will require more right-of-way to correct safety concerns at this curve.
- 206 Street - This collector road features a two-lane cross section with a parking lane and a landscaped sidewalk on the east side and a planted swale and a greenway on the west side. The right-of way excluding the greenway is 20 metres (65.6 ft).
- 68 Avenue Street – This collector road features a two-lane cross section, plus a parking lane and a landscaped swale on the south side. The right-of-way, including the swale, is 20 metres (65.6 ft).

Other key road improvements include:

- provisions for road networks to be designed to encourage connectivity (modified grid network) while reducing cut-through traffic by means of traffic calming measures
- provisions for roundabouts at collector/collector intersections
- extending 70 Avenue from 204 Street west to 202B Street
- closing 205 Street access to 72 Avenue and extending 205 Street south to 70 Avenue
- provision for a roundabout at the intersection of 204 Street and 70 Avenue
- provision for traffic signals as indicated on the land use concept (Map 1)

- 72 Avenue is designated as an arterial route that runs east-west, connecting 184 Street in Surrey to 216 Street via Crush Crescent and is a 4-lane divided road within the plan area. On-street protected bike lanes will be added along 72 Avenue
- provision for a traffic calming element at the intersection of 204 Street and 68 Avenue
- provision for gateway features at intersections of local roads and at multi-family ingress and egress points

The Transportation Mobility Strategy (TMS) indicates a number of improvements proposed for the Willoughby area beyond the neighbourhood, including widening of 200 and 208 Streets, connection of 208 Street to a new interchange at 216 Street and the Trans-Canada Highway, a bus/HOV tunnel at the Trans-Canada Highway and 202 Street and connection of 203/202B, 202A Street to 88 Avenue.

A summary of the road right-of-way requirements is provided in the following table.

Table 6.1 Road Standards

| Road | From/To | Class[1] | Dedication | Travel lanes[2] | On-Street Parking | Median | Bike lane width[3] | Greenway width[4] | Municipal trail (sidewalk) width[5] |
|---|---|---|---|---|---|---|---|---|---|
| **208 St** | 67 Ave. to 70 Ave. | A | 30 m | 4 | no | yes | 1.7m | 4.5 m both sides | 3.0 m |
| **208 St[7]** | 70 Ave. to 72 Ave. | A | 37.3 m at 70 Ave. widening to 40.8 m at 72 Ave. | 6 | no | yes | 1.7m | 4.5 m both sides | 3.0 m |
| **72 Ave[6]** | N/A | A | 30 m | 4 | no | yes | 1.7m | 4.5 m both sides | 3.0 m |
| **68 Ave** | N/A | C(Ma) | 20 m | 2 | 1 side | no | N/A | 5 m north side | 1.8 m |
| **206 St[8]** | N/A | C(Ma) | 20 m | 2 [1] | 1 side | no | N/A | 7.5 m one side west | 1.8 m/3.0 m |
| **70 Ave** | N/A | C(Ma) | 20 m | 2 | 2 sides | No | N/A | 4.5 m south side | 1.8 m/3.0 m |
| **204 St** | N/A | C(Ma) | 20 m | 2 | 2 sides | No | N/A | 4.5 m east side, south of 70 Ave | 3.0 m |
| **Other roads [2]** | All | L | 20 m | 2 | 1 side | no | N/A | N/A | 1.8 m(1 side)/1.8 m both sides |

[1] A - Arterial; C – Collector (Ma = Major, Mi = Minor); L – Local

(2) Arterial and Collector roads have left turn lanes at major intersections
(3) Bike lanes inclusive of the ROW
(4) Greenway is in addition to the ROW; both = both sides of the roadway; heading = side of roadway with greenway
(5) The sidewalk is inclusive of the ROW and can meander into the greenway
(6) Additional ROW required for dual EB left turn lane at 208/72
(7) Additional ROW required for dual NB turn lane at 208/72
(8) There is no “half road” standard for the visual green streets so the full width of the ultimate right-of-way must be secured

### 6.1.2.2 Visual Green Streets



Within the historic Northeast Gordon Estate Neighbourhood Plan provide Visual Green Streets.

Visual Green Streets promote a sustainable community and improve stormwater management; unique road cross sections have been developed for the neighbourhood. These roads, termed “Visual Green Streets,” have been specifically designed to promote stormwater volume control in an area characterized by a lack of subsurface infiltration capacity.

Visual Green Streets minimize impervious areas and increase opportunities for infiltration by incorporating roadside swales, reduced road widths, parking standards and sidewalk requirements and opportunities for pervious driveways. The environmental benefits of swales include extending the surface contact of the runoff, slowing down water through greater surface infiltration and cooling and cleansing runoff water. Native plantings within the swales help to maximize evapotranspiration.

To prevent erosion within the swales flow rates are limited using overflows into the storm sewer system. In this manner the base flow in the swales will be maximized while providing erosion control without the use of extensive hard surfacing or rip rap.

All green infrastructure is located within the standard road right-of-way. Visual Green Streets are proposed for collector roads (206 Street and 68 Avenue) and local roads. The Visual Green Street standard is not required for cul-de-sac roads less than 75 metres (246 ft) in length (as measured from the cross street to the base of the bulb). Note: There is not a “half road” standard for the Visual Green Streets, therefore, the full width of the ultimate right-of-way must be secured and constructed at the time of development.

Visual Green Street cross sections and related details are in Appendix A and are subject to minor variation amendments, as necessary, subject to the acceptance of the Township. A Blue Link has been designed to replace the Visual Green Street concept within the historic 208 Street Density Review Area.

### 6.1.2.3 Transit

At the time of adoption of the historic Northeast Gordon Estate and Central Gordon Estate Neighbourhood Plans, TransLink had advised that there were no immediate plans to expand transit service within Langley in the short term. However, an update to the regional transit plan was anticipated and was expected to identify

expansion needs over the following five years. Key transit services were initially lacking but, as development in the area increases, additional bus service would be introduced when warranted by sufficient demand.

Bus service has been added with bus stops on 208 Street that provide transit connections to the Langley City Transit Exchange and the Carvolth Transit Exchange.

At the time the historic neighbourhood plans were adopted, 200 Street accommodated limited bus service. TransLink has since identified the 200 Street corridor as part of the future Langley-Haney Plane Bus Rapid Transit (BRT) corridor including features like centrally located, dedicated bus lanes separated by medians, with the remaining four lanes serving general traffic.

The Carvolth Transit Exchange supports existing transit routes and future transit expansion and improved regional connectivity.

At the time of drafting the consolidated Gordon Neighbourhood Plan in 2026, TransLink is undertaking a South of Fraser East Area Transit Plan (ATP). The ATP will update the previous transit plan adopted by TransLink in 2007. This will update the vision for the transit network, including the regional role of 200 Street. The share of trips taken by transit is expected to grow significantly as the 200 Street Corridor becomes a rapid transit route anchored by transit hubs at station areas. In addition, the Carvolth Transit Exchange serves as a major connection to regional transit services.

### 6.1.2.4 Pedestrian and Cycle Facilities

These facilities will provide connectivity throughout the Gordon neighbourhood and the Township.

- Shared use sidewalks will be provided on both sides of arterial roads (72 Avenue and 208 Street) along the 4.5 metre (14.8 ft) greenway.
- On 206 Street and 67 Avenue, a 4.5 metre (14.8 ft) landscaped greenway (with 3.0 metres (9.8 ft) multipurpose asphalt path) will be provided on one side of the road and a sidewalk on the other.
- A standard collector road includes 1.8 metre (5.9 ft) wide sidewalks on both sides.
- Protected bike lanes featuring 1.7 metre (5.6 ft) width, will be provided on both sides of 208 Street.
- 72 Avenue will also have 1.7 metre (5.6 ft) wide protected bike lanes on both sides.
- A 3.0 metre (9.8 ft) wide multiuse pathway is also provided on both sides of arterial greenways.

### 6.1.2.5 Parking

- Local and collector roads shall be designed to accommodate parking on both sides of the street.
- The neighbourhood commercial node shall accommodate on-street parking in accordance with Figure 4.0.

### 6.1.2.6 Traffic Calming

- Traffic calming measures are to be provided according to the land use plan (including Figures 4.0, 4.5 and 6.0).
- Additional traffic calming measures are required where local roads intersect other roads and at multi-family development access and egress points (Figure 4.5). These measures include but are not limited to vegetated raised medians as entrance features.
    - Entrances to underground and structured parking are exempt.

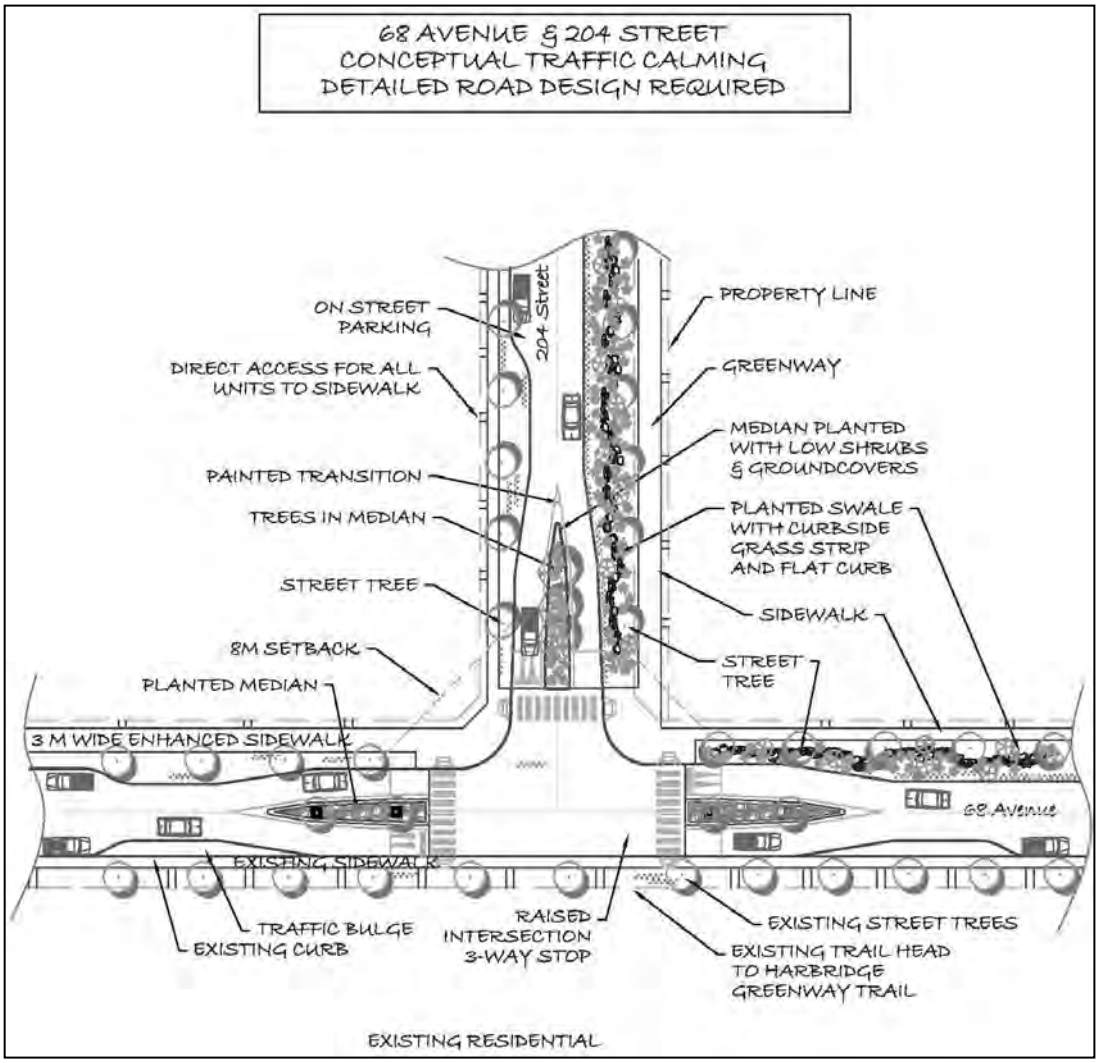



*Figure 49: Traffic calming concept*

## 6.1.2.7 Driveway Access to Roads

Driveway access to roads will be permitted according to the following table.

Table 6.2 Driveway Access

| **Individual Driveway Access Permitted From** | | |
|---|---|---|
| **ROAD CLASSIFICATION** [1] | **SINGLE FAMILY** | **STRATA MULTI-FAMILY** |
| Lane | Yes | Yes |
| Local | Yes | Yes |
| Collector | Yes, except along west side of 206 St | No [3] |
| Arterial | No [2] | No [3] |

[1] As per the Subdivision and Development Servicing Bylaw or road classification designations of the Neighbourhood Plan, all driveways shall comply with Section R16 of Schedule B of the Subdivision and

Development Servicing Bylaw, as amended or replaced. When a development abuts roads of different classifications, the driveway shall be located to access the lower classified road.

(2) Single family development may front onto an arterial or major collector subject to the access driveway being provided from a rear lane, registration of a covenant for no on-street parking and no direct access and an enhanced building design standard facing the road. Single family development may also back onto an arterial or major collector subject to compliance with enhanced fence/landscape/building design standards and registration of a covenant for no on-street parking and no direct access.

(3) Common project access only to the acceptance of the Township. Direct vehicle access from new residential development to arterial roads shall not be permitted; new development may back onto arterial roads, use frontage roads, or, where merited by site-specific conditions, employ rear lanes, provided each new lot has four off-street parking spaces. Residential development immediately adjacent to park or school sites shall provide vehicular access from frontage roads or rear lanes.

#### 6.1.2.8 Previous Works

Previous works undertaken for the Engineering Servicing Plans (ESPs) for the historic Central and Northeast Gordon Estate neighbourhoods have established the Arterial and Collector Road Network, including traffic and control measures identified in Maps 1 and 4. As many of these roads have been constructed (partially or fully), are under design, or under application for development, major changes to the road network are not feasible. As such, with the increased density in the Gordon neighbourhood, the transportation and mobility needs of the community must be achieved through a multi-modal approach facilitating and encouraging transit use, walking, cycling and other modes of active transportation. Future development proposals will have to implement measures to improve active transportation and implement Transportation Demand Management (TDM) tools to reduce private motor vehicle trips.

## 6.2 WATER

### 6.2.1 Existing Context

#### Historic Northeast Gordon Estate (2006)

Northeast Gordon Estate is supplied with water from the Willowbrook and Willoughby water network. A strategy for water distribution throughout this area was initially developed in 1999 and is outlined in a report titled “Township of Langley: Water Distribution System Study” by Associated Engineering. The concepts outlined in the report remain valid today and some of the recommendations have already been implemented. Additional water system information can be found in the Gordon Estates Engineering Services Plan accompanying this Neighbourhood Plan

The study area is divided into two pressure zones. Generally speaking, lands located above the 50 m contour are serviced from the Willoughby PZ 131 m pressure zone and lands below the 50 m contour are serviced from the Willowbrook PZ 81 m pressure zone.

Presently, land above the 50 m contour is supplied from a Metro Vancouver (MV) supply main on 204 Street at 73A Avenue, or by the MV Jericho Reservoir. Pressure is maintained through the new Jericho Booster Pump Station. This station has a firm capacity of 1130 l/s. The MV main and reservoir have sufficient capacity to provide adequate flows to meet peak demands, including fire flows.

Land below the 50 m contour is supplied with water directly from the Township’s Jericho Hill Reservoir and from the East Langley Water Supply main being fed from the MV Jericho Reservoir. A dedicated supply main

runs from the Jericho Hill Reservoir within the 204 Street right-of-way, south to the Willowbrook pressure zone. Pressure reducing valves between the two zones control the flow of water and pressure into the Willowbrook PZ 81 pressure zone. The Jericho Hill Reservoir is supplied through a connection to the MV trunk watermain at 204 Street and 82 Avenue and from the Strawberry booster station in Walnut Grove.

A small development area east of 208 Street and south of 70 Avenue, is serviced as a pressure zone of 96 m, fed from the 131 m Willoughby Pressure zone. There is a connection between Milner and the Willowbrook 81 m zone along 210 Street between 208 Street and Crush Crescent.

Historic Central Gordon Estate (2012)

Central Gordon Estates is wholly supplied by Metro Vancouver water through the Township's Jericho Booster Pump Station. Water service is available through the existing distribution system along the existing road network, to meet demands for the existing low density residential development.

### 6.2.2 Future Conditions

Historic Northeast Gordon Estate (2006)

The new Jericho Booster Pump Station has been sized to accommodate anticipated flows in this area. Additional water information can be found in the Gordon Estates Engineering Services Plan accompanying this Neighbourhood Plan.

Historic Central Gordon Estate (2012)

Water servicing analysis has been undertaken to determine peak domestic water and fire demands and watermain network infrastructure requirements. The analysis is based on the Central Gordon Estate Land Use Plan and estimated ultimate populations and densities and the Township's pressure, flow and velocity requirements. It should be noted that the analysis only addresses larger grid mains and not the sizing of smaller local mains, including loops, which will be assessed during detailed design of development projects.

The watermain network analysis reveals the need for several upgrades and expansions to the current system. Key improvements include the replacement of watermains between the Jericho booster station and 72 Avenue and along 72 Avenue between 204 Street and 207 Street. The timing of improvements corresponds to development (see Section 8) and is therefore staggered throughout the anticipated buildout period for Central Gordon Estate in response to increasing demand. The new Jericho Booster Pump Station has been sized to accommodate anticipated flows in this area.

Gordon Neighbourhood Plan (2026)

Regardless of the historic conditions, proposed land uses in the Gordon Neighbourhood Plan are being incorporated into the Water Master Plan, which will be completed in 2026. Water servicing of the Gordon Neighbourhood will follow the strategy outlined in the Master Plan.

## 6.3 SANITARY SEWER

### 6.3.1 Existing Context

Historic Northeast Gordon Estate (2006)

Northeast Gordon Estate today is a partially developed residential area. Large rural properties are served by individual septic sewer systems. Newly developed areas all drain south to the Southwest Gordon Estate Neighbourhood along 67 Avenue and further on to an extension of a pressure sewer along 203 Street that runs

south to the existing GVS&DD trunk sewer located further to the south. A new trunk sewer has been installed along 208 Street in conjunction with recent roadworks to service this area.

Development in this area requires connection to the municipal sanitary system. Municipal collection of sewage in this area is conveyed via a trunk sewer along 67 Avenue and 203 Street to the GVS&DD Connector #1 trunk sewer, for treatment at the Annacis Island Wastewater Treatment facility. Extra capacity to allow servicing of the Smith Neighbourhood Plan area through Northeast Gordon Estate is required.

Historic Central Gordon Estate (2012)

Presently, sanitary sewer infrastructure in the Central Gordon Estate neighbourhood is slowly being expanded. This area flows into the low-pressure trunk sewer on 203 Street, which feeds directly into the GVS&DD Langley Connector #1 trunk sewer in the City of Langley and onwards for treatment at Annacis Island. The gravity portion of Langley Connector #1 has sufficient capacity for a number of years.

### 6.3.2 Future Conditions

Historic Northeast Gordon Estate (2006)

The proposed sanitary sewer system provides a gravity drainage system to the greatest possible area, thus reducing to a minimum the requirement for lift station capacity. Some sections of the existing collection system will require upgrading to provide sufficient capacity to meet the needs of increased density along 208 Street and the updated Northeast Gordon Estate Neighbourhood Plan.

Gordon Neighbouhoord Plan (2026)

Regardless of the historic conditions, the proposed land uses for the Gordon Neighbourhood are being incorporated into the Sewer Master Plan, which will be completed in 2026. Water servicing of the Gordon Neighbourhood will follow the strategy outlined in the Master Plan.

## 6.4 STORMWATER

The Gordon neighbourhood is part of the Nicomekl River watershed, with 204 Street being the approximate divide for two sub-catchment areas. Although both eventually drain into the Nicomekl River, each takes a different route – the lands approximately west of 204 Street drain via Jeffries Creek and Logan Creek, the lands east of 204 Street drain via Crush and Worrell Creeks and subsequently North Creek. Existing runoff rates are relatively high as the underlying soils have limited capability to infiltrate water, especially when saturated in the wet winter months. Development can have a significant impact on watercourses and water supply in a watershed due to the potential increase in peak flows and runoff volume, loss of groundwater recharge and degraded water quality. To address these concerns, an integrated stormwater management plan was developed for the watershed. It includes measures to infiltrate the lower-intensity recurrent rainfall events, detain the runoff from higher-intensity less common rainfalls and convey the runoff from high-intensity major rainfall events that occur infrequently.

### 6.4.1 Infiltration System

The infiltration system directs rainfall into the ground in order to better replicate the effects of undisturbed land in the hydrologic cycle. This reduces runoff volume, which in turn minimizes flooding and flood duration in lowland areas, improves water quality and improves groundwater recharge and base flow supply for creeks and watercourses. The limited infiltration capacity of the underlying soils in the Gordon Neighbourhood reduces the groundwater recharge benefits but the other benefits still apply and although the underlying soils are

relatively impervious, some water does infiltrate and rainwater management systems will be provided to duplicate the predevelopment rates.

The infiltration systems will be implemented as development occurs and will include:

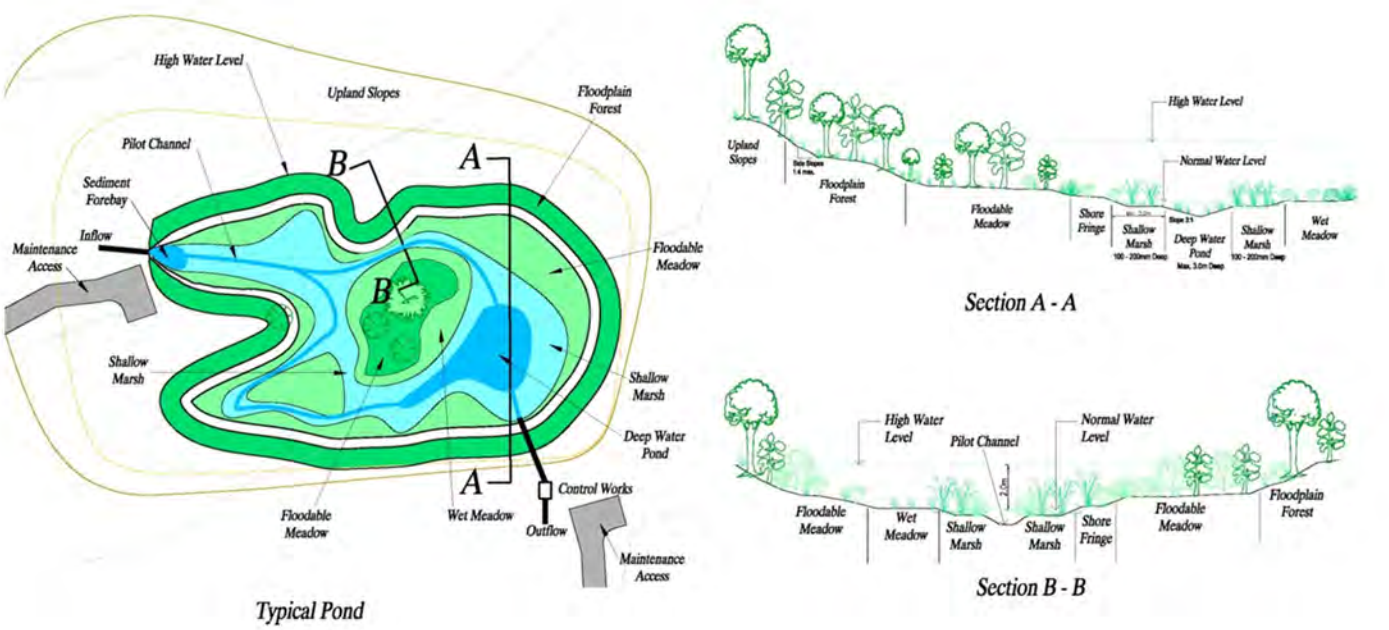
- disconnected roof leaders in single family residential areas to direct water to splash pads and pervious areas rather than to a storm sewer
- permeable surface options for sidewalks and pathways
- minimum enhanced/amended topsoil requirement
- absorbent landscaping and plantings in all landscaped areas
- infiltration systems comprising 5% of the total area of the development sites and roadways, able to store a 300 mm depth of runoff to maximize long duration infiltration. A low-flow under-drain will be provided for base flow augmentation to downstream watercourses
- in multi-family developments, oil/water separators and/or vortex separators
- oil/grit traps on catch basins in roadways
- regular street-sweeping and catch-basin cleaning
- road drainage directed to underground infiltration systems in the boulevards

### 6.4.2 Stormwater Detention

The runoff from higher-intensity rainfall is conveyed through pipe networks to detention ponds. The detention ponds limit peak flows from these events to pre-development levels, thereby mitigating potential erosion and flooding in the receiving watercourses. The outlet pipes from the ponds are throttled to reduce the outflow to predevelopment rates, which have been established for the 2-, 5- and 100-year design storms. The detention facilities are intended to have a permanent pond area that encourages the settlement of suspended solids in runoff and plantings that provide bio-filtration of dissolved materials. A conceptual layout for a biofiltration pond is provided in the illustration below. Five of the six proposed detention ponds have been constructed so far in the Gordon neighbourhood area. The pond proposed at the corner of Willowbrook Connector and 68 Ave will need to be constructed in advance of or at the outset of development activity. Map 1 shows the existing detention ponds and the approximate

location of the remaining one proposed pond.

A trunk sewer network is proposed to convey the peak flows resulting from the 100-year rainfall event. This allows for lower minimum building elevations and allows directing the runoff to the storm water detention system, which is also designed for the 100-year event. The change in strategies will require replacement of some existing storm sewers with larger ones. The proposed trunk sewer network is shown in the Gordon Estate Engineering Serving Plan, which will need to be updated to reflect current design standards and newly proposed land uses.




### 6.4.3 Visual Green Streets

204 Street, 206 Street and 68 Avenue will be constructed with swales, reduced road width, parking and sidewalk standards to minimize the amount of impervious areas, while planting within the swales will contribute to evapotranspiration (additional detail is found in Section 5.2.8) It is intended that the vegetated swales will function similarly to a typical upland ephemeral stream while cleansing the surface runoff.

### 6.4.4 Blue Link Corridors

Between the multifamily designations located approximately between 207 and 208 Street will be a 15 m (49.2 ft) wide (average) corridor with a pathway and runoff management measures. Runoff from the 207 Street multi-family land uses will be conveyed to the corridor and a series of overflow weirs and check dams will create pool systems to retain and infiltrate water and corridor plantings will promote evapotranspiration. Conceptual plans of the Blue Link Corridors are provided in Section 5.2.2.

### 6.4.5 Summary

In summary, the land uses for the Gordon neighbourhood result in an increase to rainwater runoff rates and volumes with degraded water quality in the runoff. To counter these impacts, the development of the area will be accompanied by design measures to mimic natural hydrologic responses of the watershed to rainfall. These rainwater management measures control runoff to pre-development flow rates, mimic pre-development runoff volumes and treat runoff to remove contaminants. The completed neighbourhood will meet the rainwater management criteria established in the Township's Subdivision and Development Servicing Bylaw, in line with the objectives set out by the Stormwater Planning Guidebook for BC and Fisheries and Oceans Canada Development Guidelines.

## 6.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

Main feeder lines are located along 208 Street, 202B Street, 72 Avenue and 68 Avenue and the overall system capacity is sufficient to accommodate future demand. In accordance with the Township's Subdivision and Development Servicing Bylaw as amended or replaced, all new hydro (excluding three-phase) and telecommunication lines are required to be installed underground.

Street lighting will be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw and applicable design standards, including the Visual Green Street standards. Ornamental street lighting is the preferred treatment for neighbourhood streets.

# 7.0 Financial Strategy

The financial strategy for the Gordon neighbourhood is intended to support orderly, cost-effective and equitable development. It is based on the principle that the Township will not finance, nor assume financial risk for, the provision of engineering services required to support new development. Property owners and developers are responsible for providing the local (or base) servicing standard and for front-ending the construction of required infrastructure.

Development Cost Charges (DCCs) are levied on new development to help fund the servicing infrastructure and amenities required by and benefiting, growth. The Township's Development Cost Charge Bylaw establishes uniform DCC rates for each engineering service and for parks and outlines when and how they are to be paid. In principle, DCCs collected should be balanced with required expenditures; however, surpluses or deficits may occur within individual neighbourhoods.

The DCC program funds the "oversizing" component of infrastructure—defined as the incremental cost difference between the local servicing standard and the trunk or arterial standard. Non-linear infrastructure such as community detention ponds, sanitary lift stations and traffic signals may be fully funded through the DCC program. Infrastructure eligible for DCC funding is identified in the Township's 20-year DCC program.

New infrastructure is financed through two primary mechanisms:

- The Township may install infrastructure using DCCs collected from development, subject to Council approval.
- Developers may install infrastructure directly. In such cases, they may be eligible for cost recovery of oversizing or DCC-eligible works through DCC rebates/credits or other approved mechanisms.

To assist developers in front-ending infrastructure, the Township may enter into cost recovery agreements. Available mechanisms include Latecomer Agreements, Development Works Agreements (DWA), Development Cost Charge Frontender Agreements (DCCFA) and other relevant tools. These agreements must be structured to allow sufficient time—typically 10 to 15 years—for property owners to recover eligible costs. Through these arrangements, the Township acquires infrastructure that benefits the broader community without assuming financial risk.

Infrastructure requirements for sanitary sewer, drainage, water, roads, pedestrian greenways, schools and parks are based on the forecasted population and urban form at neighbourhood build-out. Integration of these components with the Township's broader planning processes is ongoing and provides a self-correcting mechanism to respond to changing conditions. Memoranda of understanding with external agencies, such as the Department of Fisheries and Oceans and TransLink, also support coordinated planning.

The following principles guide the funding of projects within the neighbourhood:

- The Township will not contribute funds beyond what is available through DCCs.
- The Township will not finance servicing of the neighbourhood.
- The Township will not assume financial risk for providing services.

Any shortfall in cash flow required to deliver infrastructure or facilities must be addressed by the proponents of development. Documented agreements identifying any such shortfalls must be in place prior to rezoning. Cost recovery bylaws and taxation mechanisms will continue to be refined over time but should remain consistent with these principles.

# 8.0 Implementation

## 8.1 GENERAL PREREQUISITES

The following general prerequisites must be satisfied prior to the adoption of a rezoning bylaw in any phase:

Engineering Requirements

1. Prior to each stormwater catchment area opening for development, the required community stormwater detention site must be secured.
2. The detention facility must be located to serve the entire storm catchment area as defined in the Engineering Services Plan.
3. Interim on-site detention will not be permitted.
4. Off-site drainage outfall systems from the neighbourhood plan area must be clearly defined, planned and constructed down to North Creek, recognizing that local branches of North Creek, Worrell Creek and Crush Creek traverse private property and lack protected drainage easements.
5. A sanitary main must be extended along 67 Avenue to tie into the siphon on 203 Street.
6. Any deficiencies in the storm and sanitary sewer systems must be upgraded prior to development.
7. Major roads and engineering services—including drainage, water, sanitary sewer, storm detention ponds and required road dedications, widenings and rights-of-way—must be provided and extended at no cost to the Township to accommodate proposed development.
8. Cost recovery mechanisms such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charge Frontender Agreements (DCCFA) may be considered, subject to Township acceptance.

Reporting Requirements

9. Prior to considering the first rezoning in each area, staff must report to Council on the status of all development prerequisites.

Advanced Street Plan

10. Prior to first and second reading, the first application received must provide an advanced street plan that addresses land uses and housing types outlined in the Land Use Plan, that is acceptable to the Township and outlines the following:
    A. Overall road network
    B. Pedestrian connections
    C. Greenways
11. Variations may be permitted only where the applicant demonstrates, to the Township's satisfaction, that the proposal complies with the Neighbourhood Plan and does not compromise the development potential of surrounding properties.

## 8.2 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a rezoning bylaw. This list is not deemed to be exhaustive, as other requirements may be added based on site-specific conditions and changes to Township bylaws, policies and procedures.

Engineering Requirements

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions and a stormwater management plan, in accordance with this neighbourhood plan and the Subdivision and Development Servicing Bylaw.
2. Comply with the Erosion and Sediment Control Bylaw, including provision of an erosion and sediment control plan to the acceptance of the Township.
3. Secure all required road dedications and widenings in accordance with the neighbourhood plan, the Subdivision and Development Servicing Bylaw and the Master Transportation Plan.

Environmental Requirements

4. Transfer any designated greenway, conservation area, or tree retention area to the Township.
5. Provide security for all approved greenway and trail construction in accordance with applicable bylaws.
6. Transfer designated environmental non-disturbance areas to the Township for environmental protection purposes.
7. Provide a Stage 1 Preliminary Site Investigation (Environmental) for any land to be transferred or provided by right-of-way for conservation, park, greenway, or trail use; undertake further investigation and complete all required remediation if contamination indicators are found; and provide a Certificate of Compliance (or equivalent) prior to final reading, with all remedial work at the proponent's sole cost.
8. Comply with Schedule I – Tree Protection of the Subdivision and Development Servicing Bylaw and provide a final tree protection/management plan including retention, replacement and protection details to the acceptance of the Township.
9. For lands abutting the Agricultural Land Reserve, construct and transfer a vegetative buffer; register a restrictive covenant increasing building setbacks (30 m (98.4 ft) for principal buildings, 15 m (49.2 ft) for accessory buildings); register a covenant acknowledging proximity to farm operations and potential impacts; and provide agricultural awareness signage.

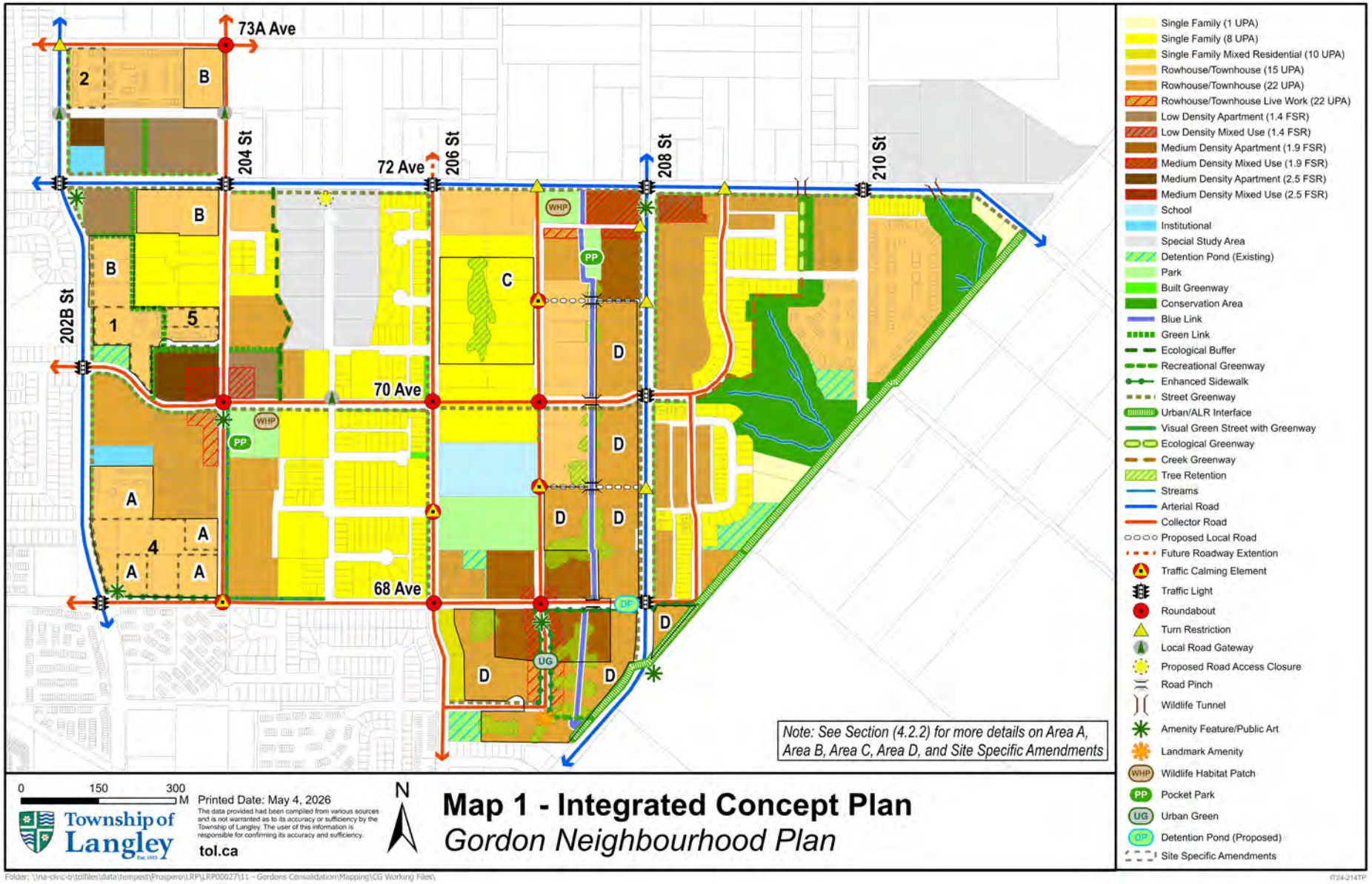
Additional Requirements

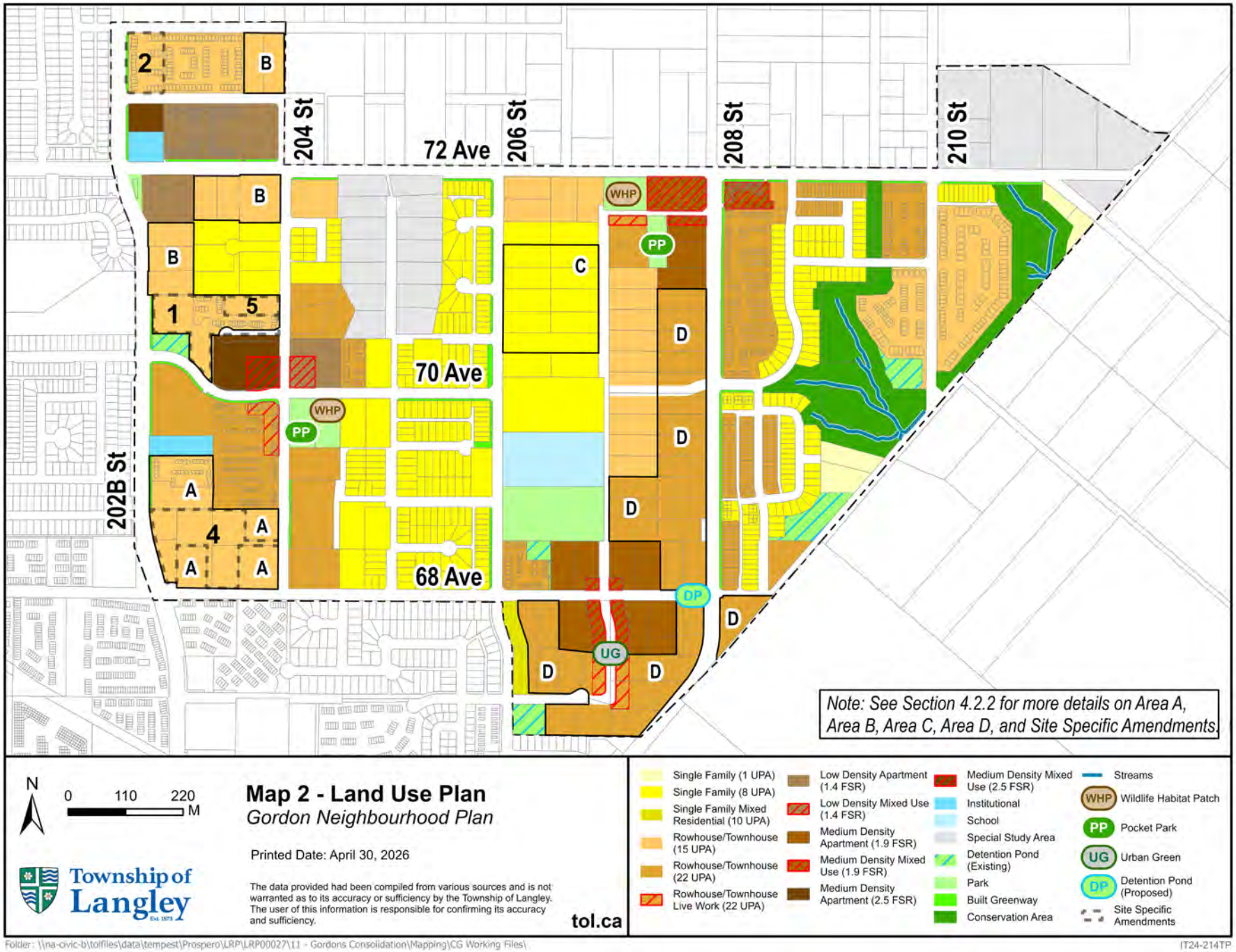
10. Secure fencing for developments that abut the ALR boundary, arterial roads, Greenways, Parks, Ecological Buffers and Conservation Areas, to municipal standards.
11. Register an exterior design control agreement on title for comprehensive development.
12. Register restrictive covenants as required, which may include non-disturbance setbacks, driveway access/location, building setback restrictions, restrictions on on-street parking and design control requirements.
13. Register restrictive covenants preventing detached condominium strata developments from constructing or placing physical or psychological barriers (fences, gates, signage, etc.).
14. Secure public access rights-of-way through detached condominium strata developments for green links, roads and sidewalks only (not for on-street parking).
15. Secure public access rights-of-way through the pathway portions of green links and commons, while prohibiting private entrances onto the green links.
16. Register a restrictive covenant for the maintenance and upkeep of green links and ecological buffers, including prohibitions on barriers that would impede or discourage public access.
17. Provide an age-friendly amenity area in accordance with the Zoning Bylaw, to the acceptance of the Township.
18. Pay all applicable rezoning, development permit, neighbourhood planning and amenity fees in accordance with Township policies.

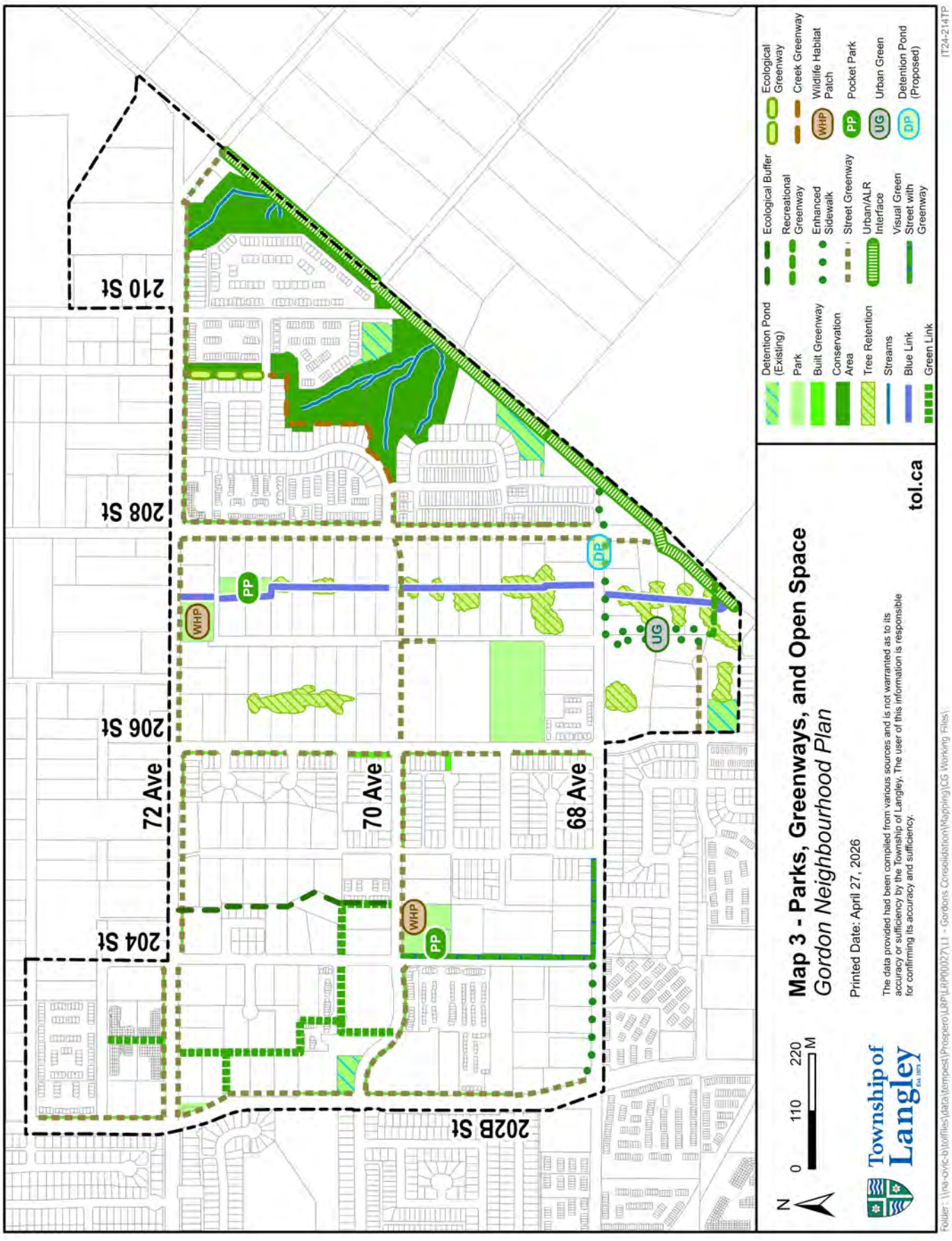
# 9.0 Severability

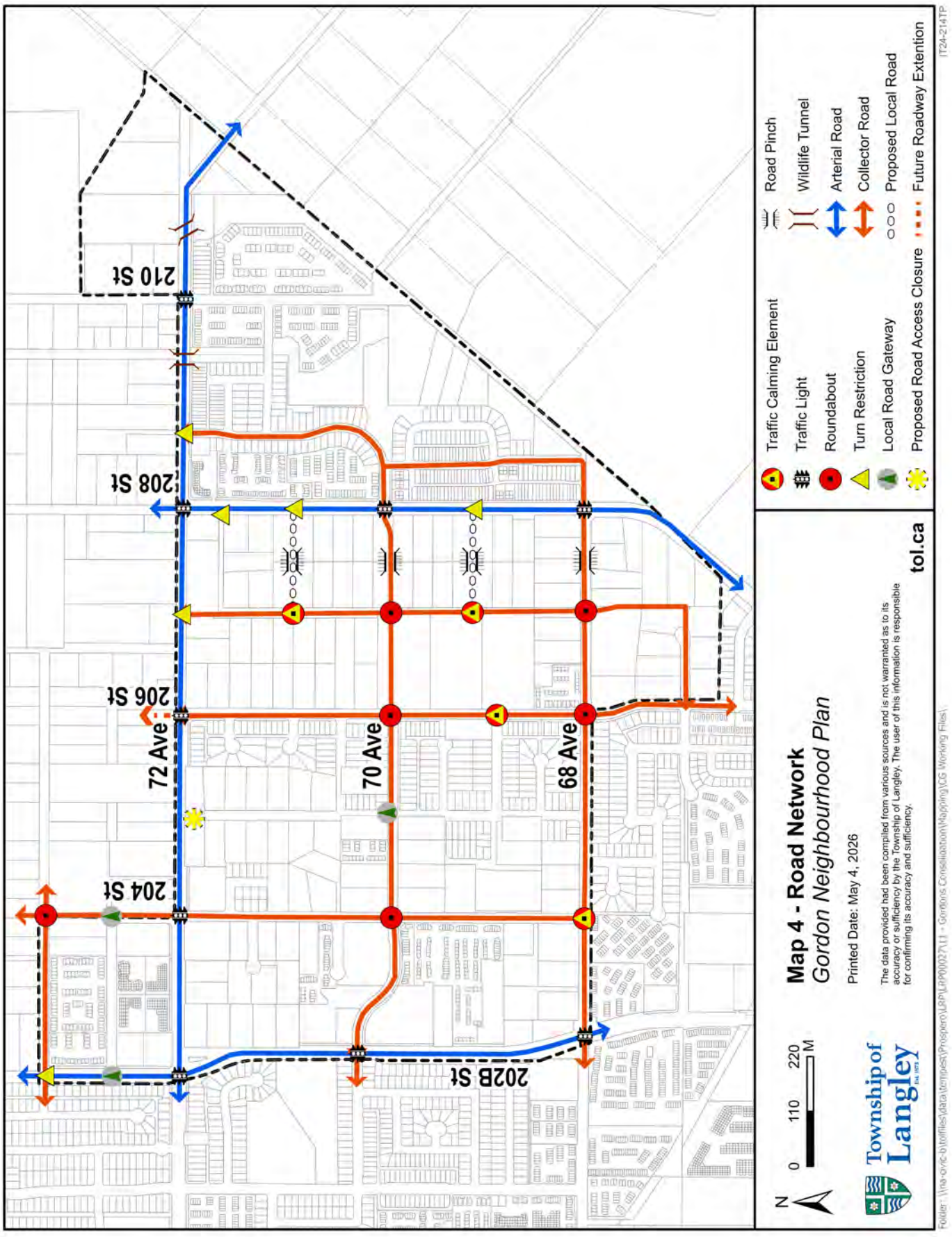
If any section, subsection, clause, or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the decision that is invalid shall not affect the validity of the remaining parts of this Bylaw

# 10.0 Maps

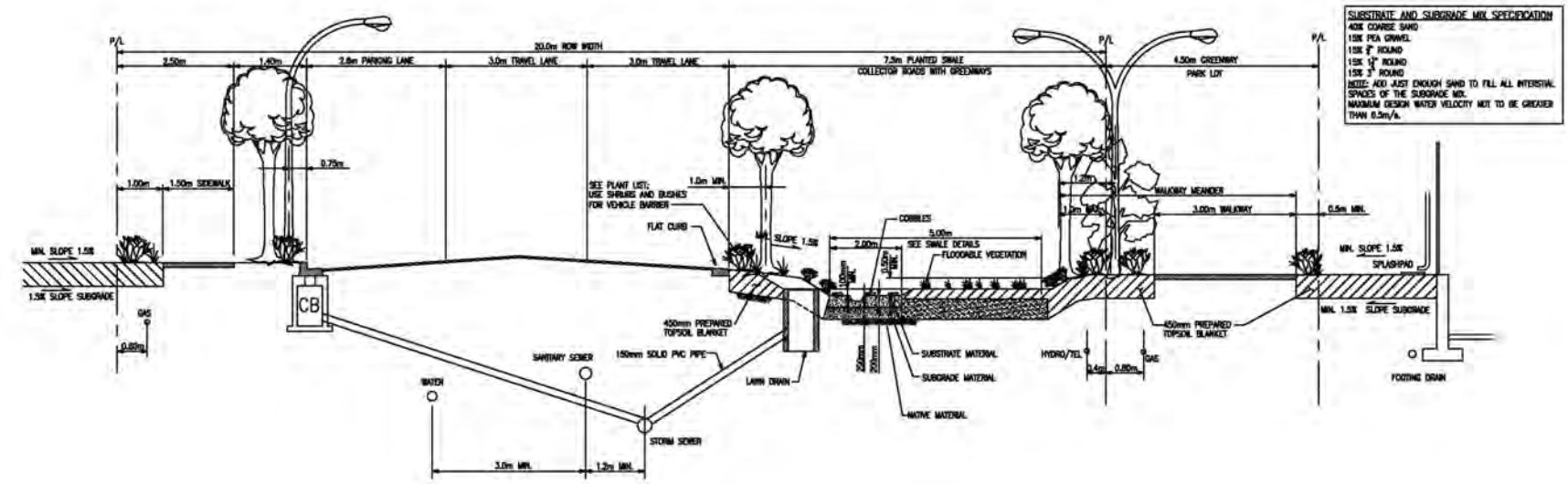

73A Ave
72 Ave
70 Ave
68 Ave
204 St
206 St
208 St
210 St
202B St
Note: See Section (4.2.2) for more details on Area A, Area B, Area C, Area D, and Site Specific Amendments
0 150 300 M
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Township of Langley
N
Map 1 - Integrated Concept Plan
Gordon Neighbourhood Plan
Single Family (1 UPA)
Single Family (8 UPA)
Single Family Mixed Residential (10 UPA)
Rowhouse/Townhouse (15 UPA)
Rowhouse/Townhouse (22 UPA)
Rowhouse/Townhouse Live Work (22 UPA)
Low Density Apartment (1.4 FSR)
Low Density Mixed Use (1.4 FSR)
Medium Density Apartment (1.9 FSR)
Medium Density Mixed Use (1.9 FSR)
Medium Density Apartment (2.5 FSR)
Medium Density Mixed Use (2.5 FSR)
School
Institutional
Special Study Area
Detention Pond (Existing)
Park
Built Greenway
Conservation Area
Blue Link
Green Link
Ecological Buffer
Recreational Greenway
Enhanced Sidewalk
Street Greenway
Urban/ALR Interface
Visual Green Street with Greenway
Ecological Greenway
Creek Greenway
Tree Retention
Streams
Arterial Road
Collector Road
Proposed Local Road
Future Roadway Extention
Traffic Calming Element
Traffic Light
Roundabout
Turn Restriction
Local Road Gateway
Proposed Road Access Closure
Road Pinch
Wildlife Tunnel
Amenity Feature/Public Art
Landmark Amenity
Wildlife Habitat Patch
Pocket Park
Urban Green
Detention Pond (Proposed)
Site Specific Amendments

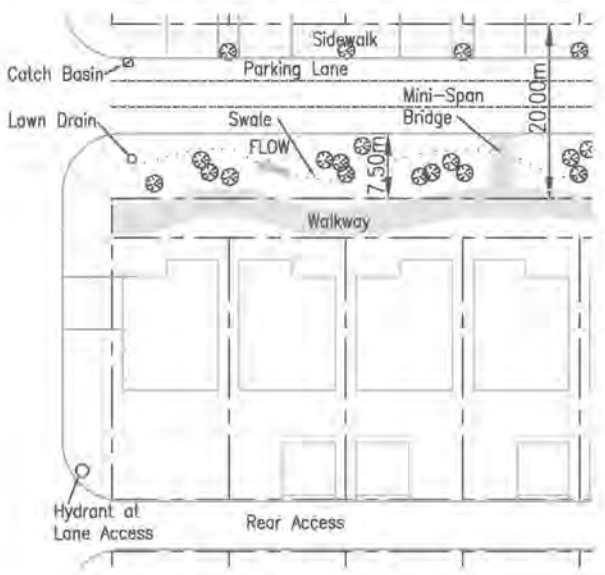

2
B
204 St
72 Ave
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208 St
210 St
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1
5
70 Ave
WHP
PP
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D
D
D
202B St
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4
A
A
A
68 Ave
DP
D
UG
D
D
Note: See Section 4.2.2 for more details on Area A, Area B, Area C, Area D, and Site Specific Amendments.
N
0
110
220
M
Map 2 - Land Use Plan
Gordon Neighbourhood Plan
Printed Date: April 30, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Township of Langley
tol.ca
Single Family (1 UPA)
Single Family (8 UPA)
Single Family Mixed Residential (10 UPA)
Rowhouse/Townhouse (15 UPA)
Rowhouse/Townhouse (22 UPA)
Rowhouse/Townhouse Live Work (22 UPA)
Low Density Apartment (1.4 FSR)
Low Density Mixed Use (1.4 FSR)
Medium Density Apartment (1.9 FSR)
Medium Density Mixed Use (1.9 FSR)
Medium Density Apartment (2.5 FSR)
Medium Density Mixed Use (2.5 FSR)
Institutional
School
Special Study Area
Detention Pond (Existing)
Park
Built Greenway
Conservation Area
Streams
WHP Wildlife Habitat Patch
PP Pocket Park
UG Urban Green
DP Detention Pond (Proposed)
Site Specific Amendments
Folder: \\na-civic-b\tolfiles\data\tempest\Prospero\LRP\LRP00027\11 - Gordons Consolidation\Mapping\CG Working Files\
IT24-214TP

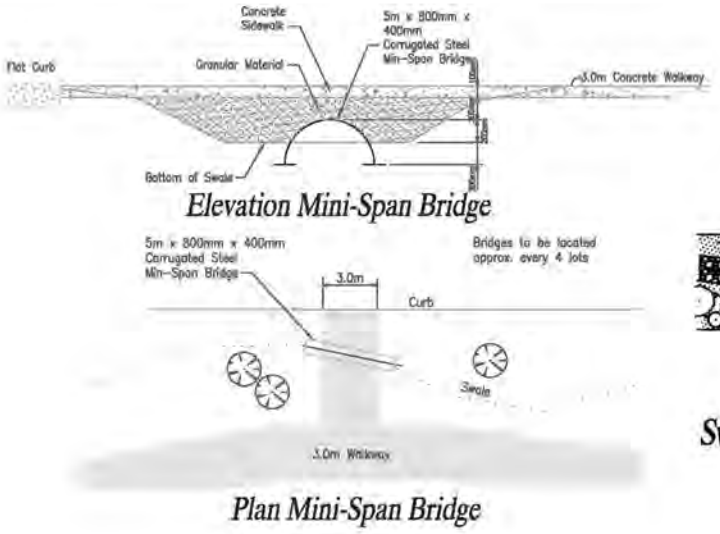

210 St
208 St
206 St
204 St
202B St
72 Ave
70 Ave
68 Ave
WHP
PP
DP
UG
Detention Pond (Existing)
Park
Built Greenway
Conservation Area
Tree Retention
Streams
Blue Link
Green Link
Ecological Buffer
Recreational Greenway
Enhanced Sidewalk
Street Greenway
Urban/ALR Interface
Visual Green
Street with Greenway
Ecological Greenway
Creek Greenway
Wildlife Habitat Patch
Pocket Park
Urban Green
Detention Pond (Proposed)
N
0
110
220
M
Township of Langley
Map 3 - Parks, Greenways, and Open Space
Gordon Neighbourhood Plan
Printed Date: April 27, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
IT24-214TP
Folder: \\na-ovic-b\tolfiles\data\tempest\Prospero\LRP\P00027\11 - Gordons Consolidation\Mapping\CG Working Files\

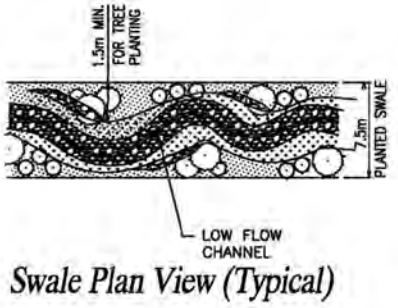

210 St
208 St
206 St
204 St
202B St
72 Ave
70 Ave
68 Ave
Traffic Calming Element
Traffic Light
Roundabout
Turn Restriction
Local Road Gateway
Proposed Road Access Closure
Road Pinch
Wildlife Tunnel
Arterial Road
Collector Road
Proposed Local Road
Future Roadway Extention
N
0
110
220
M
Township of Langley
Map 4 - Road Network
Gordon Neighbourhood Plan
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
IT24-214TP

# Appendix A: Rainwater System Details

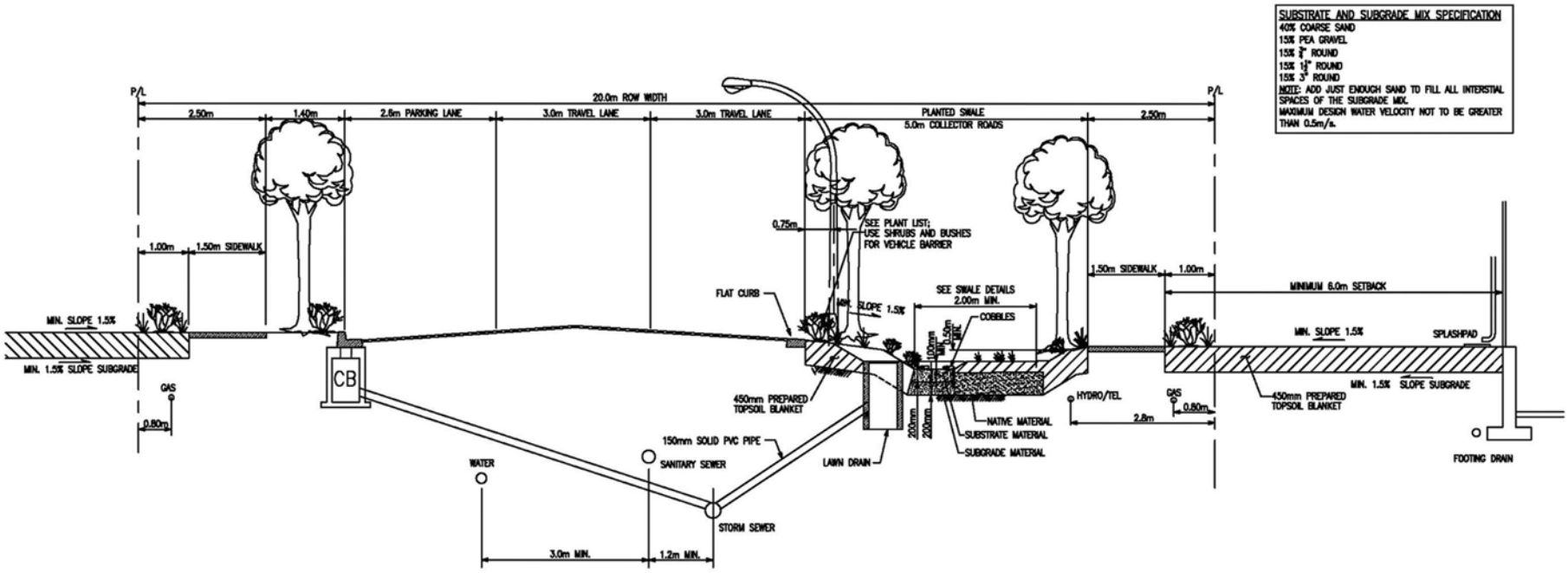


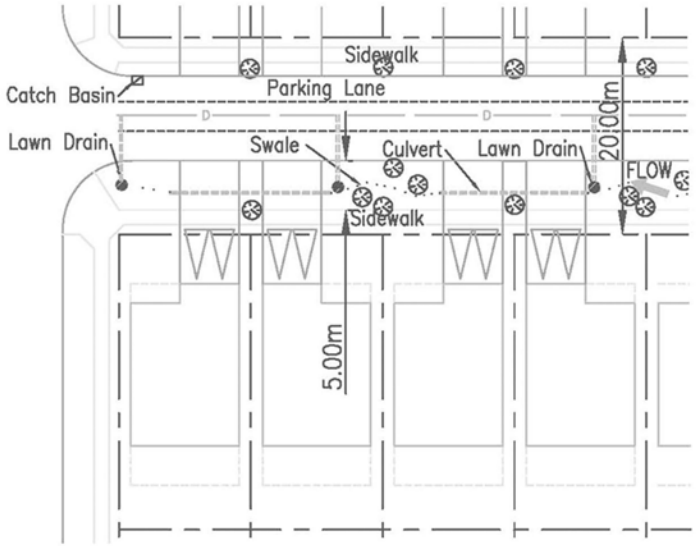



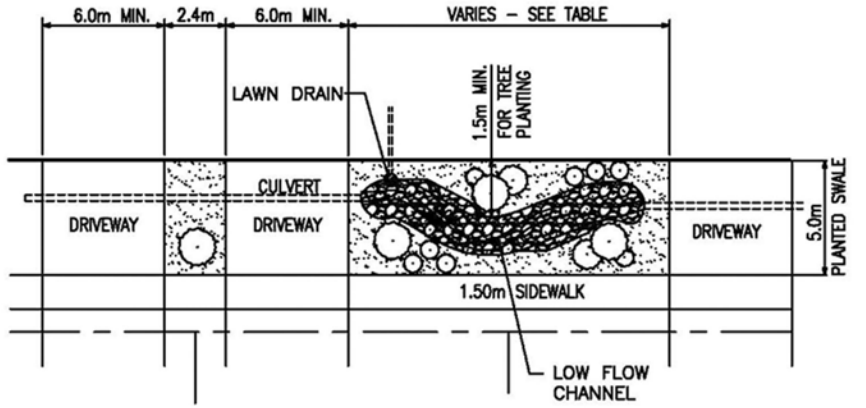




*Rainwater system 206 Street*

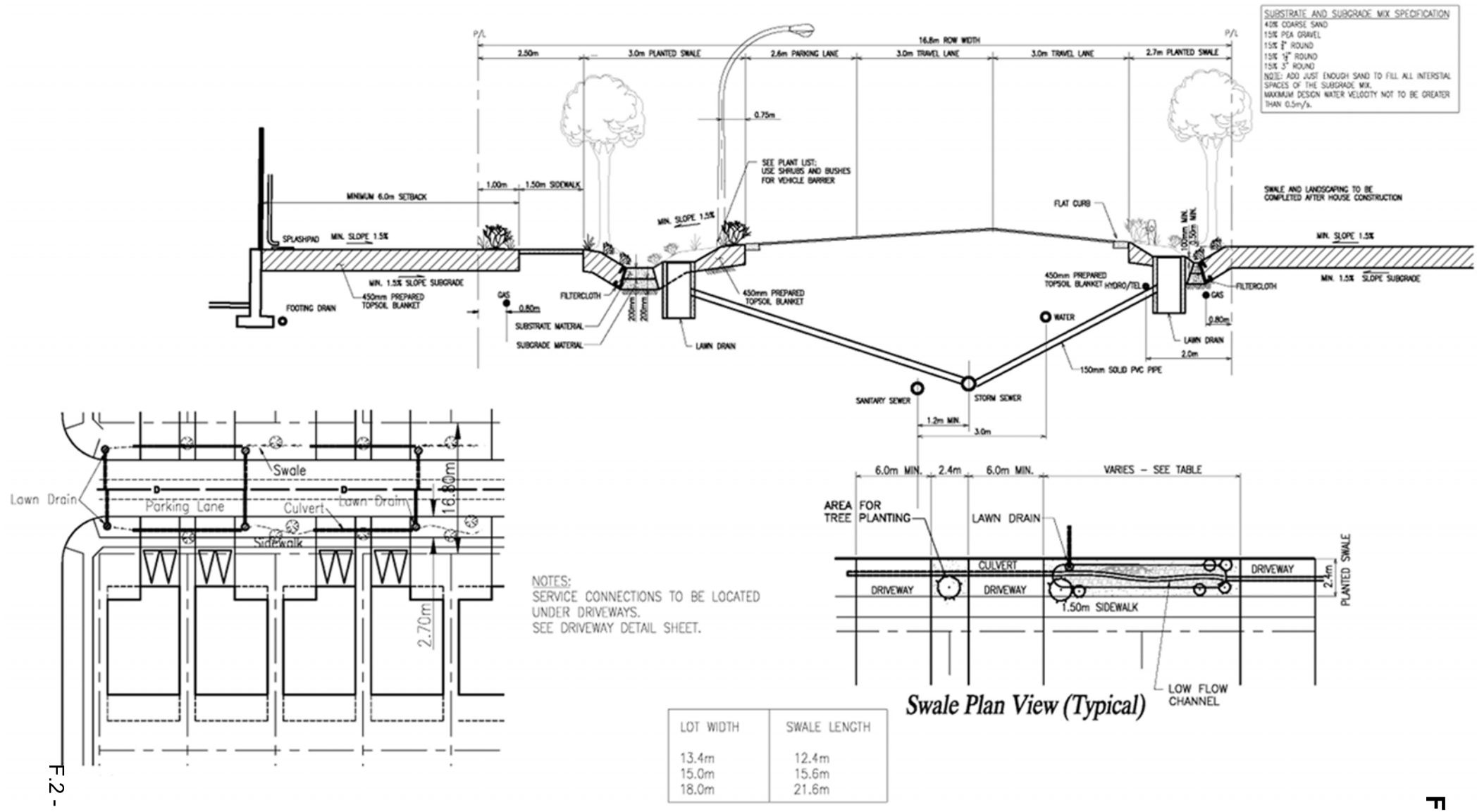


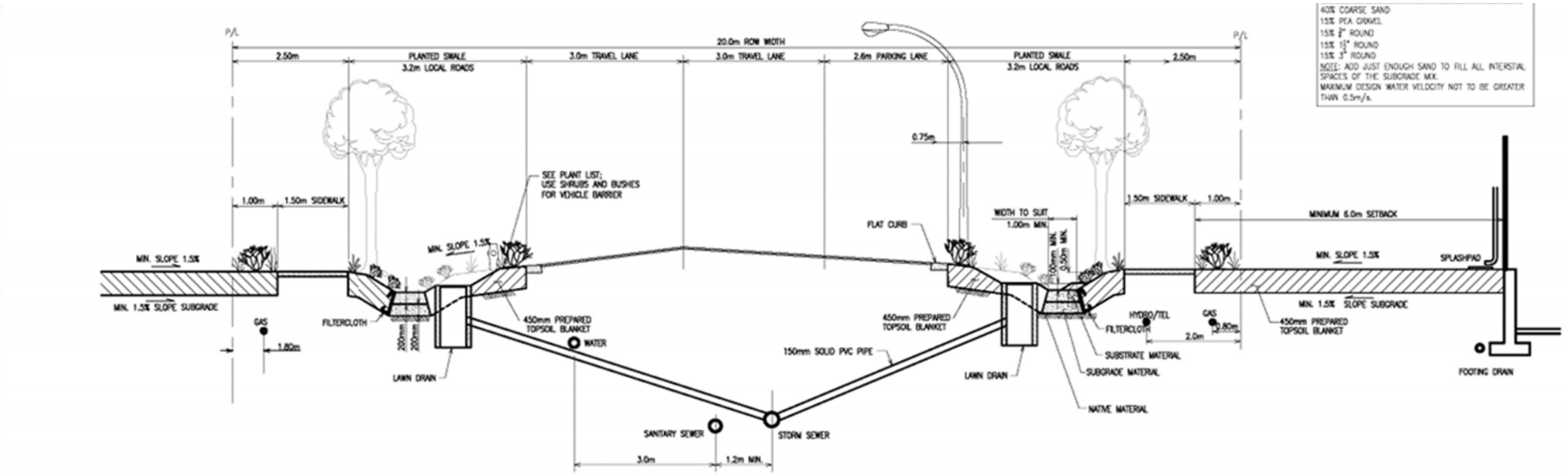

*Swale Plan View (Typical)*

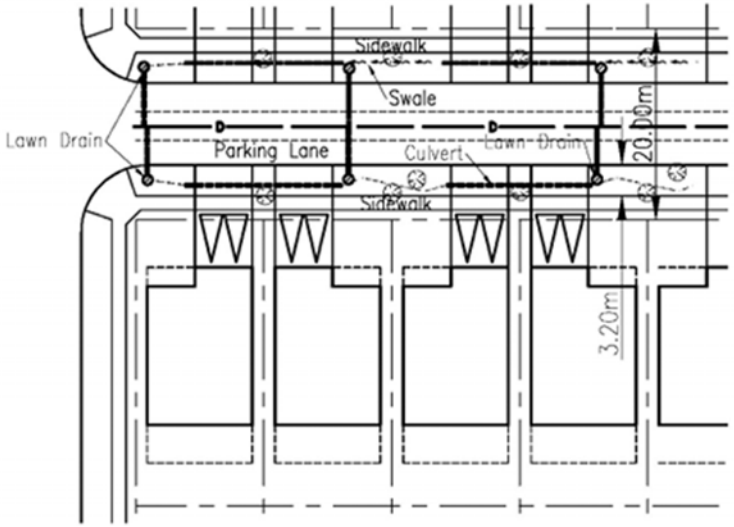
*Rainwater System- Collector Roads*



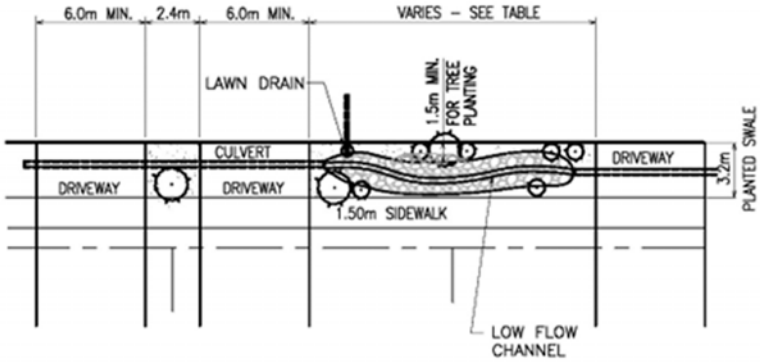

**Swale Plan View (Typical)**

*Rainwater System 16.8m Local Roads*




NOTES:
SERVICE CONNECTIONS TO BE LOCATED UNDER DRIVEWAYS.
SEE DRIVEWAY DETAIL SHEET.

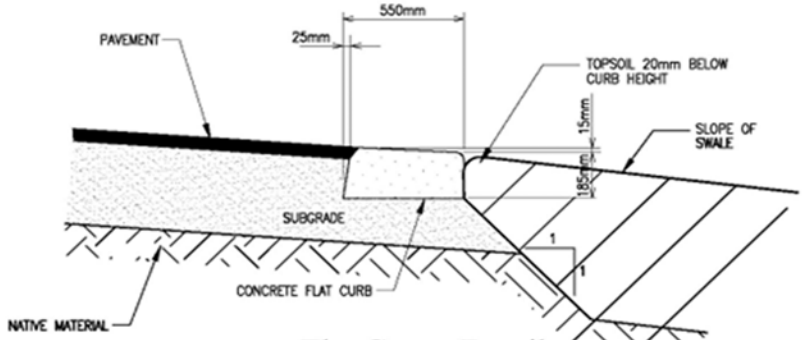



*Swale Plan View (Typical)*

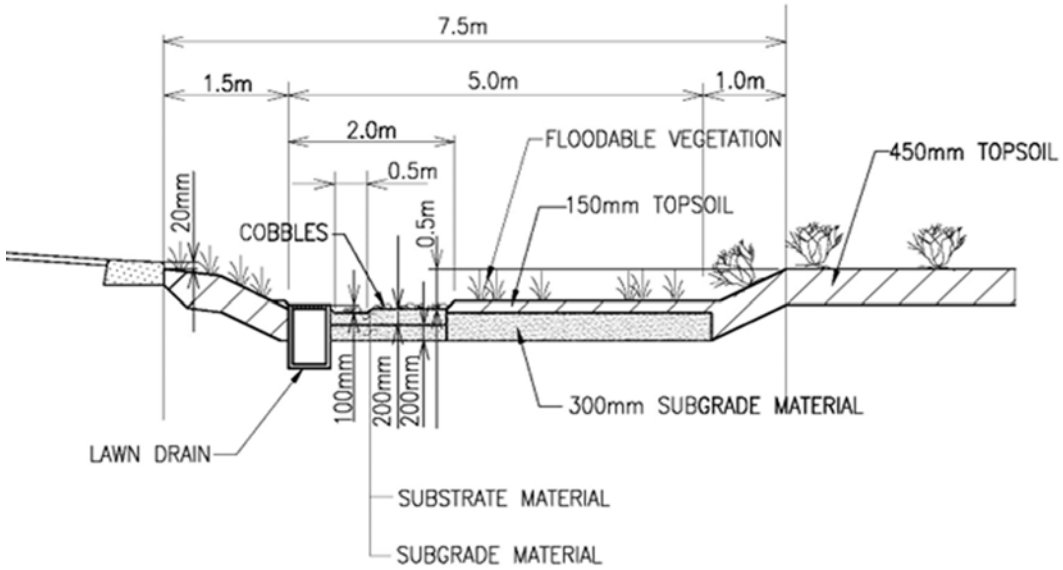
| LOT WIDTH | SWALE LENGTH |
|---|---|
| 13.4m | 12.4m |
| 15.0m | 15.6m |
| 18.0m | 21.6m |

*Rainwater System 20 m Local Roads*

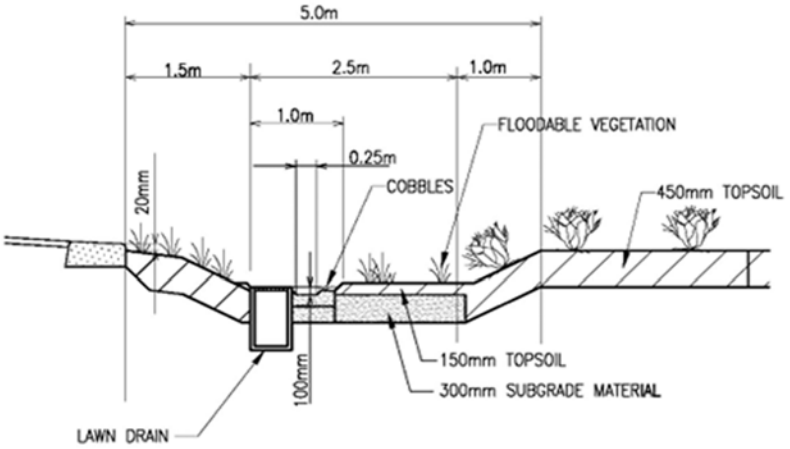
F.2




*Flat Gutter Detail*




*Typical 7.5m Swale Detail*

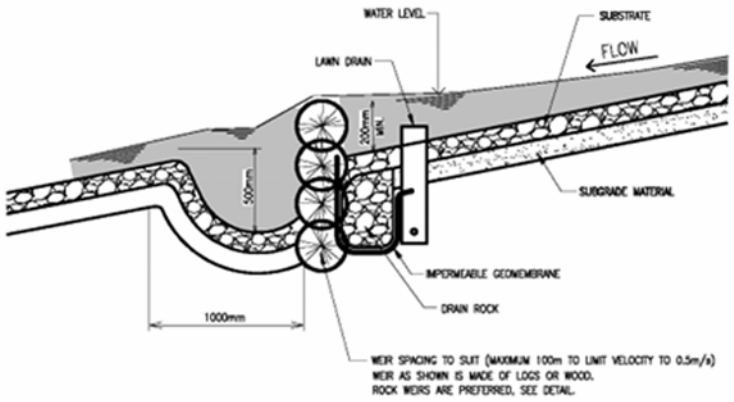



*Typical 5.0m Swale Detail*

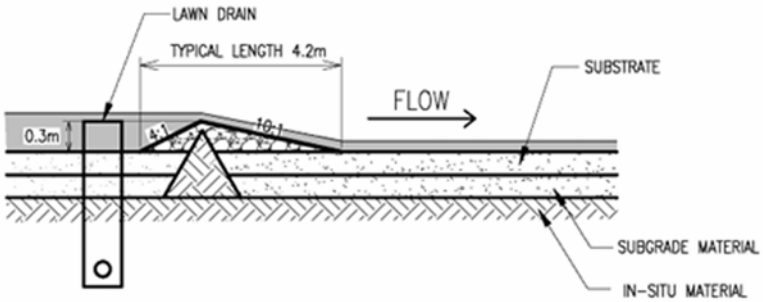
Note: See Township of Langley Planting List

SUBSTRATE AND SUBGRADE MIX SPECIFICATION
40% COARSE SAND
15% PEA GRAVEL
15% ¾" ROUND
15% 1½" ROUND
15% 3" ROUND
NOTE: ADD JUST ENOUGH SAND TO FILL ALL INTERSTIAL SPACES OF THE SUBGRADE MIX.
MAXIMUM DESIGN WATER VELOCITY NOT TO BE GREATER THAN 0.5m/s.

*Rainwater System Swale Details*



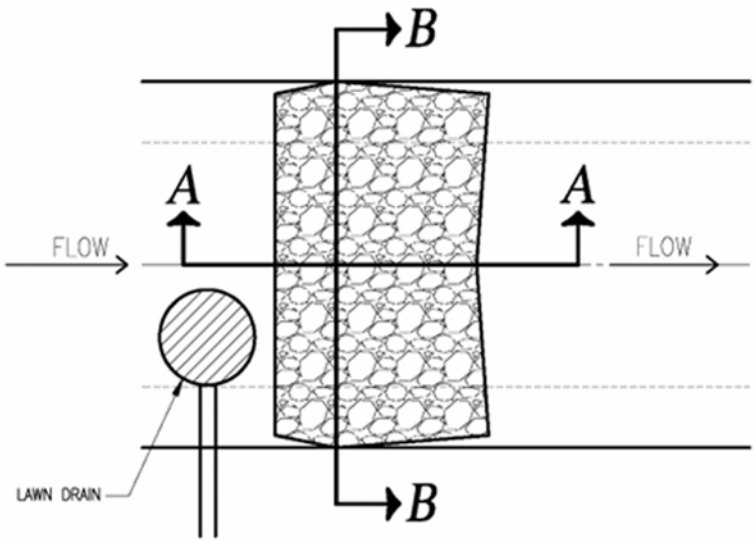

*TYPICAL SWALE PROFILE*



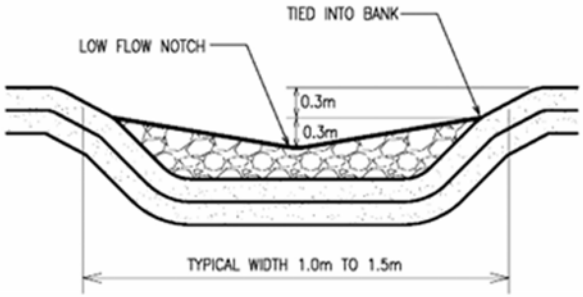

*SECTION A-A*

NOTES:

1. Rock weirs are to be constructed of 500 mm minus cobbles.
2. Weirs should be tied into bank to prevent bank erosion.
3. Weirs can be designed and constructed of alternative materials such as wood, logs or concrete, subject to the approval of the Township of Langley.




*TYPICAL ROCK WEIR*
*PLAN VIEW*




*SECTION B-B*

*Rainwater System Weir Details*

This is only a partial list for plants suitable for use in swales. Consultants are encouraged and expected to expand on this list for planting designed to suit site conditions; address CPTED concerns; provide wildlife habitat value and sustainability goals for maintenance. Consultants design the swales to control and direct surface run-off. The swale planting must be attractive and easy to maintain.

Trees

Abies procera – Noble fir
Acer circinatum – vine maple
Cratageus douglasii – black hawthorne
Chaemcyparis nootkatensis pendula – weeping yellow cypress
Fraxinus latifolia – Oregon ash
Malus fusca – crabapple
Physocarpus capitatus – ninebark
Picea sitchensis – Sitka spruce
Populus tremuloides – Quaking aspen
Rhamnus purshiana – Cascara
Sambucus cerulean – blue elderberry
Sambucus racemosa – red berry elder
Taxodium distichum – swamp cypress
Thuja plicata – Western red cedar
Tsuga heterphylla – Western hemlock

Shrubs

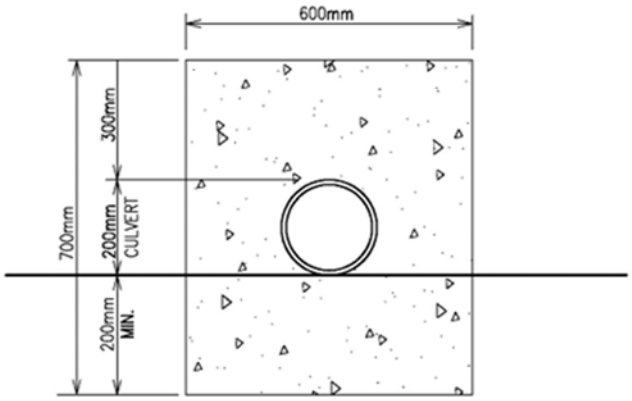
Amelanchier almifolia – Serviceberry
Cornus stolonifera – red osier dogwood
Cornus sericea – redtwig dogwood
Gaultheria shallon – salal
Holodiscus discolor – Oceanspray
Mahonia aquifolium – Oregon grape
Mahonia nervosa – Low Oregon grape
Rosa spp. – e.g. flower carpet rose; bald hip rose ; Nootka rose
Spirea douglassii – hardhack
Spirea japonica – Japanese spirea
Symphoricarpus albus – snowberry
Vaccinium parviflorum – red huckleberry
Vaccinium ovatum – evergreen huckleberry
Ribes sanguineum – red flowering currant

Perennials & Groundcovers

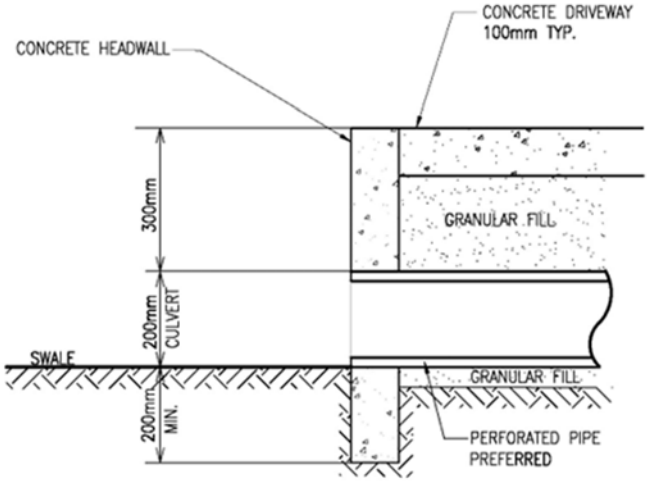
Acorus calamus – sweet flag
Adiantum pedatum – maidenhair fern
Anaphalis margaritacea – Pearly everlasting
Arctostaphylos uva ursii – kinnickinnick
Astilbe spp. – false spirea
Carex mertensii – Merten's sedge
Cornus unalaschkensis – Bunchberry
Fragaria chiloensis – Beach strawberry
(wildlife habitat, evergreen, full sun to partial shade, dry soil)
Hemerocallis spp. – daylily
Iris versicolor – blue flag iris
Linum perenne – Wild blue flax
Maianthemum dilatatum – False lily-of-the-valley
Polystichum munitum – Western sword fern
Sedum 'Brilliant' – stonecrop
Vancouveria hexandra – Inside-out flower

Plants for Wet Areas (Floodable Vegetation)

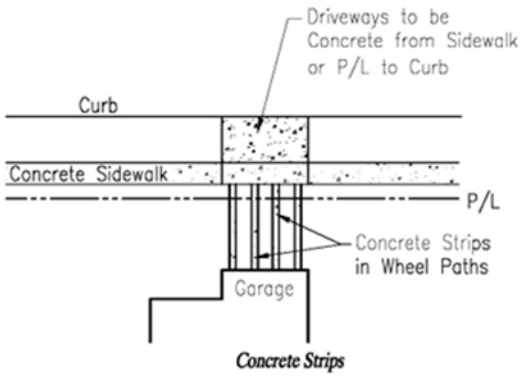
Typha latifolia – cattail
Saggitaria latifolia – arrowhead
Scirpus microcarpus – small-flowering bulrush
Carex obnupta – slough sedge
Salix lasiandrapacific – willow
Physocarpus capitus – pacific ninebark
Cornus stolonifera – red-osier dogwood



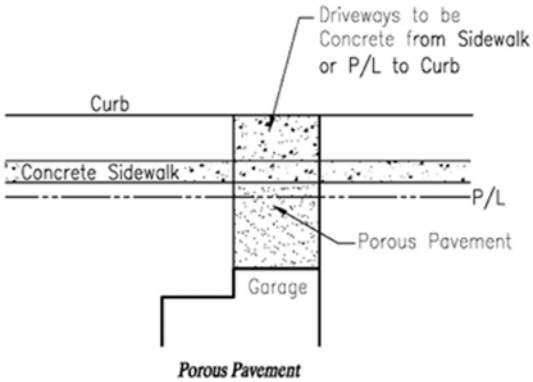

Driveway - Headwall Elevation



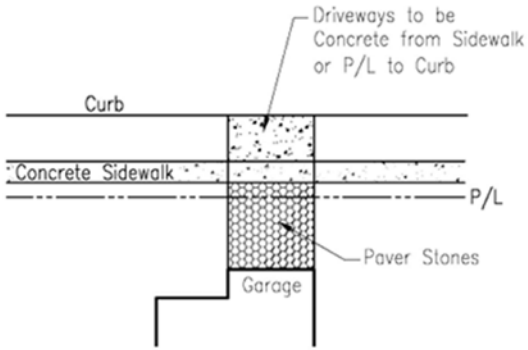

Driveway - Headwall Detail



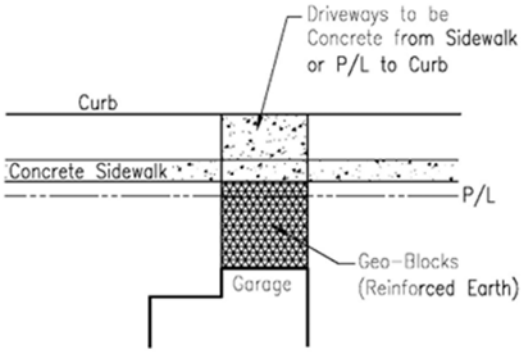

Concrete Strips



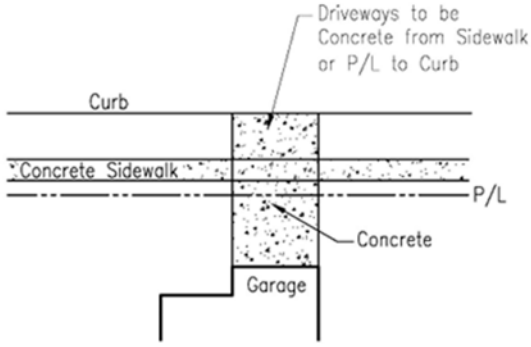

Porous Pavement




Paver Stones

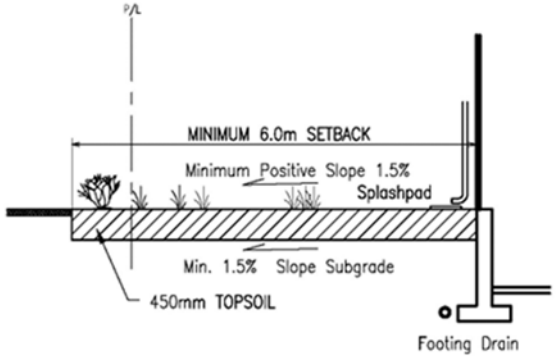



Reinforced Earth

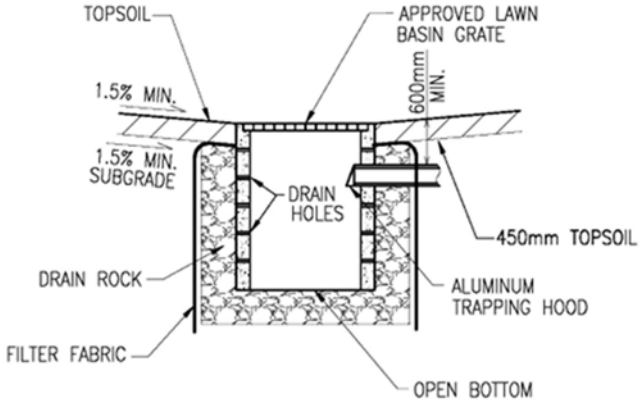



Concrete

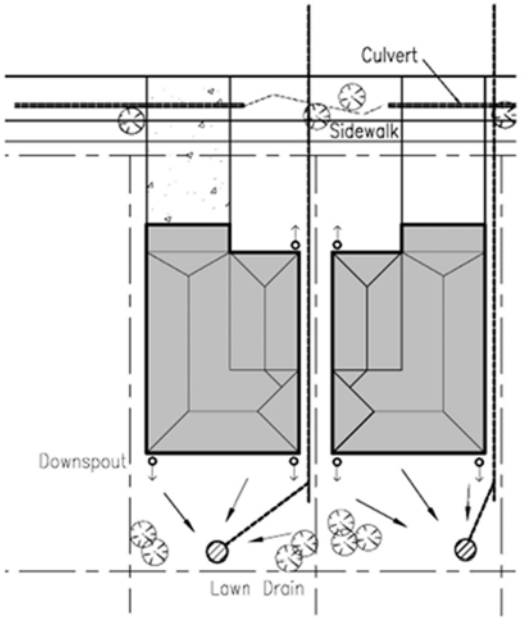
Driveway Options




*TYPICAL LOT DRAINAGE*




*LAWN DRAIN DETAIL*



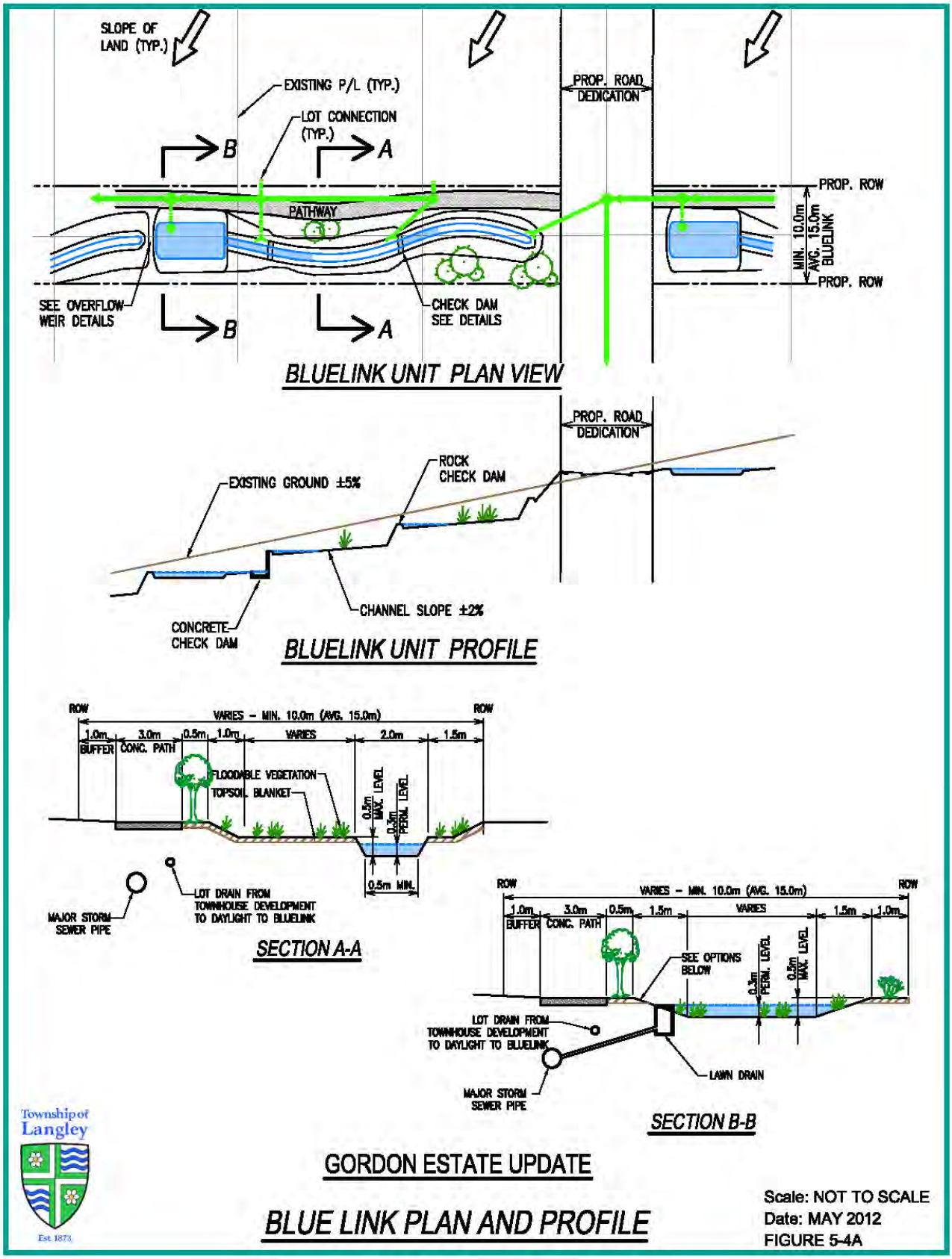

Note: See Township of Langley Parks specifications for top soil placement and surface preparation.

NOTE:
DOWNSPOUT LEADERS TO DISCHARGE TO SPLASH PADS DIRECTED TO FRONT OR REAR YARD (NO SIDE YARD DRAINAGE)

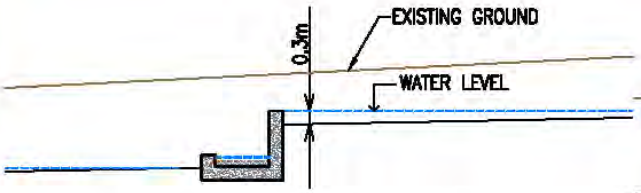
- REAR LAWN DRAIN MAY BE REQUIRED WHERE DISTANCE BETWEEN BUILDINGS WILL NOT ALLOW SURFACE SWALES AND POSITIVE DRAINAGE. REAR LAWN DRAIN NOT REQUIRED IF REAR OF LOT DRAINS TO PUBLIC PROPERTY.
- CONNECT LAWN DRAIN TO FOOTING DRAIN INSPECTION CHAMBER. ONE STORM SERVICE CONNECTION FOR EACH LOT.

| LOT ZONING | BUILDING SETBACK | DISTANCE BTW'N. BUILDINGS |
|---|---|---|
| RC-L<br>R1-B | 1.2m<br>1.5m | 2.4m<br>3.0m |

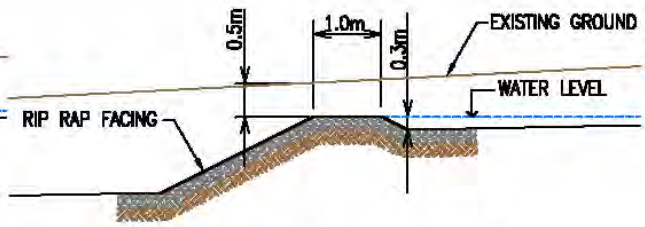
# Appendix B: Blue Link Details



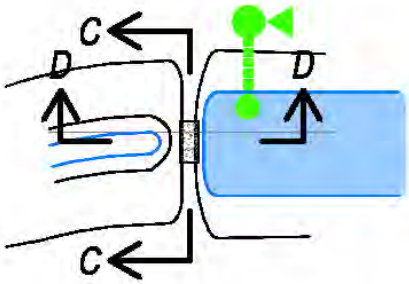

*Plan and Profile of a Blue Link*



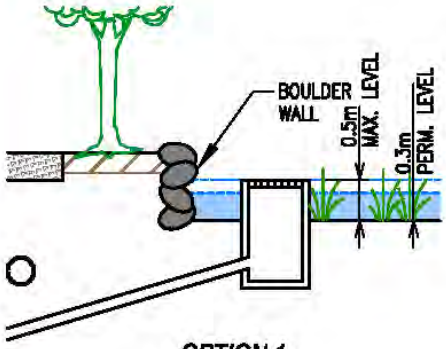

CONCRETE CHECK DAM DETAIL



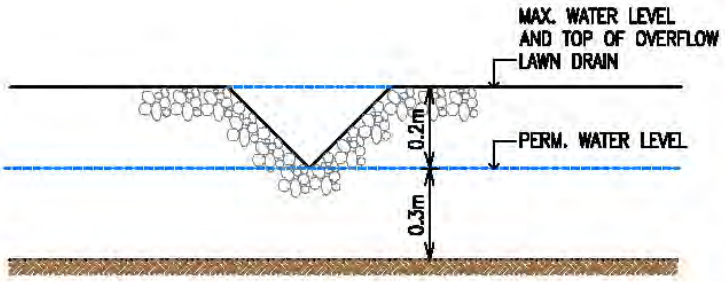

ROCK CHECK DAM DETAIL



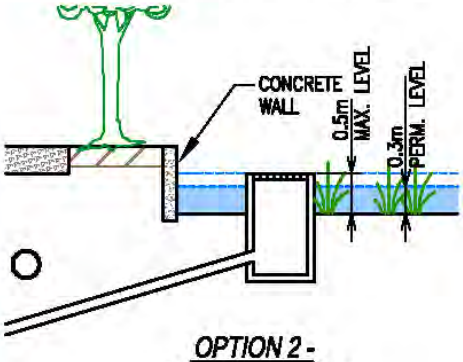

ROCK/CONCRETE OVERFLOW WEIR DETAIL



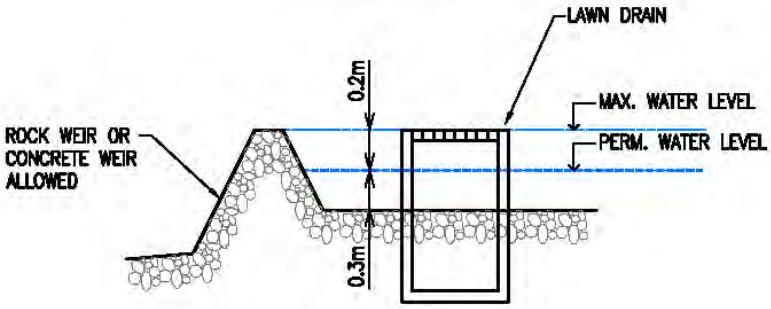

OPTION 1 - BOULDER WALL




SECTION C-C




OPTION 2 - CONCRETE WALL




SECTION D-D

Township of Langley
Est. 1873

GORDON ESTATE UPDATE

BLUE LINK DETAILS

Scale: NOT TO SCALE
Date: MAY 2012
FIGURE 5-4B

*Details of a Blue Link*

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**FEES AND CHARGES BYLAW 2007 NO. 4616**

**AMENDMENT BYLAW NO. 6226**

**EXPLANATORY NOTE**

Bylaw No. 6226 amends Fees and Charges Bylaw 2007 No. 4616, as amended, to replace "Schedule 14: Development Services" with a new "Schedule 14: Development Services".

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY**

**FEES AND CHARGES BYLAW 2007 NO. 4616**

**AMENDMENT BYLAW NO. 6226**

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 “Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 6226”.

2. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, the invalid portion must be severed, and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

3. The “Fees and Charges Bylaw 2007 No. 4616” as amended is further amended:

    a) by replacing Schedule 14: Development Servies with a new Schedule 14 attached to and forming part of this bylaw.

| | | |
|---|---|---|
| READ A FIRST TIME the | day of | , 2026 |
| READ A SECOND TIME the | day of | , 2026 |
| READ A THIRD TIME the | day of | , 2026 |
| ADOPTED the | day of | , 2026 |

_____ Mayor _____ Township Clerk

**SCHEDULE 14. DEVELOPMENT SERVICES**
**FEES AND CHARGES BYLAW 2007 NO. 4616**
**AMENDMENT BYLAW NO. 6226**

| DEVELOPMENT SERVICES Fee Type | Description | Fees & Charges without tax |
|---|---|---|
| Zoning Bylaw (map amendment) and/or Heritage Revitalization Agreement [1,2,3] | R, RU or SR zone | |
| | Initial application fee | $4,675.00 |
| | Supplemental fee per proposed lot | $125.00 |
| | RM zone | |
| | Initial application fee | $5,195.00 |
| | Supplemental fee per proposed residential unit | $125.00 |
| | CD zone | |
| | Initial application fee | $6,235.00 |
| | Supplemental fee per $m^2$ of non-residential gross site area being rezoned plus | $1.25 |
| | Supplemental fee per proposed residential lot or unit | $125.00 |
| | C zone | |
| | Initial application fee | $4,675.00 |
| | Supplemental fee per $m^2$ of non-residential gross site area being rezoned plus | $1.25 |
| | Supplemental fee per proposed residential lot or unit | $125.00 |
| | M zone | |
| | Initial application fee | $4,675.00 |
| | Supplemental fee per $m^2$ of gross site area being rezoned | $0.80 |
| | P zone | |
| | Initial application fee | $4,675.00 |
| | Supplemental fee per proposed residential unit | $125.00 |
| | MH-1 or FH-1 zone | |
| | Initial application fee | $3,950.00 |
| | Supplemental fee per lot or unit | $125.00 |
| Zoning Bylaw (text amendment) | Application fee | $4,310.00 |
| Official Community Plan Amendment (map or text) and/or Neighbourhood Plan Amendment (map or text)[4] | Application fee | $6,235.00 |
| Development Permit and/or Heritage Alteration Permit[5,6,7] | Initial application fee | $3,690.00 |
| | Supplemental fee: | |
| | per $m^2$ of gfa for commercial and non-residential comprehensive development | $1.25 |
| | per $m^2$ of gfa for industrial and rural development | $0.80 |
| | per $m^2$ of gfa for institutional | $0.30 |
| | per proposed residential unit | $125.00 |
| Development Variance Permit | Application fee | $3,690.00 |
| Temporary Use Permit | Application fee | $3,690.00 |
| Telecommunication Tower | Application fee | $3,690.00 |
| Liquor Licencing | New Liquor Primary Licence and/or permanent relocation of an existing Liquor Primary Licence and/or Community Gaming Facility or Casino | $3,585.00 |
| | Amendment to an existing Liquor Primary Licence | $2,235.00 |
| | Manufacturer Licence (new or existing) requesting a lounge and/or special event area endorsement | $2,235.00 |
| | Manufacturer Licence (new or existing) requesting a lounge and/or special event area endorsement within the ALR | $500.00 |
| | Food Primary Licence involving temporary use area endorsement, hours of liquor service beyond 1:00am, or patron participation entertainment | $2,235.00 |
| | Requests for confirmation of zoning compliance for any other Liquor Licencing applications | $225.00 |
| ALR | Fees as established by the Agricultural Land Commission | |
| Subdivision | Conventional, Bareland Strata, Air Space and Strata Conversion application fee plus additional fee per lot proposed to be created | $3,740.00 $125.00 |
| | Where an applicant makes a significant amendment to a subdivision application resulting in a new letter of decision; or a significant amendment to a letter of decision; or additional fee where a subdivision letter of decision is extended beyond the expiry date | $1,245.00 |
| | Phased Strata Form P Approval | $1,245.00 |
| | Phased Strata Form P Amendment | $520.00 |
| | Phased Strata Plan Approval | $520.00 |
| Streamside Protection and Enhancement Development Permit | Development Permit | $3,845.00 |
| | Modification Request | $1,975.00 |

| DEVELOPMENT SERVICES Fee Type | Description | Fees & Charges without tax |
|---|---|---|
| Erosion and Sediment Control Permit | Application fee[10] | $550.00 |
| | Exemption fee | $550.00 |
| | Extension fee | $550.00 |
| | Amendment fee | $550.00 |
| | Re-inspection fee | $260.00 |
| Other | Development Engineering<br>Administration fee payable prior to final reading, final subdivision approval or permit issuance | $625.00 |
| | Green Infrastructure Services<br>Administration fee payable prior to final reading, subdivision approval or permit issuance | $1,245.00 |
| | Landscape Re-inspection fee | $260.00 |
| | Legal Document Review and/or Signing fee | $520.00 |
| | Community Planning Administration Fees[9]<br>Willowbrook[8]<br>Fee per unit being rezoned. | $160.00 |
| | Neighbourhood Planning Administration Fees[9]<br>Gordon[9]<br>Fee per unit being rezoned.<br>Smith[8]<br>Fee per unit being rezoned.<br>Williams<br>Fee per gross acre being rezoned.<br>Willoughby Transit Corridor[8]<br>Fee per residential unit being rezoned.<br>Yorkson[8]<br>Fee per residential unit being rezoned.<br>Walnut Grove Stage 9 (Redwoods)[8]<br>Fee per unit being rezoned.<br>Booth, Fernridge and Rinn (in Brookswood-Fernridge)<br>Fee per gross acre being rezoned. | $292.50<br>$167.00<br>$2,465.00<br>$220.00<br>$149.00<br>$171.00<br>$1,991.69 |
| Extraordinary Charges | Development applications creating extraordinary costs for the Township shall reimburse the Township on the basis of:<br>• Each additional staff report to Council greater than 2<br>• Township expense of obtaining extraordinary legal or other professional consultant advice needed to evaluate an application<br>• Municipal advertising, notification, facility rental and setup expenses incurred for additional or extended public hearings<br>• Where an applicant makes a significant change to the land use and/or site layout of an application resulting in a new File Review Letter<br>Research and information request | $1,245.00<br>At cost<br>At cost<br>$3,750.00<br>At cost |
| Refundable Portion of Development Application Fees | Upon written request of the owner to withdraw an application:<br>1. 90% of the initial application fee shall be refunded if such request is received within 14 days of application or<br>2. $1,000.00 of initial application fee shall be refunded for an application to amend the Zoning Bylaw or OCP Bylaw if such request is received, or if Council declines the application, prior to referral to a Public Hearing | |
| Cannabis Retail Licence | New cannabis retail store and/or permanent relocation of an existing Cannabis Retail Licence | $3,585.00 |
| | Amendment to an existing Cannabis Retail Licence | $2,235.00 |
| | Requests for confirmation of zoning compliance for potential Cannabis Retail Licencing applications | $225.00 |

**NOTES**:

1 Supplemental fees payable prior to final reading of bylaw

2 Maximum application fee payable $50,000

3 Where one rezoning application proposes more than one zone the highest zone fee shall apply

4 Where one application proposes to amend a Neighbourhood Plan or Official Community Plan, only one fee is payable under this category

5 Supplemental fees payable prior to issuance of a building permit. Single family lots payable prior to issuance of Development Permit

6 Where an application incorporates a Development Variance Permit, each fee category applies

7 Maximum application fee payable $50,000

8 For a non-residential development, the fee is based on 10 units per gross acre

9 No administration fee is payable where lands are being rezoning for Civic Institutional P-1 purposes

10 Or as calculated by the ESC Coordinator at 5% of the supply, installation and maintenance costs up to $2,200