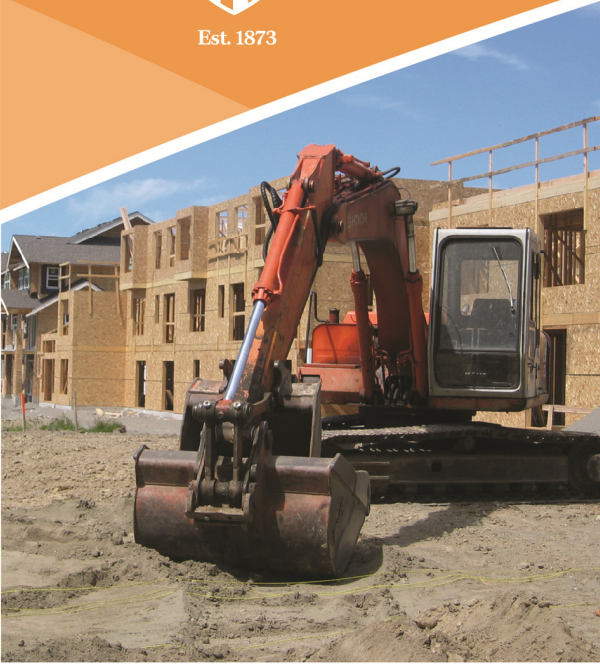


Township of
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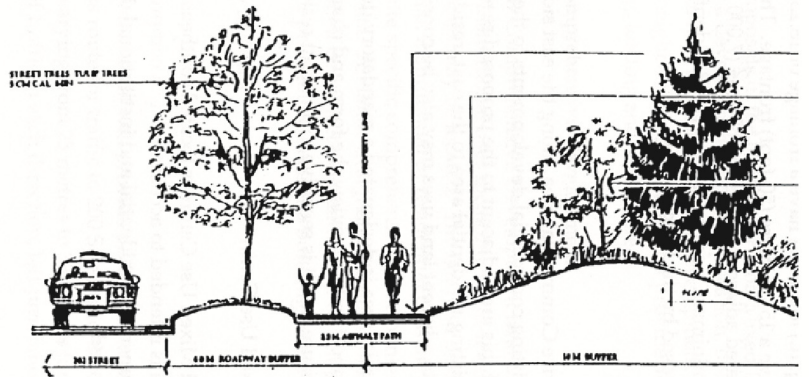
Est. 1873



Walnut Grove

Neighbourhood Plan

Stage 9



Adopted May 26, 1997



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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

WALNUT GROVE REDWOODS NEIGHBOURHOOD PLAN

Adopted by Council Resolution on May 26, 1997
Report No. 97-168

CONSOLIDATED FOR CONVENIENCE ONLY

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AMENDMENTS

<u>REFERENCE</u>	<u>TEXT/MAP CHANGE</u>	<u>DATE OF ADOPTION</u>
Council Resolution (Report 98-203) 3806 (Rieding Projects Ltd.)	Text and Map OCP Map	July 27, 1998 December 21, 1998
Council Resolution (Report 98-326) 3860 (Northwest Langley Business Centre Ltd./411722 B.C. Ltd.)	Text OCP Map	December 21, 1998 June 28, 1999

BACKGROUND REPORTS

<u>COUNCIL REPORT</u>	<u>DESCRIPTION</u>	<u>DATE RECEIVED</u>
#95-158	Community Planning Issues	July 24, 1995
#96-37	Open House Results	March 25, 1996
#96-95	Draft Development Concepts	June 10, 1996
#96-186	Framework for Neighbourhood Plan Preparation	November 25, 1996
#97-35	Draft Neighbourhood Plan	February 10, 1997
#97-168	Draft Neighbourhood Plan Changes	May 26, 1997

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SECTION 1

1.0 Introduction

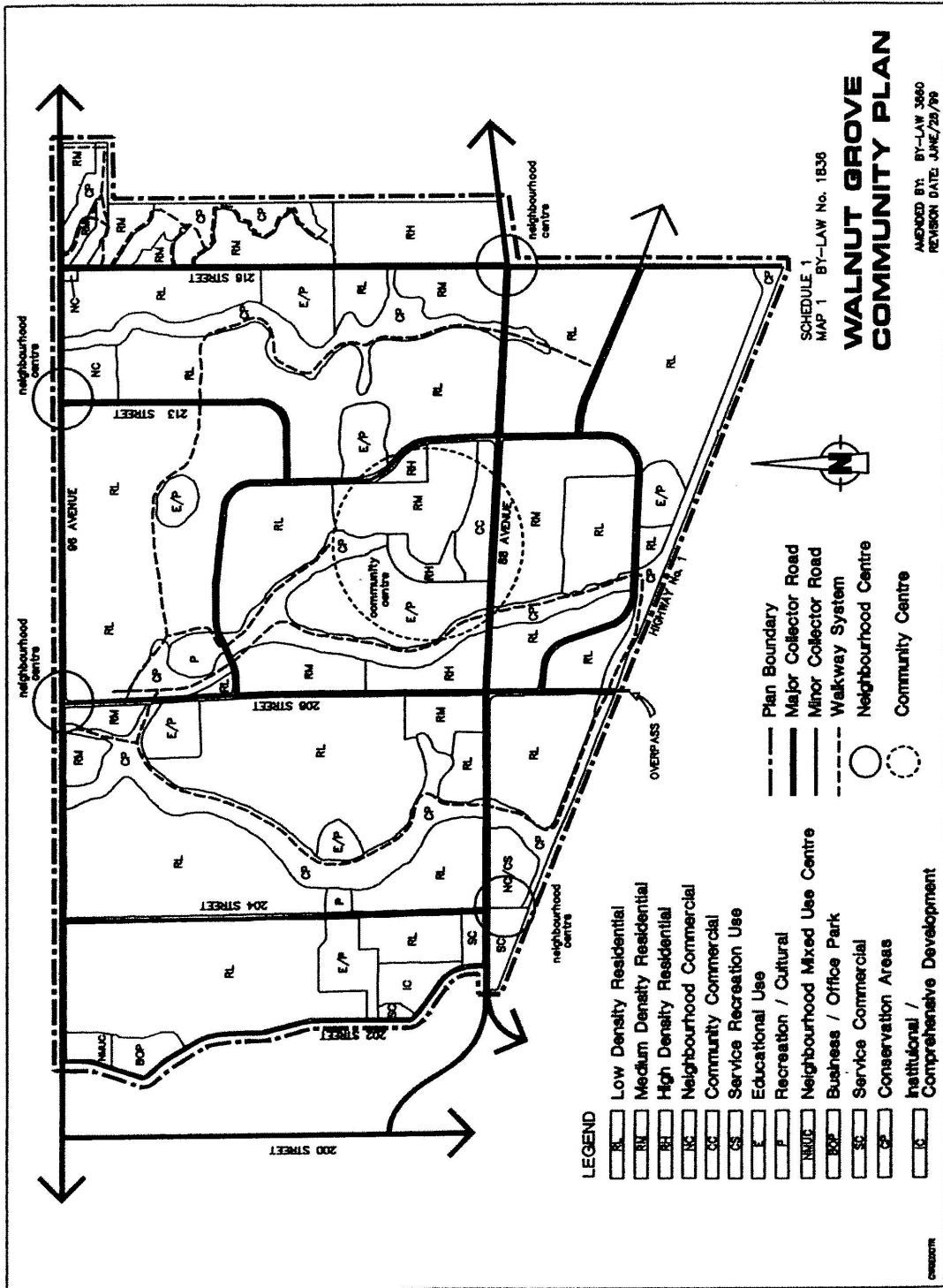
The Walnut Grove Community is a major growth area within the Township of Langley. Initiated in 1979, with the adoption of the Walnut Grove Community Plan, the development concept provides for a balanced self-contained community having a predominantly residential base, as well as commercial and institutional facilities suited to the area's needs. The design population of Walnut Grove, including the urban residential area adjacent and north of 96 Avenue, is estimated to be approximately 22,000 when the area is fully developed. The land use designations of the Walnut Grove Community Plan are shown on Map 1.

The Walnut Grove Community Plan provides the basis for a capital works program and a development cost charge bylaw. The availability of municipal services has made urban development possible.

The staging of development in Walnut Grove is coordinated by the Walnut Grove Community Plan, which has established goals and objectives to guide future decision making. Prior to development of a new neighbourhood, a Control Plan must be in place. The Community Plan designates nine neighbourhoods, eight are predominantly residential and the remaining neighbourhood is the Town Center. The Redwoods Neighbourhood (Stage 9) is the final neighbourhood plan to be prepared within the boundaries of the Walnut Grove community.

The Redwoods Neighbourhood is an integral part of Walnut Grove and, when fully developed, will complete the eastern-most portion of the community. It is a well defined area, centered on 216 Street and bounded by 96 Avenue to the north, Redwoods Golf Course to the east, 88 Avenue to the south and Stenberg Brook to the west.

This document constitutes the Neighbourhood Plan for the Redwoods Neighbourhood. The Plan is intended to guide the orderly development of the remaining undeveloped lands in the area, in accordance with the stated objectives of the Community Plan.



SECTION 2

2.0 Development Concept

2.1 Overview

The Redwoods Neighbourhood consolidates the eastern portion of the previous Walnut Grove Stage 4 area (i. e. the area between Stenberg Brook and 216 Street) with the urban designated area located east of 216 Street.

The Development Concept for the Redwoods Neighbourhood is shown on Map 2. Development area calculations are estimated in Table 1.

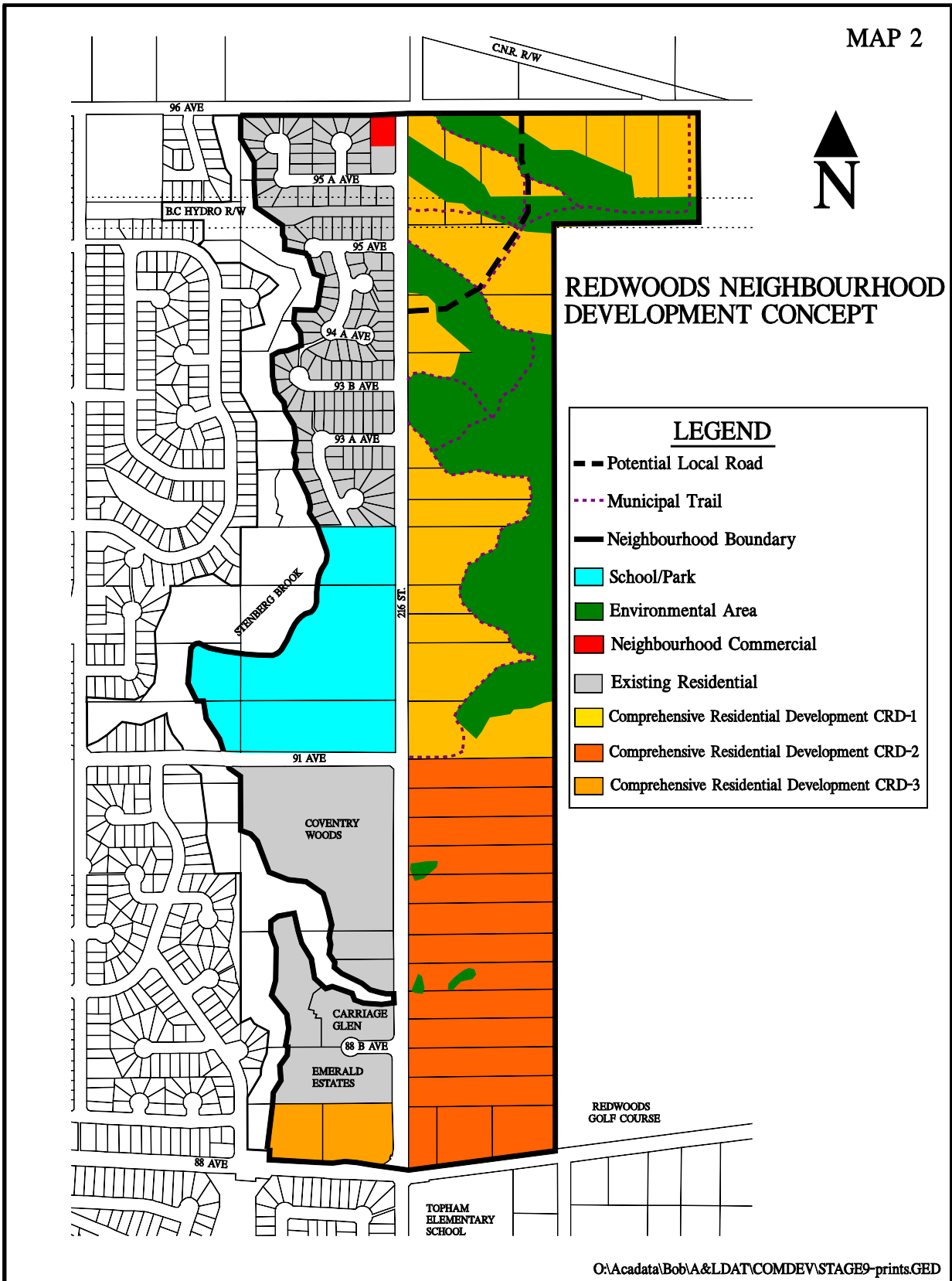
TABLE 1: DEVELOPMENT AREA CALCULATIONS

Area Breakdown	Land Area (Approx.)			Estimated Max. No. of Residential Units	Estimated Associated Population
	Ha	Ac.	% of Total		
A. Area between Stenberg Brook & 216 Street:					--
1. Existing Residential Dev.	16.9	41.8	24.4	360	1,000
2. Neighbourhood Comm.	0.4	1.0	0.6	--	--
3. Comprehensive Residential Development CRD-3	1.2	3.0	1.7	54	130
4. School/Park Site	9.9	24.4	14.3	--	--
Sub-Totals:	28.4	70.2	41.0	414	1,130
B. Area between 216 Street & Redwoods Golf Course:					
1. Environmental Area	11.3	27.8	16.3	--	--
2. Comprehensive Residential Development CRD-1	15.4	38.1	22.2	350	1,050
3. Comprehensive Residential Development CRD-2	14.2	35.0	20.5	435	1,050
Sub-Totals:	40.9	100.9	59.0	785	2,100
C. Totals	69.3	171.1	100.0	1,199	3,230

An elementary school site is designated in the central portion of the Redwoods area, near the northwest corner of 91 Avenue and 216 Street.

The Redwoods Neighbourhood Plan focuses on the development area to the east of 216 Street. The development concept is intended to complement the existing residential development west of 216 Street, with higher residential densities located south of the 91 Avenue alignment. The Plan also recognizes the existing area where limited neighbourhood commercial use is already permitted.

Extensive environmental areas have been designated in the Plan to help protect conservation lands and to reduce the visual impact of higher density residential areas. Throughout the neighbourhood, numerous municipal trails have been designated to provide public access to the areas of community value.



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Development principles and design guidelines have been established to enhance livability within the Redwoods Neighbourhood. These are set out in Sections 3 and 4 of the Plan.

2.2 Development Areas

Three Comprehensive Residential Development areas are designated in the Neighbourhood Plan, as outlined below:

2.2.1 Comprehensive Residential Development CRD-1

- net residential density range : 22.2 - 30 units per ha (9 to 12 units per acre);
- residential densities in excess of 22.2 units per ha (9 units per acre) are dependent on successful density transfer from designated environmental area to developable land and are subject to the rules for density compensation and transfer in Section 6 of this Plan.

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2.2.2 Comprehensive Residential Development CRD-2

- net residential density range : 24.7 to 49.4 units per ha (10 to 20 units per acre);
- residential densities in excess of 24.7 units per ha (10 units per acre) are dependent on successful density transfer from designated environmental area to developable land and are subject to the rules for density compensation and transfer in Section 6 of this Plan.
- where lands designated CRD-2 only abut onto 216 Street (and do not abut onto 88 Avenue) the maximum residential density attainable without density transfer to or from the site may be increased to 30 units per ha (12 units per acre) gross, but only where the lands are being developed for affordable, detached, single family residential homes suitable for a range of age groups including first time buyers, young families and seniors. The maximum 30 units per ha (12 units per acre) gross density may only be achieved where the lands are being developed by means of a comprehensive plan. If the lands are not to be developed in accordance with all of the above objectives, the CRD-2 density range of 24.7 to 49.4 units per ha net (10 to 20 units per acre) will still apply, as will the Plan's residential density transfer provisions.

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2.2.3 Comprehensive Residential Development CRD-3

- maximum net residential density: 44.4 units per ha (18 units per acre).

Limited neighbourhood commercial uses may be considered at the southwest corner of 96 Avenue and 216 Street and along the north side of 88 Avenue, near the 88 Avenue/216 Street intersection.

Neighbourhood commercial uses shall be for the convenience of local residents and are intended to help satisfy those limited basic needs, which occur daily or frequently.

In accordance with the functional design provisions in the Walnut Grove Community Plan, neighbourhood commercial shall:

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- not exceed a gross floor area of 810 m² (8719 square feet) at any one general location;
- provide adequate and well designed off-street parking, loading and service areas; and
- blend with the character of the neighbourhood it serves.

SECTION 3

3.0 Development Principles

A number of planning and development principles, inspired by the Township's growth management policies and supported by responses to the neighbourhood planning open houses, should guide the pattern of land uses in the Redwoods Neighbourhood:

3.1 Land Use

- 3.1.1 A mix of land uses that could include residential, institutional (school, church), recreational and neighbourhood commercial is encouraged.
- 3.1.2 A mix of housing types, tenures, densities and forms shall be accommodated. Innovative forms of housing are encouraged.
- 3.1.3 An elementary school site and an adjacent active park site should be centrally located within the neighbourhood, near the 216 Street and 91 Avenue intersection.
- 3.1.4 The housing density and mix within the neighbourhood should generate no more than approximately 400 elementary school students, which is the size of a new elementary school preferred by the Langley School District.

3.2 Neighbourhood Form

- 3.2.1 Family oriented housing is encouraged to be located nearest the designated elementary school/neighbourhood park.
- 3.2.2 The minimum site area for residential development is 0.4 ha (1.0 acre). The Township will require undersized sites and adjacent properties to coordinate development proposals, including site access, to ensure acceptable layouts.

3.3 Streets and Circulation

- 3.3.1 A framework of publicly-owned or publicly accessible streets is encouraged within the neighbourhood.
- 3.3.2 All cluster or multiple-family development sites are to front onto a public street (other than 216 Street).
- 3.3.2 216 Street should be designed to be pedestrian-friendly with adjacent buildings facing towards it, not separated by definitive barriers such as solid fences or landscape screens.
- 3.3.3 Site access from 96 Avenue, either by public or private road, shall be subject to confirmation by a tree specialist that a roadway can be accomplished without negative impact on the heritage redwood trees.

3.4 Parks, Open Space and Environmental Areas

- 3.4.1 A public linear open space network that follows stream corridors, wooded areas and other environmentally sensitive areas is to be provided.
- 3.4.2 Public trail/walkway linkages to the public street network and to other community trails beyond the Redwoods neighbourhood are encouraged.
- 3.4.3 Looped pedestrian circuits are encouraged throughout the neighbourhood.
- 3.4.4 The heritage Redwood trees along the south edge of 96 Avenue shall be protected.

SECTION 4

4.0 Design Guidelines

All Comprehensive Residential Development areas are designated as development permit areas, to provide an opportunity for Council and the public to review the form and character of future development.

Several design guidelines will apply to new residential comprehensive developments, as follows:

4.1 Setbacks and buffers

- 4.1.1 A building setback of 15 metres (50 feet) measured from the ALR boundary (i. e. the eastern edge of the Redwoods neighbourhood) is required.
- 4.1.2 To help protect the heritage Redwood trees along 96 Avenue, a tree protection buffer is required equal to a minimum of 3 metres (10 feet) beyond the dripline of the Redwood trees, or 10 metres (33 feet) south of 96 Avenue, whichever is greater. Except as provided by development permit, this buffer zone shall be protected by a no-disturbance restrictive covenant, to be registered on the property title.
- 4.1.3 The boundaries of the designated Environmental Areas have been determined in consultation with the Ministry of Environment and Federal Fisheries. These boundaries include a 15-metre no-disturbance setback from top-of-bank/ravine, except for 30-metre setbacks affecting a portion of Lot 8, Plan 8683 and Lot 1, Plan 70419. Designated municipal trails, when located parallel to a designated Environmental Area, are to be located outside of the environmental no-disturbance area. The Environmental Area boundaries are shown on mapping available from the Township office. More detailed environmental requirements can be found in the 'conditions of approval' letter from the Ministry of Environment/Department of Fisheries and Oceans also available at the Township Office.
- 4.1.4 For all developments abutting a designated Environmental Area:
- the rear yard setback for buildings and structures is to be a minimum of 7.5 metres (24.6 ft.);
 - the amount of pervious surface area is to be maximized within a setback area, for those setback areas located adjacent to designated Environmental Area;
 - roof run-off from structures into adjacent soils should be maximized;
 - trail surfaces located within or adjacent to designated Environmental Areas may be constructed of impervious materials, subject to compliance with Ministry of Environment design guidelines; and

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- a certified arborist will be required to:
 - assess the condition and wind firmness of any trees located near the outside edge of the environmental no-disturbance leavestrip; and
 - provide recommendations on the conditions for replacing trees in the area, if necessary, to ensure the integrity of any remaining trees and the safety of existing or potential future buildings or structures.

4.2 Municipal Trails

4.2.1 General

4.2.1.1 The general location of municipal trail corridors through the Redwoods neighbourhood is shown on the Development Concept Map. Some refinements to the trail alignments may be considered and will be finalized through the development permit approval process.

4.2.1.2 Municipal trails are to be constructed to Township standards.

4.2.1.3 Municipal trails are to be linked with the broader community trail/sidewalk network.

4.2.2 Ravine Trails

4.2.2.1 A typical cross section design of a ravine or top-of-bank trail is shown in Figure 1.

4.2.2.2 Ravine trails shall be designed to accommodate pedestrians only.

4.2.3 B. C. Hydro Corridor Trail

4.2.3.1 A cross section design of the B. C. Hydro corridor trail is shown in Figure 2.

4.2.4 Walking Trail through Private Development Sites

4.2.4.1 A typical cross section design of a municipal trail through a private development site is shown in Figures 3 and 4.

4.2.4.2 Where a pedestrian trail corridor links a street end and a ravine through a private development site, the trail corridor shall have a minimum width of 6 metres (19.7 feet).

4.2.4.3 Public access to all trails and trail corridors on private land is to be protected by public access right-of-way agreements, to be registered on title prior to subdivision approval or at the time of issuance of a Development Permit.

4.2.4.4 The number of municipal trail crossings of internal roads is to be minimized and, where necessary, must intersect perpendicular to the traffic flow.

- 4.2.4.5 Driveway crossings of municipal trails are to be avoided.
- 4.2.4.6 Connections into street ends ensure that the municipal trail system is fully integrated with the public road network. Where practical, public trails should link with municipal sidewalks. Trail conflicts with vehicular entries, emergency access routes and parking should be minimized.
- 4.2.4.7 Municipal trails that link adjacent development parcels must allow for practical access by the public.

4.3 Housing Form

- 4.3.1 Each home that is adjacent to a public street must face its front door towards the public road allowance (front porches are encouraged).
- 4.3.2 No direct driveway access from individual residences is permitted onto arterial roads. Garages and carports must not face major roads.
- 4.3.3 Projecting elements such as porches and bay windows are encouraged on the fronts of homes. Where single-family homes have vehicle access at the front, on non-major roads only, garages are encouraged to be set back at least 2.0 metres (6.6 feet) behind the front wall of the home in order to create a more attractive, people-oriented streetscape.
- 4.3.4 All homes are encouraged to have ground-oriented access.
- 4.3.5 Multiple family developments should be organized around common amenities internal to the project, with common parking located primarily in the interior of the site or otherwise screened from view. Ideally, the common amenities should create a focal point near the main entrance to the development or along the required pedestrian corridor.
- 4.3.6 Through the use of landscaping or portal elements, entries to multiple family developments should be inviting without portraying an image of a closed gate. Boundaries between public and semi-private areas should be subtly established. The main entrance driveway should not be gated.
- 4.3.7 Multiple family developments are encouraged to have no more than six units joined together into a cluster. Where possible, individual units or pairs of units should be visually differentiated from other adjoining units (i. e. staggering in plan or elevation, varied roof-lines and changes in architectural detail).
- 4.3.8 Articulated roof forms are encouraged throughout the neighbourhood. They help define building massing, provide visual interest and add character to an area.

4.4 Fencing and Landscaping

- 4.4.1 Where open style fences are provided along public streets, they are not to exceed 107 cm (42 inches) in height. Fences should integrate with landscaping to soften their visual impact on the street.
- 4.4.2 As a minimum in multi-family developments, pairs of units must provide a pedestrian path from the front doors of the units to the sidewalk; where fences are used, visible gates or openings must be incorporated to mark entries.
- 4.4.3 The use of Redwood trees is encouraged within feature planting areas.
- 4.4.4 A black vinyl chain link fence, six feet in height, is required along the Agricultural Land Reserve boundary, in areas where there is no designated Environmental Area abutting the Land Reserve.

SECTION 5

5.0 Services

5.1 Roads

88 Avenue, 96 Avenue and 216 Street are designated as urban arterial roads. Some road widening dedication and upgrading will be required to bring these roads to full urban standard (including sidewalks, ornamental street lighting and boulevard treatment and street trees, in accordance with the Subdivision and Development Control Bylaw). The upgrading of these roads will be the responsibility of the Township, through the Development Cost Charge (DCC) program.

91 Avenue is designated as a collector road and is intended to connect 216 Street and 213 Street, across Stenberg Brook. The cost of a future road and bridge across of Stenberg Brook is included in the Township's DCC program.

Council may consider advancing history requests from developers wishing to proceed in advance of the Municipal construction schedule. In these instances, DCC rebates will be applied to the advancing history works.

88 and 96 Avenues will be designed for: two lanes of traffic in each direction; left turn lanes; boulevards; and a median. Medians will be landscaped to enhance the appearance of the neighbourhood. The ultimate road allowance width for 88 and 96 Avenues is 28m (91.8 feet).

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216 Street will be designed for one travel lane in each direction, parking lanes, left turn lanes at 88 Avenue and 96 Avenue, boulevards and no median. The ultimate road allowance width along 216 Street is 28 metres (91.8 feet), plus additional width near intersections, in accordance with Subdivision and Development Control Policy requirements (P-1 map schedule). Wherever practical, a landscaped boulevard will separate the sidewalk from the road curb. A signalized pedestrian crosswalk will be installed at the intersection of 216 Street/91 Avenue to facilitate pedestrian traffic to the designated school/park site. Traffic signals will be installed as traffic warrants at the intersections of 216 Street/96 Avenue and 216 Street/91 Avenue. Additional dedication may be required at the intersection of 216 Street/91 Avenue, if turning bays and parking are required.

91 Avenue will have an ultimate pavement width of 12.2m (40 feet). All other streets will be local roads with an ultimate pavement width of 8.6m (28.2 feet). An 18m (59-foot) road allowance will be required for roads terminating in a cul-de-sac and a 20m (65.6-foot) road allowance will be required for local through roads.

Municipal land use policies require alternatives to reverse lots (single family) along arterial roads. Frontage roads/lanes, rear lanes and clustering of lots may be considered as alternatives.

The local road pattern shown on the Development Concept Map (Map 2) is schematic only. Variations to the road layout shown may be necessary, based upon detailed subdivision and contour information and review of impact on heritage redwood trees along 96 Avenue. All local roads are subject to Municipal approval and will be the responsibility of developers to construct through the rezoning/subdivision process.

Developers are encouraged to co-ordinate their development proposals with adjacent property owners in order to achieve optimum road patterns, internal circulation and access points. This is particularly important for properties impacted by: designated environmental areas; the B. C. Hydro right-of-way; restricted access near major intersections; and heritage redwood trees.

Access from arterial roads to adjacent individual single family parcels may be permitted on a temporary basis only. In the long term, no access to arterial roads will be permitted, except from cul-de-sac roads or directly from multi-family sites, subject to Municipal approval.

Access to individual parcels shall generally align with street intersections, mid-block locations or as otherwise established through the development permit approval process. A traffic impact study will be required to assess traffic movements at the main intersection and at proposed access points to development sites. Detailed design is required for 216 Street and all intersections. Special attention on road design is required with regard to the heritage trees on 96 Avenue. Properties abutting major intersections will have restricted access and may require joint access from adjacent development sites.

5.2 Water

A 250 mm diameter water main exists along 216 Street from 88 Avenue to 95 Avenue. There is an existing 350mm diameter and 200mm diameter water main on 88 Avenue. A 300mm diameter main exists along 96 Avenue. Once the water main is connected on 216 Street, between 96 and 95 Avenues, the water system will be capable of providing peak day domestic demand to the Redwoods Neighbourhood, along with a minimum fire flow of 150 liters per second for the future school site. However, as shown on Map 3, the area immediately north of 88 Avenue is required to be serviced from the higher pressure zone on 88 Avenue. Therefore, the looping as shown on Map 3 will be required.

Construction of approximately 200 meters of 250mm diameter main connecting the existing 300mm diameter main on 96 Avenue to the existing 250mm diameter main on 216 Street at 95 Avenue will be required (Map 3). Water service to the Redwoods Neighbourhood can be provided through connections to existing water mains on 96 Avenue, 88 Avenue and 216 Street.

5.3 Sanitary Sewer

The development of the Redwoods area will require the construction of new sewers within the sewerage system and replacement of some sections of existing sewers as well as upgrading improvements to the two existing sewage pumping stations (Map 4).

Sewage discharge from an area of approximately 4.0 ha at the south end of the Redwoods neighbourhood will be directed into the existing sewers generally flowing west from 216 Street on 88B Avenue and north on 213 Street.

The existing sewage pumping station and force main on 216 Street is adequate to pump sewage from a portion of the Redwoods neighbourhood, north to the existing gravity sewers on 216 Street. Where the existing gravity sewer branches west off 216 Street, construction of new sewers will be required north on 216 Street to 96 Avenue to collect and convey the remainder of the sewage from the Redwoods Area. The construction of the new sewers will be required west on 96 Avenue and will connect to the existing sewers on 96 Avenue. Existing sewers on 96 Avenue will be upgraded where required and will convey the sewage to the 96 Avenue Sewage Pumping Station No. 1.

Both sewage pumping stations and the associated force main will require upgrading to service the Neighbourhood.

Developers are advised that detailed design analysis of any proposed sanitary sewer upgrading shall be required as part of each development application. "Temporary" sanitary sewer design and construction may be required if development should occur out of sequence. The ultimate sanitary servicing concept must be constructed with any "temporary" systems designed for future removal when the ultimate system is achieved.

5.4 Storm Drainage

The strategy for storm water management in the Redwoods Neighbourhood will address the following objectives:

- restrict post development flows to predevelopment levels;
- minimize downstream flooding and channel erosion;
- minimize sediment discharge to receiving waters, especially during construction phases; and
- keep the capital and maintenance costs for the drainage works within reasonable economic limits.

The existing drainage facilities on 216 Street and west of 216 Street carry storm water to Stenberg Brook (also referred to as East Munday Creek). Stenberg Brook enters the ditch on 96 Avenue through an arch culvert and then flows north under 96 Avenue through a box culvert. These culverts and crossings must be assessed in terms of capacities (pre and post development), therefore upgrading may be required.

Inlet structures and storm sewers on the east side of 216 Street, with the exception of the 450mm diameter inlet located approximately 280 meters north of 88 Avenue, have sufficient capacity to carry the post development 5-year flows. The 450 mm diameter inlet pipe mentioned above, has sufficient capacity to carry the post development 5-year flows, but the existing inlet conditions restrict the flow. The capacity of the pipe system will need to be upgraded or the inlet modified to increase the capacity to 1 in 5 year storm flows (Map 5).

In all cases a detailed on-site storm water management plan, including detention and sediment control, shall be required. Combined site development may allow for common detention pond/storage use, therefore reducing the number of detention locations required. The location of any combined detention facilities shall be determined when more detailed development information becomes available.

On storm sewer installations, grates are to be stamped "fish".

5.5 Hydro, Telephone and Street Lighting

Under the Township's Subdivision and Development Control Bylaw, any extensions to existing overhead hydro and telephone lines is required to be underground. Ornamental street lighting shall be provided by developers.

5.6 B. C. Transit

B. C. Transit service within the Redwoods Neighbourhood should achieve the following goals:

- 216 Street should become part of regular transit routing, providing residents with connection to the Walnut Grove commercial core, community centre and to the 88th Avenue Park and Ride facility; and
- a transit stop should be located in the central part of the Redwoods Neighbourhood, near the corner of 216 Street and 91 Avenue.

5.7 Elementary School

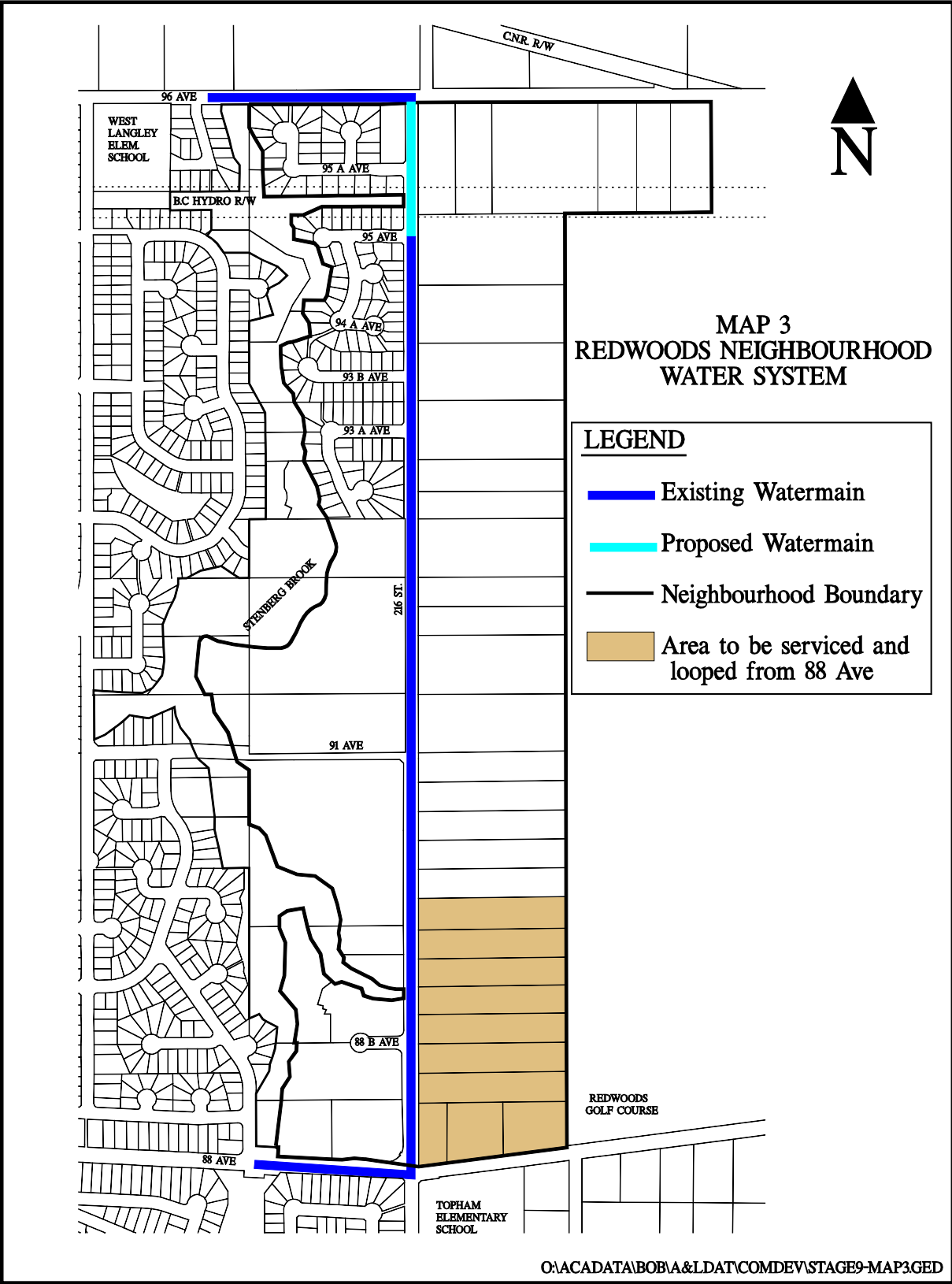
An elementary school site has been designated near the northwest corner of 91 Avenue and 216 Street.

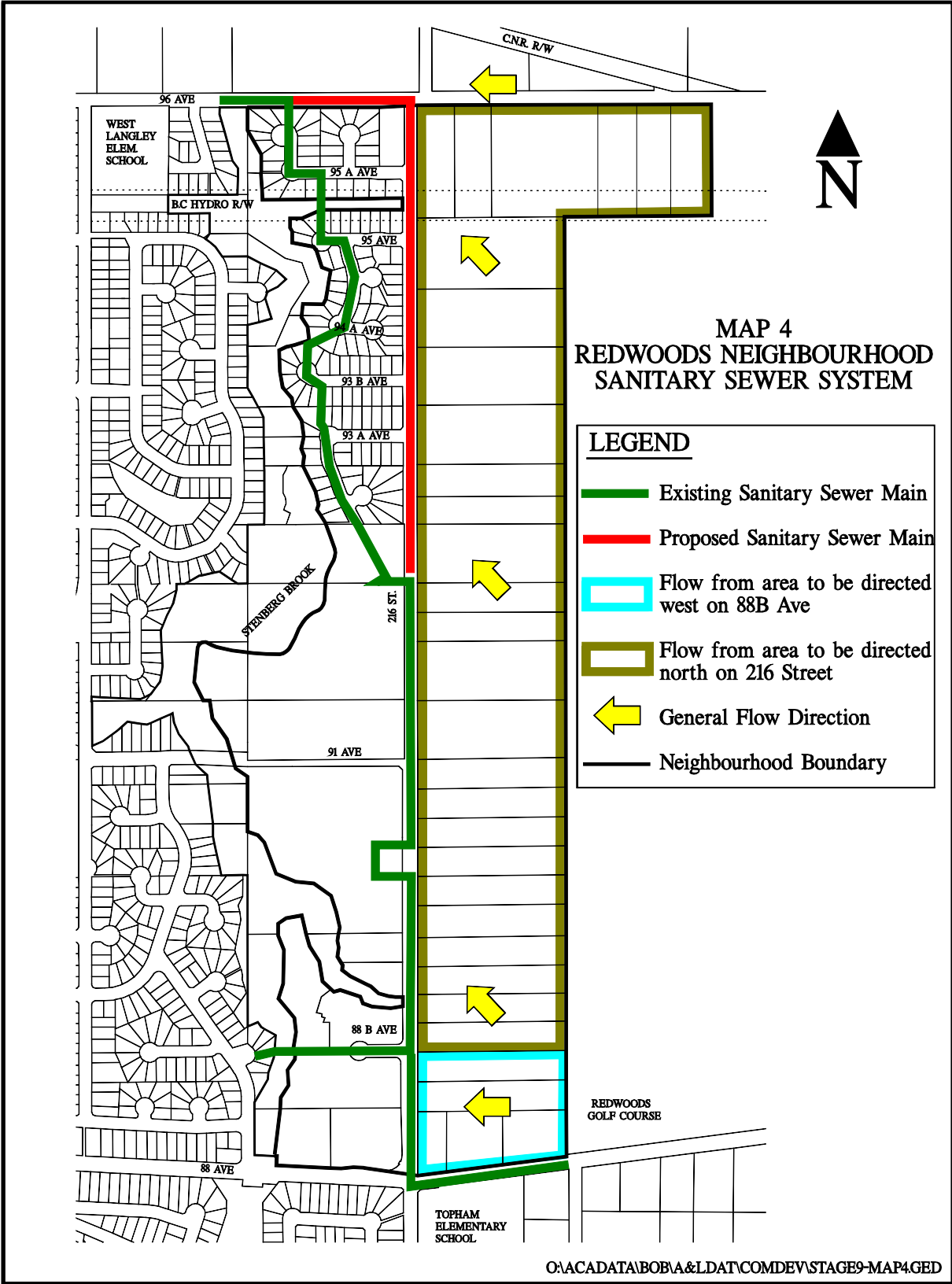
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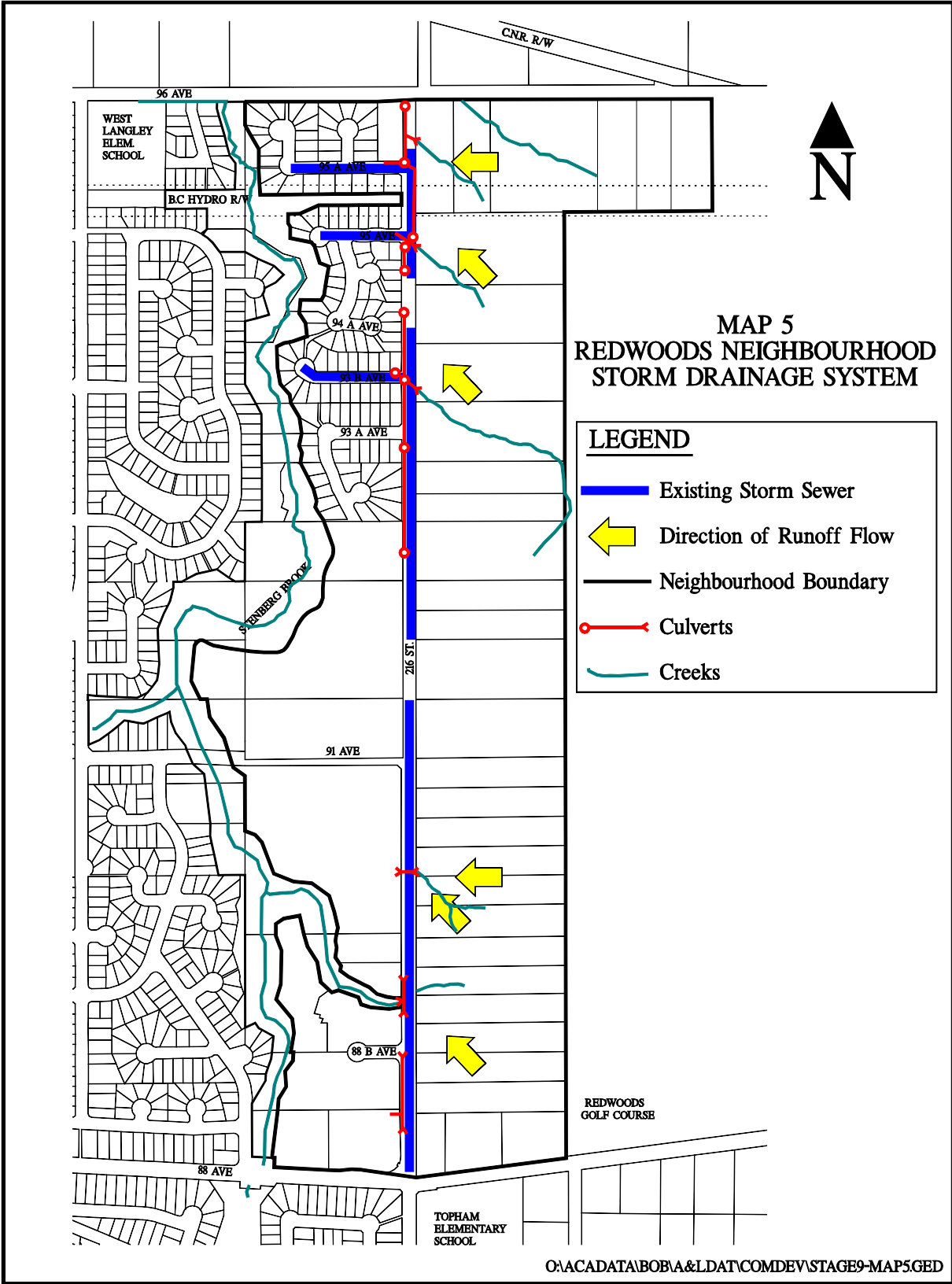
Langley School District has advised that, prior to the availability of a school within the Redwoods Neighbourhood, new students living on the east side of 216 Street may be accommodated at Topham Elementary School.

5.8 Secondary School

It is planned that Walnut Grove Secondary School will accommodate the additional high school students living within the Redwoods Neighbourhood. However, this is contingent upon the Provincial Government's approval of an addition to increase the capacity of the school. If the addition is not built, the School District will implement other options such as an extended school day at Walnut Grove Secondary School or transporting the Redwoods secondary students by bus to another school.







SECTION 6

6.0 Implementation

6.1 Definitions

6.1.1 **“Gross density”** is the number of residential units permitted per hectare/acre, based on total parcel area (i. e. before dedication of any designated environmental land or road dedications).

6.1.2 **“Net density”** is the number of residential units permitted per hectare/acre, based on the developable portion of a parcel (i. e. after dedication of any designated environmental land plus any public road dedications). For the purpose of density calculations, arterial road dedications are to be included as part of the net site area.

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6.1.3 **“Phase 1 environmental site assessment”** is a written report from a qualified environmental consultant that includes a review of the history of use and a visual inspection of a subject site, to look for indications of potential contamination. A Phase 1 assessment does not include soil testing.

6.2 Development Prerequisites

6.2.1 The following general prerequisites must be satisfied prior to rezoning of land located east of 216 Street:

6.2.1.1 the designated school site must be secured for future use by the School District;

6.2.1.2 the designated Park must be secured by the Township; and

6.2.1.3 major road and utility services must be available to accommodate proposed urban development.

6.2.2 The following specific prerequisites must be satisfied by applicants prior to Council’s consideration of rezoning bylaw adoption:

6.2.2.1 any designated municipal trails on the subject property must be transferred to the Township;

6.2.2.2 where municipal trails are designated on the subject property, security must be provided for trail construction;

6.2.2.3 any designated Environmental Area on the subject property must be transferred to the Township;

6.2.2.4 any disturbed land on the subject property that is designated Environmental Area, School/Park or Municipal Trail, must be restored to the satisfaction of Federal Fisheries, Ministry of Environment and/or the Township;

- 6.2.2.5 provision of a Phase 1 environmental site assessment where land is proposed to be transferred, or provided by right-of-way, to the Township for conservation, park and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to: confirm the existence and type of contamination; comment on the extent of the problem; and provide recommendations regarding remedial work;
 - 6.2.2.6 payment of the school site charge provided for in the Municipal Act and as outlined in the Agreement between the Township and Langley School District;
 - 6.2.2.7 dedication of road widenings for parcels abutting 88 Avenue, 96 Avenue and/or 216 Street;
 - 6.2.2.8 payment of an administration levy of \$165 for each new and additional residential lot or unit proposed to be created;
 - 6.2.2.9 posting of an on-site information sign, to the acceptance of the Township, to help notify prospective purchasers that, until the designated new elementary school has been constructed, new students living on the east side of 216 Street can anticipate being bussed outside the Redwoods area to Fort Langley Elementary School; and
 - 6.2.2.10 for an application involving land abutting the Redwoods Golf Course, the applicant will be required to register a notice on their property title, acknowledging the presence of the golf course and the potential for nuisances from the operation and maintenance of the golf course, including the potential for noise and errant golf balls.
- 6.2.3 In accordance with Township policy, a rezoning applicant may enter into a voluntary advancing history development agreement to satisfy development prerequisites.
- 6.2.4 Development applications will be referred to the environmental agencies responsible for watercourses and aquatic habitat for any required approvals regarding the design and construction of proposed stormwater facilities.
- 6.2.5 Prior to issuance of building permits for residential comprehensive developments, the following prerequisites must be satisfied:
- 6.2.5.1 a development permit for form and character matters must be issued by Council. Where municipal trails are proposed, final project design shall ensure that trail alignments connect with designated trails on adjacent properties; and
 - 6.2.5.2 any required municipal trails must be constructed to municipal standards.

6.3 Residential Density Compensation

6.3.1 Environmental Area

In exchange for the transfer of land to the Township for environmental area protection, landowners may have potential for residential density compensation. The maximum potential amount of density compensation is equivalent to 17.3 units for each hectare (or 7 units for each acre) of designated Environmental Area that is transferred to the Township for environmental area protection.

6.3.2 Other Land for Municipal Park or Open Space

In exchange for the transfer of land to the Township for park or open space, not currently designated Environmental Area, landowners in the CRD-1 and CRD-2 designated areas may have potential for residential density compensation. Examples of potential park or open space transfer include the B. C. Hydro right-of-way and land with significant topographical features or natural constraints for development. The Township must be satisfied that proposals for land transfer would contribute to and be easily connected with the municipal park/open space system.

The maximum potential amount of density compensation is based as follows:

- in the CRD-1 Area: 17.3 units for each hectare (or 7 units for each acre) of park or open space transferred to the Township; and
- in the CRD-2 Area: 24.7 units for each hectare (or 10 units for each acre) of park or open space transferred to the Township.

6.3.3 Residential density compensation is dependent on successful density transfer to developable land and is subject to the rules for density transfer.

6.4 Residential Density Transfer

6.4.1. Residential density transfer may be permitted, subject to compliance with the following conditions:

- the residential units associated with density compensation can only be transferred to developable land that is located within, and only within, the CRD-1 and/or CRD-2 designated areas, east of 216 Street;
- the proposed density on the donator and receiving properties must not exceed the maximum “net” densities permitted in this Plan;
- the landowner receiving the additional density must either own all of the affected parcels or have permission of the landowner giving up the density;
- details of the density transfer must be secured prior to final adoption of the rezoning bylaw for the property benefitting from the density transfer.

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- all land designated Environmental Area within the subject parcels must be transferred to the Township (unless the Parks and Recreation Division specifically requires otherwise), prior to Council's consideration of fourth reading of the rezoning bylaw for the affected properties; and
- unused density from one development application can not be 'banked' or used later to increase density on another parcel.

6.5 Other Considerations

6.5.1 Watercourse relocation within the B. C. Hydro right-of-way is subject to receiving the approval of Federal Fisheries, Ministry of Environment and B. C. Hydro. The Township may give consideration to allowing a realignment of development area and designated Environmental Area boundaries for those properties that are subject to a rezoning application.

6.5.2 The lands within the Redwoods Neighbourhood are not within 800 meters (one half mile) of an existing point of access to the Trans-Canada Highway, so the Ministry of Transportation and Highways approval will not be required for development applications.

6.6 Minor Plan Adjustments

6.6.1 Minor adjustments to the Neighbourhood Plan are permitted, provided they conform with the intent of the Walnut Grove Community Plan.

6.7 Monitoring Plan Implementation

6.7.1 The status of Plan implementation will be recorded on a generalized map, maintained to reflect current status and made available for public reference. This map will include information on:

- rezoning bylaws (i. e. parcels affected, bylaw number, date of bylaw adoption and maximum net residential densities approved); and
- the location of any dedicated environmental or open space lands.

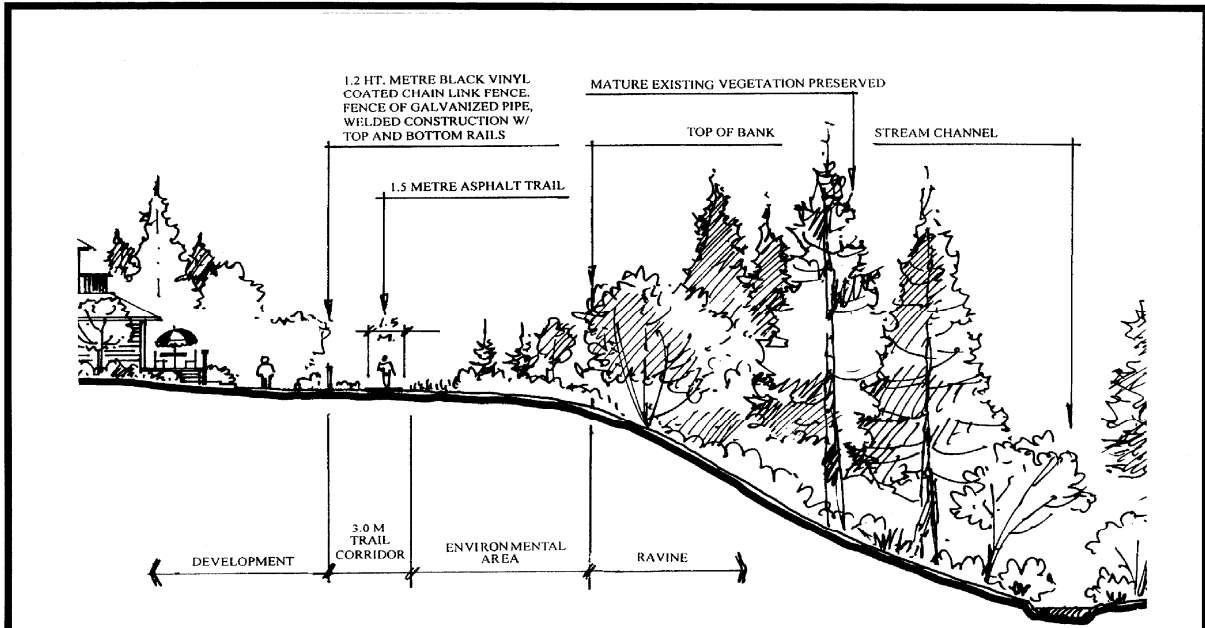


FIGURE 1: CROSS SECTION - TYPICAL RAVINE TRAIL
 (Scale: 1:250)

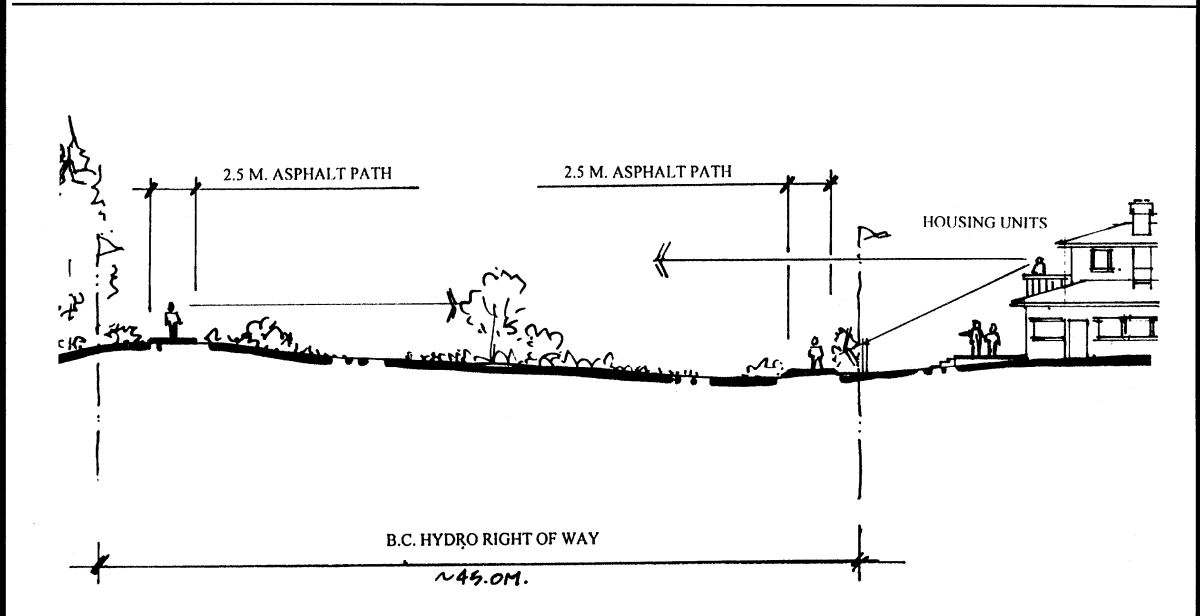


FIGURE 2: CROSS SECTION - B. C. HYDRO CORRIDOR TRAIL
 (Scale: 1:250)

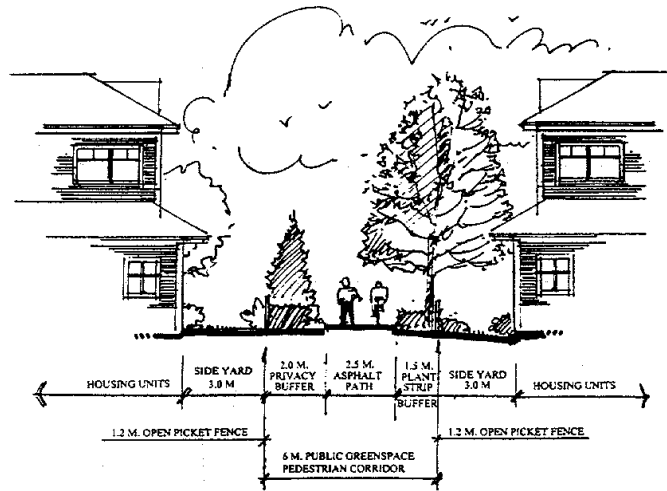


FIGURE 3: CROSS SECTION - PATHWAY & GREENSPACE BETWEEN RESIDENTIAL UNITS (Scale: 1:250)

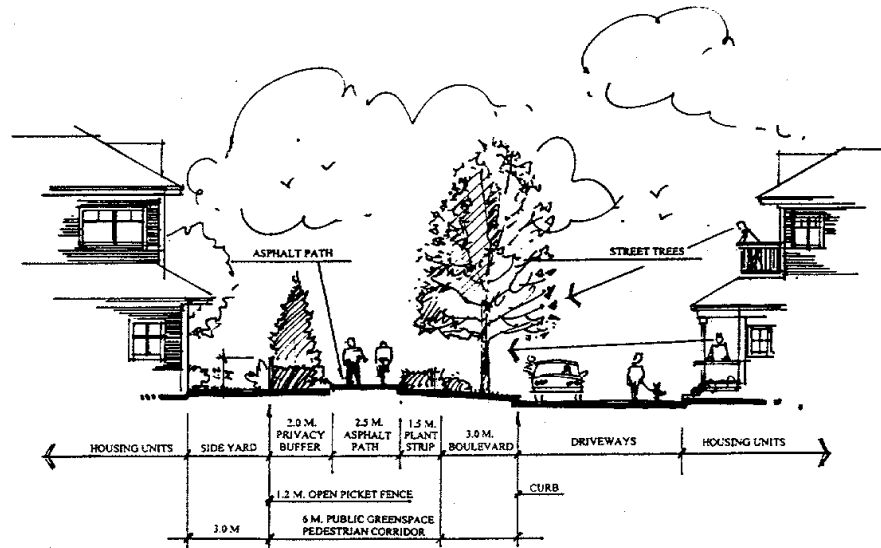


FIGURE 4: CROSS SECTION - PATHWAY & GREENSPACE ALONG INTERNAL ROADS (Scale: 1:250)

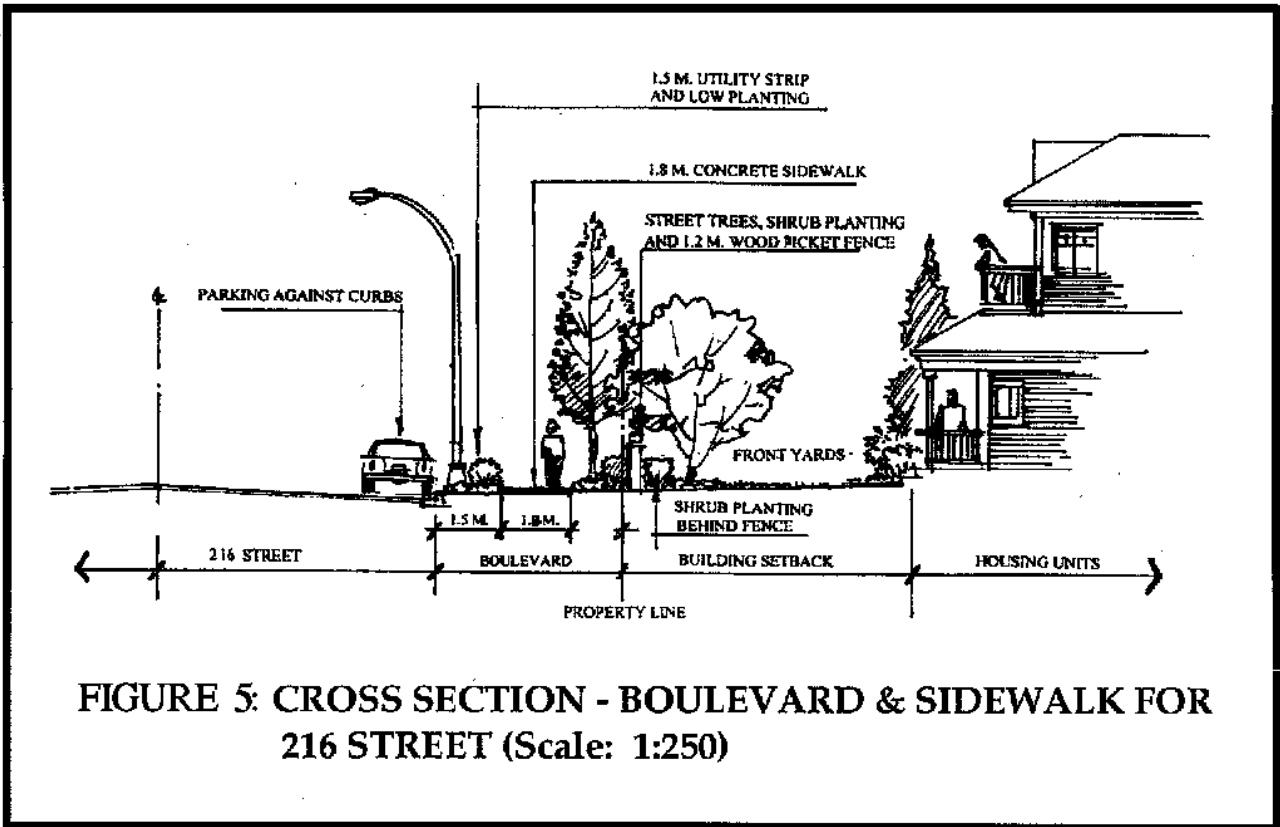


FIGURE 5: CROSS SECTION - BOULEVARD & SIDEWALK FOR 216 STREET (Scale: 1:250)

SECTION 7

STAGE 9 RECORD OF RESIDENTIAL DENSITY TRANSFER

DONATOR LOT CIVIC	NAME DEVELOPER	# OF UNITS			RECIPIENT LOT CIVIC	NAME DEVELOPER	# OF UNITS			BYLAW # DATE ADOPTED
		Surplus *	t r a n s f e r r e d	r e m a i n i n g			o r i g i n a l	r e c e i v e d	t o t a l	
Lot 8, Plan 8683 No Civic	Mr. P. Haladin (Formerly Fitzgerald)	29	4	25	Lot 1, Plan 9355 8814 - 216 Street	216/88 Capital Corp. (I.R. Capital)	10	4	14	Bylaw 3834 Aug. 23, 1999

* # of surplus units for off-site transfer from Table titled "Review of Development Potential on Individual Lots Within The Redwoods Neighbourhood" (DEN5&10.XLS 97/3/5 9:05 AM /BD)

Township of
Langley



Est. 1873

Township of Langley
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