REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, May 11, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – May 11, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held May 11, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – April 27, 2026

That Council adopt the minutes of the Regular Council meeting held April 27, 2026.

C. DELEGATIONS

1. Resha Sabti
File 0550-07

Request by Resha Sabit to appear before Council to discuss an E-Scooter Safety Public Education and Awareness Campaign.

2. Daryl Ducharme and Warren Jackson
File 0550-07

Request by Daryl Ducharme and Warren Jackson to appear before Council to discuss the entrance to Pepperwood townhomes at 20875 - 80 Avenue.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

Items E.1 and E.2 were rescheduled at the April 13, 2026 Regular Meeting.

1. Mixed-Use Developments – Zoning Bylaw Parking Changes
Report 26-33
File ENG 5480-01

That Council direct staff to submit budget requests to complete a "Zoning Bylaw Mixed-Use Parking and Bylaw Amendments Study" at a cost of $75,000, and to add $20,000 to the base budget to resource ongoing monitoring and assessment of parking in mixed-use applications, for Council's consideration within the 2027 – 2031 Financial Plan.

2. Walnut Grove Drive Traffic Calming Plan
Report 26-37
File ENG 5460-04-001

That Council endorse the Walnut Grove Drive Traffic Calming Plan, as illustrated in Attachment A, at an estimated cost of $56,000, and direct staff to include this project in the 2027 – 2031 Financial Plan for Council consideration.

That Council endorse the Walnut Grove Secondary School Driveway Signalization Plan, as illustrated in Attachment B, and direct staff to include $110,000 for detailed design of the driveway relocation and traffic signals in the 2027 – 2031 Financial Plan for Council consideration.

That Council endorse Option 1 - Uni-directional Protected Bike Lanes as illustrated in Attachment C, and direct staff to include $190,000 for detailed design of the protected bike lanes in the 2027 – 2031 Financial Plan for Council Consideration.

3. Security and Emergency Plans for Special Events
Report 26-52
File ENG 5400-04

That Council support continued implementation of the process and service improvements identified in this report related to security and emergency planning, traffic management plans, and Highway Use Permits for community events.

That Council direct staff to request that the Province provide funding support to help offset increased security and emergency planning costs for non-profit special events arising from the recommendations of the Commission of Inquiry into Community Events Safety.

E. REPORTS TO COUNCIL

4. Langley-Haney Place Bus Rapid Transit Corridor Design
Report 26-51
File ENG 8500-08

That Council confirms support for the Langley-Haney Place Bus Rapid Transit project along the 200 Street Corridor from Willowbrook Station to Maple Ridge as a critical transportation investment to support growth, housing, economic development, and sustainable mobility in the Township of Langley.

That Council direct staff to work with TransLink on the detailed design of the LHP BRT project, incorporating the lane allocations as proposed, and preparation of the necessary agreements in support of the LHP BRT project.

That Council direct staff to send a copy of this resolution to TransLink and the Mayors' Council on Regional Transportation.

5. Culvert Infrastructure Loan Authorization Bylaw No. 6110 Reduction
Report 26-53
File FIN 1760-20

That Council confirms that there will be no further borrowing against the Corporation of the Township of Langley Loan Authorization Bylaw No. 6110, being the Culvert Infrastructure Loan Authorization Bylaw and the remaining unissued loan authorization in the amount of $2,426,768 will be cancelled.

6. Agricultural Land Commission Application No. 100475
(Thunderbird Legacy Holdings Ltd. / 24550 – 72 Avenue)
Report 26-50
File CD 11-15-0013

That Council refer the non-farm use application submitted by Rachelle Cashato Consulting to the Agricultural Land Commission to permit and adjust liquor service areas accessory to the Thunderbird Show Park use at 24550 – 72 Avenue to the Agricultural Land Commission for consideration based on agricultural merits.

7. Agricultural Land Commission Application No. 100477
(Dhindsa / 21504 Smith Crescent)
Report 26-49
File CD 08-13-0094

That Council not authorize referral of the subdivision application submitted by Sarabjit Sidhu on behalf of the owners of the property located at 21504 Smith Crescent within the Agricultural Land Reserve as the application does not comply with the minimum parcel size provisions of Rural Zone RU-3 of the Township's Zoning Bylaw.

F. BYLAWS FOR FIRST AND SECOND READING

1. Brookswood-Fernridge Community and Neighbourhood Plan Updates
Bylaw No. 6210
Bylaw No. 6217
Bylaw No. 6218
Bylaw No. 6219
Report 26-54
File CPP LRP00014

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (BFCP Update 2026) Bylaw No. 6210.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008 Amendment (Booth Update 2026) Bylaw No. 6217.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009 Amendment (Fernridge Update 2026) Bylaw No. 6218.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010 Amendment (Rinn Update 2026) Bylaw No. 6219.

That Council authorize staff to schedule the required Public Hearing for proposed Bylaw No's. 6210, 6217, 6218 and 6219.

Explanation – Bylaw No. 6210

Bylaw No. 6210 amends the Brookswood-Fernridge Community Plan in the Official Community Plan to update text regarding policy and housekeeping amendments and to update mapping.

Explanation – Bylaw No. 6217

Bylaw No. 6217 amends the Booth Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

Explanation – Bylaw No. 6218

Bylaw No. 6218 amends the Fernridge Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

F. BYLAWS FOR FIRST AND SECOND READING

Explanation – Bylaw No. 6219

Bylaw No. 6219 amends the Rinn Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

2. Willoughby Community and Neighbourhood Plan Updates
Bylaw No. 6201
Bylaw No. 6202
Bylaw No. 6203
Bylaw No. 6226
Report 26-55
File CPP LRP00027

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 Bylaw No's. 6201, 6202 and 6203.

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

Explanation – Bylaw No. 6201

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.

Explanation – Bylaw No. 6202

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

F. BYLAWS FOR FIRST AND SECOND READING

Explanation – Bylaw No. 6203

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.

Explanation – Bylaw No. 6226

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”.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100657
(Sivia Developments Inc./ 21305 – 83 Avenue)
Bylaw No. 6212
Report 26-48
File CD 08-25-0113

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sivia Developments Inc.) Bylaw No. 6212 rezoning 0.7 ha (1.7 ac) of land located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township’s Subdivision and Development Servicing Bylaw.
2. Provision of community stormwater management facility with associated amenities in accordance with the Township’s Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan.
3. Provision of road dedications, widenings and necessary traffic improvements, including interim and ultimate design configurations for 83 Avenue, in accordance with the Township’s Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan.
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
6. Registration of restrictive covenants acceptable to the Township:

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

a. restricting development until a Development Permit is issued for the site
b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
c. identifying the units (5% of townhouse units) required in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).

7. Dedication and construction of a 15 m (49 ft) wide Freeway Landscape Buffer on the northern portion of the site, including final acceptance of the greenway landscape design plans, trail alignment, signage, landscape details and security.
8. Completion of any area-specific development prerequisites per the Willoughby Development Phasing Policy.
9. Approval of the Rezoning Bylaw by the Ministry of Transportation and Transit (MOTT).
10. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
11. As per the applicant's proposal in support of the proposed rezoning application, provision of $502,608 as a voluntary amenity contribution.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

Explanation – Bylaw No. 6212

Bylaw No. 6212 rezones land located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. 2026 Langley Annual Rates and Tax Collection Bylaw for Universal Services
Bylaw No. 6213
Report 26-41
File FIN 1700-80

That Council give final reading to the Langley Annual Rates and Tax Collection Bylaw No. 6213.

Explanation – Bylaw No. 6213

Bylaw No. 6213 provides for the 2026 levying of rates for General Municipal, Fire, Police, Parks, Transportation, Regional Library and Greater Vancouver Regional District purposes.

The bylaw is a requirement of Section 197 of the *Community Charter*. The *Community Charter* states that this bylaw must be adopted after adoption of the Five-Year Financial Plan and must be adopted by May 15th of each year.

Sections 233 to 236 of the Community Charter outline the process for establishing an Alternative Municipal Tax Collection Scheme, including penalties to be applied in relation to payments made after specified tax due dates established by such bylaw.

J. ITEMS FROM PRIOR MEETINGS

Item J.1 was deferred at the May 11, 2026 Regular Council Meeting:

1. Maureen Bruce Delegation

Moved by Councillor Richter,
Seconded by Councillor Pratt,
That the delegation from Maureen Bruce be referred to staff for a report.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **WI-FI and Monitor for the Derek Doubleday Arboretum**
   Memorandum – Information Technology Division
   File 0710-01

2. **BC Farm Museum – Community Works Fund**
   Memorandum – Engineering Division
   File 1855-25

3. **Seniors Advisory Committee**
   Minutes – April 15, 2026
   File 0540-20

4. **Joint School District No. 35/Municipal Liaison Committee**
   Minutes – April 22, 2026
   File 0540-20

5. **TransLink South of Fraser East Area Transport Plan – Phase 1 Public Engagement Results and Next Steps**
   File 0400-67

In an effort to make the community aware, the following proclamation has been requested:

6. **Prostate Cancer Awareness**
   File 0630-01

   Shelley Werk, Donor Relations, Prostate Cancer Foundation Canada, requesting the month of September be proclaimed as Prostate Cancer Awareness Month.

   Clerk's Note: Policy No. 01-021 approved by Council, September 18, 2000: No vote or action to be taken on proclamation requests.

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

Mayor Woodward provided the following Notice of Motion within the deadlines according to Council's Policy:

1. More Great Playgrounds

That Council directs staff to Report to Council on potential additional locations throughout the Township of Langley for up to five (5) new or substantially improved existing playgrounds similar or close to the quality and scope of Yorkson Community Park.

That Council directs staff to Report to Council on the potential expansion in scope and funding of the planned playground for Smith Athletic Park to be similar or close to the quality and scope of Yorkson Community Park.

Councillor Richter provided the following Notice of Motion within the deadlines according to Council's Policy:

2. Advocacy Letter on the Federal Salmon Allocation Policy

Whereas:

1. The BC Wildlife Federation (BCWF) and the BC Drift Fishers Association held a well-attended public Town Hall Meeting at the Murrayville Southridge Church on Saturday April 18, 2026;
2. The purpose of this Townhall Meeting was to provide information and education on the pending changes to the federal 1999 Salmon Allocation Policy, and the federal government's requirement for public consultation on these pending changes as announced on December 5, 2025;
3. Removal of public fishing as a "Common Law Property" right concerns the public's future right to fish and how the fisheries in Canada are managed in trust by the Government of Canada for all Canadians;
4. The public's right to fish and the public's current small share of fisheries in BC and Canada generates the most economic return, the highest conservation rates of Chinook, Coho, Pink, Sockeye, and Chum salmon as an example; and the introduction of a larger proportion of young people and children to the importance of stream stewardship and fish protection via public fishing (see the BCWF webinar available on fishingrights.ca); and
5. Langley Township for decades has been a supporter of public stewardship and river protection in the Township's 800+ km of salmon bearing water routes throughout our community as well as several river stewardship groups in Langley such as the Salmon River Enhancement Society.

Therefore be it resolved that the Langley Township Council send a strong advocacy letter to the Federal Minister of Fisheries, the Parliamentary Secretary to the Minister of Fisheries, and all MP's and MLA's in Langley Township in support of preserving the importance of river conservation and stewardship, and the common property asset of the public's right to fish

P. OTHER BUSINESS

relative to any proposed changes to the existing 1999 Salmon Allocation Policy, as well as the need for continued public management in trust for all Canadians of this crucial natural resource by the Government of Canada.

Councillor Pratt provided the following Notice of Motion within the deadlines according to Council's Policy:

3. Rural Sign Bylaw and Agri-Tourism Accommodation Review

That Council direct staff to bring forward draft amendments to Part 4 of the Township of Langley Sign Bylaw 2012 No. 4927 regarding Rural Sign Regulations; and

That Council direct staff to Report to Council with potential amendments to the Township of Langley Zoning Bylaw No. 2500 Section 200 (Rural), and other Township Bylaws and Policies as required, to align Bylaw No. 2500 and other applicable Township Bylaws and Policies with Provincial Legislation and/or Regulations regarding Tourist and Agri-Tourist Accommodation per Section 33 of the Agricultural Land Commission Act.

Councillor Baillie provided the following Notice of Motion within the deadlines according to Council's Policy:

4. E-Scooter Safety and Awareness Campaign

Whereas the legal age for persons riding e-scooters is sixteen and above;

Whereas there are increasing incidents of reported injury and near-misses between e-scooter riders and pedestrians; and

Whereas every student in elementary and middle schools are under the age of sixteen;

Therefore be it resolved that the Township of Langley staff:

1. Confirm what other municipal jurisdictions may have in regards to enforcement and educational campaigns;

2. Discuss with School Board 35 the possibility of joint education and actions regarding the legalities and co-operative action regarding e-scooter usage in Langley Township;

3. Meet with the Langley Township Parent Advisory Committee as may be applicable regarding education and enforcement of e-scooter requirements and dangers; and

4. Discuss alternatives of enforcement with Langley Township RCMP and/or educational opportunities.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1	-	Section 90(1) (n) Consideration
Item E.1	-	Section 90(1) (e) Property
Item F.1	-	Section 90(1) (g) Legal
Item G.1	-	Section 90(1) (e) Property
	-	Section 90(2) (b) Intergovernmental Relations
Item G.2	-	Section 90(2) (b) Intergovernmental Relations

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, April 27, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, R. Rindt, and B. Whitmarsh

C. Kooner, W. Bauer, J. Chu, S. Richardson, S. Mikicich, S. Ruff, A. Ruhl, and J. Winslade

V. Burnett

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Mayor Woodward acknowledged the Traditional Territories of the Coast Salish Peoples.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – April 27, 2026

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the agenda, as amended, and receive all agenda items of the Regular Council meeting held April 27, 2026.
CARRIED

Clerks Note: Additional delegation C.3 was added and Item G.1 was placed after Item P.

2. Day of Mourning

A moment of silence was observed for the annual Day of Mourning for workers killed and injured on the job.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – April 13, 2026

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council adopt the minutes of the Regular Council meeting held April 13, 2026.
CARRIED

2. Public Hearing Meeting – April 13, 2026

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council adopt the minutes of the Public Hearing meeting held April 13, 2026.
CARRIED

C. DELEGATIONS

1. Maureen Bruce
File 0550-07

M. Bruce appeared before Council to discuss adding cats to the Animal Control Bylaw, and to appoint a representative to act on behalf of residents of the Township. On April 15, 2026 she went for a walk and was charged by a cat, it attacked her hand, foot, and leg. She noted that she had been attacked by this cat prior to this incident. She spoke with others in the neighbourhood and found that this was a reoccurring issue with this cat. When contacting the Township, she was told that cats are not included in the Animal Control Bylaw. She asks that cats be added to the bylaw and that the Township appoint a representative to act on the community's behalf.

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Pratt,
That the delegation from Maureen Bruce be referred to staff for a report.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the referral motion be deferred to the May 11, 2026 Regular Council Meeting.
CARRIED

Councillors Martens, Richter, and Whitmarsh opposed

C. DELEGATIONS

2. Bob Maddocks
Highpoint Subdivision
File 0550-07

B. Maddocks and G. Parhar, on behalf of Highpoint Subdivision, appeared before Council to discuss designating Highpoint as a gated community. He reported that crime has increased in recent years in the area, and that residents have struggled with police response time. He asks that Council direct staff to prepare a report to examine feasibility to designate Highpoint Subdivision as a gated community. He asks that this report include implementing the following:

- Gate installations without road transfer, and whether it is feasible to install a controlled access gate at the subdivision entrance. He asks that the Township retains ownership and maintenance responsibility. Highpoint would take no responsibility for road and trail maintenance.
- The level of residence approval that is required and the process outlined. Including any bylaw or policy guidelines that must be met before this initiative proceeds.
- Cost recovery and levy mechanisms, and whether the Township has the authority to leverage a one-time set up fee and an annual maintenance charge collected through property taxes or utility billing on behalf of the Highpoint Subdivision. Maintenance would be charged through the Resident's Association Fund.
- Alternative approaches to achieving equivalent access control and security outcomes for the subdivision.

REFERRAL
Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That the delegation from the Highpoint Subdivision be referred to staff for a report back outlining concerns and options.
CARRIED

3. Oliver Busby
File 0550-07

O. Busby appeared before Council to provide additional information about Development Permit Application No. 101479. He provided an overview of environmental works associated with Lot Five on 84 Avenue. They assessed the environmental restrictions and restraints on the property as a result of the BIDP and the DFO restrictive covenant. They agreed to remove the protective covenant. Restrictions were reviewed and compared to the DEP. They looked at provincial requirements and did a RAPR assessment. They added increased the setbacks. He noted that the site has 95% restrictive zoning. RAPR guidelines were reviewed, and 10 meters were added. They came up with a range of 21–50-meter guidelines. They supplied it to the Department of Fisheries and Oceans in a letter of advice.

C. DELEGATIONS

A solution that allows for developability of the site while still meeting federal, provincial, and municipal regulations has been recommended.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Old Yale Park Off-Leash Dog Area
Report 26-47
File PW 6130-20

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That Council direct staff to proceed with implementation of Option 2 for the Old Yale Park Off-Leash Dog Area, implementing a dog size designation for two off-leash areas.
CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That $88,000 be funded from the Facilities Renewal Reserve to implement Option 2 for the Old Yale Park Off-Leash Dog Area.
CARRIED

2. 40 Avenue Active Transportation Upgrades
From 204 Street to 216 Street
Report 26-45
File ENG 5330-23

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council receive and refer the conceptual design for Active Transportation Upgrades on 40 Avenue between 204 Street and 216 Street, as shown in Attachment A, including a multi-use pathway on the south side for all three segments of the corridor.

That Council refer the detailed design of the 40 Avenue Corridor Active Transportation Upgrades as described in this report to the 2027 – 2031 Capital Budget process.
CARRIED

E. REPORTS TO COUNCIL

3. 2026 Capital Improvement Grants and Community Grants Report 26-43

File CA 1850-20

MOTION 1
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the total payment of $67,193 in 2026 Capital Improvement Grants, as detailed in Attachment A to this report.
CARRIED

MOTION 2
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council approve a $5,000 increase to the annual grant awarded to the Langley Seniors Resources Society, bringing the total grant to $20,000 annually, effective with the 2026 grant allocation.
CARRIED

MOTION 3
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council approve the total payment of $267,100 in 2026 Community Grants, as detailed in Attachments B to I of this report, excluding C08 and C18.

AMENDMENT 1, MOTION 3
Moved by Councillor Martens,
Seconded by Mayor Woodward,
That Council add C44, Volunteer Cancer Driver Society, for $2,500, as a funded item through Council Contingency.
CARRIED

AMENDMENT 2, MOTION 3
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council fund B03, Aldergrove Community Association, and B04, Langley Arts Council, each for $1,000.
CARRIED

MOTION 3, AS AMENDED
The question was called on Motion 3, as amended, and it was
CARRIED

COUNCILLOR DECLARES CONFLICT OF INTEREST

Councillor Pratt declared a non-pecuniary conflict of interest under Section 100 of the Community Charter and left the meeting at 2:37pm.

E. REPORTS TO COUNCIL

MOTION 4
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council fund C08, Big Brothers Big Sisters of Langley, $2,750, and C18, Langley Community Farmers Market, $2,500, with a total payment of $5,250 with an additional $168 from Council Contingency.
CARRIED

MOTION 5
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the shortfall of $2,668 be funded by Council Contingency.
CARRIED

Councillor Pratt re-entered the meeting at 2:39pm.

4. Development Permit Application No. 101479
(Khela / 19700 Block of 84 Avenue)
Report 26-44
File CD 08-27-0073

Moved by Councillor Richter,
Seconded by Councillor Whitmarsh,
That Council not issue Development Permit No. 101479, Common Ground Consulting Ltd.'s Streamside Protection and Enhancement Area (SPEA) application on behalf of Harpreet Khela at 19700 Block of 84 Avenue.
CARRIED

5. Development Permit Application No. 101317
(Canada Oasis Development Ltd. / 20726 – 80 Avenue)
Report 26-42
File CD 08-23-0211

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council authorize issuance of Development Permit No. 101317 to Canada Oasis Development Ltd. for property located at 20726 – 80 Avenue subject to the following conditions:

a. Building and signage plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age-Friendly Amenity Area requirements.
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).

E. REPORTS TO COUNCIL

d. Rooftop mechanical equipment to be located so that it is not visible or alternatively screened from view by compatible architectural treatments.
e. All refuse areas to be located within buildings and / or in enclosures and screened.

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

a. Submission of a site-specific on-site servicing and stormwater management plan in accordance with Subdivision and Development Servicing Bylaw No. 5382.
b. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
c. On-site landscaping and boulevard treatment to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Completion of conditions (and subsequent discharge) of CB1177566.
f. Payment of supplemental development permit application fees and building permit administration fees.

CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

The agenda order was varied and Item G.1 was placed after Item P during the adoption of the agenda.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

2. Tenant Protection Bylaw
Bylaw No. 6214
Bylaw No. 6215
Bylaw No. 6216
Report 26-46
File CPP LSP00014

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give first and second reading to Tenant Protection Bylaw No. 6214.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council give first and second reading to Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6215.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Tenant Protection Development Permit Area) Bylaw No. 6216.

That Council authorize staff to schedule the required Public Hearing for Bylaw No. 6216; and

That a Public Input Opportunity for Bylaw No. 6214 and 6215 be scheduled concurrently.
CARRIED

3. 2026 Langley Annual Rates and Tax Collection Bylaw for Universal Services
Bylaw No. 6213
Report 26-41
File FIN 1700-80

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give first, second and third reading to the Langley Annual Rates and Tax Collection Bylaw No. 6213.
CARRIED

Councillor Richter opposed

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. Official Community Plan Amendment and Rezoning Application No. 100086 (662834 BC Ltd / Township of Langley / 5028 - 224 Street)
Bylaw No. 5409
Bylaw No. 5410
Report 18-118
File CD 11-05-0014

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give final reading to “Township of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 Amendment (662834 BC Ltd.) Bylaw 2018 No. 5409”; and

I. BYLAWS FOR FINAL ADOPTION

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (662834 BC Ltd.) Bylaw 2018 No. 5410".
CARRIED

COUNCILLOR DECLARES CONFLICT OF INTEREST

Councillor Richter declared a pecuniary Conflict of Interest under Section 100 of the Community Charter and left the meeting at 2:55pm.

2. 2026 Fees and Charges Amendment Bylaw
Bylaw No. 6205
Report 26-29
File FIN 1810-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give final reading to the Langley Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 6205.
CARRIED

Councillor Richter re-entered the meeting at 2:56pm.

3. Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area
Bylaw No. 6116
Bylaw No. 6117
Report 26-26
File CPP LRP00026

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council grant final reading of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area Designation) Bylaw No. 6116; and

Development Permit Delegation Bylaw 2016 No. 5246 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Delegation) Bylaw No. 6117.
CARRIED

J. MAYOR AND COUNCIL REPORT

Councillor Martens attended Clean Up Langley Day. She reported that 300 people volunteered and 680 kilograms of litter were collected. She noted that there was a Canucks Autism Network Bottle Drive, and it was well supported. She also attended the Paid Call Firefighter's Appreciation Dinner.

J. MAYOR AND COUNCIL REPORT

Councillor Whitmarsh attended the Paid Call Firefighter's Appreciation Dinner. He applauded Matt Gillam for receiving a 25-year honour. He noted that a graduation ceremony at Trinity Western University was held over the weekend. He also attended the Canucks Autism Network Bottle Drive.

Councillor Kunst applauded the Rugby Seven tournament held at Langley Secondary School. She thanked staff for their work at the Arbour Community Day Tree Planting to honour members of the community. She attended the Paid Call Firefighter's Dinner as well.

Councillor Ferguson attended the Gapyeong Memorial event at the Derek Doubleday Arboretum. He also attended Clean Up Langley Day at multiple locations, the Arbour Community Tree Planting Day to honour those in the community, and the Paid Call Firefighter Appreciation Dinner. The Council of Councils was held on April 25, 2026.

Councillor Richter attended the Paid Call Annual Firefighter Appreciation Dinner. There were 16 new recruits this year. On April 18 she attended the Salmon Allocation Policy Townhall done by the BC Sports Fishing Industry. She noted three policy changes regarding fishing that were highlighted during the event. She expressed interest in sending a letter to the Undersecretary of the Department of Fisheries.

Councillor Baillie attended the Clean Up Langley event, he helped clean Yorkson Trail. He attended the Paid Call Annual Firefighter Appreciation Dinner. He had the honor of piping at the Gapyeong Memorial Ceremony at the Derek Doubleday Arboretum.

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

M. FOR INFORMATION

1. **Milner Heights Resident Permit Parking**
   Memorandum – Engineering Division
   File 5480-01

2. **Tree Removal Request – 20355 - 36B Avenue**
   Memorandum – Permits, Licenses & Inspections Division
   File 6300-01

M. FOR INFORMATION

3. **Water Restrictions in Effect May 1 to October 15, 2026**
   Memorandum – Public Works Division
   File 5600-10

4. **Fort Langley Cenotaph Rehabilitation Update**
   Memorandum – Public Works Division
   File 4100-01

5. **On-Street Parking on 27A Avenue**
   Memorandum – Engineering Division
   File 5480-01

6. **Heritage Advisory Committee**
   Minutes – April 1, 2026
   File 0540-20

7. **Recreation, Culture, and Parks Committee**
   Minutes – April 8, 2026
   File 0540-20

N. MOTIONS ARISING FROM INFORMATION

1. **Tree Removal Request – 20355 - 36B Avenue**
   Memorandum – Permits, Licenses & Inspections Division
   File 6300-01

   MOTION
   Moved by Councillor Richter,
   Seconded by Councillor Kunst,
   That staff be directed to issue a tree permit for 20355 - 36B Avenue with required tree replacement elsewhere on the property.
   DEFEATED

   Mayor Woodward and Councillors Baillie, Ferguson, Pratt, and Rindt opposed

O. OTHER BUSINESS

1. Water Meter Rollout

Moved by Councillor Martens,
Seconded by Mayor Woodward,
That staff provide a memorandum on the water metering rollout including the number of applications and installations.
CARRIED

2. Aldergrove Athletic Park Indoor Training Facility

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council endorse (re)building an indoor training facility at Aldergrove Athletic Park to be relocated between the Northwest and Southwest Ball Diamonds.

That Council authorize $100,000 from Facilities Renewal for site investigation works, commencement of detailed design and consultation with Aldergrove Minor Baseball and other applicable user groups for a new indoor training facility at Aldergrove Athletic Park.

That Council direct staff to consult with Aldergrove Minor Baseball on the potential rental of an interim indoor training area for Councils future consideration, if applicable.

That staff consider and present options to Council to rebuild the shaded seating area with options to repurpose or otherwise restore the damaged area adjacent to the Northeast Ball Diamond.
CARRIED

P. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1 - Section 90(1) (n) Consideration
Item C.1 - Section 90(2) (b) Intergovernmental
Item D.1 - Section 90(1) (g) Legal
Item G.1 - Section 90(1) (g) Legal
Item H.1 - Section 90(1) (e) Property
Item H.2 - Section 90(1) (e) Property
Item J.1 - Section 90(1) (b) Personal
CARRIED

The agenda order was varied.

MAYOR AND COUNCILLORS DECLARE CONFLICT OF INTEREST

Mayor Woodward and Councillors Baillie and Rindt declared a pecuniary Conflict of Interest under Section 100 of the Community Charter and left the meeting at 3:30pm.

Councillor Richter declared a pecuniary Conflict of Interest under Section 100 of the Community Charter and left the meeting at 3:34pm.

Councillor Whitmarsh assumed the position of Chair.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

**1. Rezoning Application No. 100721 and
Development Permit Application No. 101430
(La Terra Development Ltd. / 26090 – 30A Avenue)
Bylaw No. 6174
Report 25-197**
File CD 10-24-0107

Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (La Terra Development Ltd.) Bylaw No. 6174 rezoning 4 ha (10 ac) of land located at 26090 – 30A Avenue to General Industrial Zone M-2 to facilitate development of a 21,005 m^2 (226,100 ft^2) industrial warehouse building, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw and the Addendum to the Bertrand Creek ISMP by KWL dated November 25, 2013.
2. Provision of road dedications, widenings and necessary traffic improvements for 29 Avenue and 30A Avenue in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and Aldergrove Community Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Registration of a restrictive covenant prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township.
6. Finalization of landscape and architectural plans.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

7. Approval of the Rezoning Bylaw by the Ministry of Transportation and Transit (MOTT).
8. Issuance of a Streamside Protection and Enhancement Development Permit including all required environmental compensation measures and approvals from the Township and relevant senior government agencies.
9. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council at time of final reading of Rezoning Bylaw No. 6174 authorize issuance of Development Permit No. 101430 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A”.
b. Landscape plans being in substantial compliance with Schedule “B” and the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy.
c. Section 702.6 – Height of Building and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum building height from 12.0 m (39.4 ft) to 13.7 m (44.9 ft) as indicated in Schedule “A”.
d. All signage being in substantial compliance with Schedule “A” and the Township’s Sign Bylaw.
e. All rooftop mechanical equipment to be screened from view.
f. All refuse areas to be located in buildings and/or in enclosures and screened.

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
b. Completion of a site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
c. On-site landscaping to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township’s Exterior Lighting Impact Policy.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

f. Payment of supplemental development permit application fees, Development Cost Charges and building permit administration fees.

CARRIED

Q. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Martens,
That the meeting terminate at 3:37pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Resha Sabti
Date: Friday, April 24, 2026 12:22:14 PM

Please note the following response to Delegation Requests has been submitted at Friday April 24th 2026 11:57 AM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  5/11/2026
- **Name of delegate or organization wishing to appear**
  Resha Sabti
- **Topic**
  E-Scooter Safety Public Education and Awareness Campaign
- **Purpose of presentation**
  Request letter of support, Other
- **for other, describe here:**
  Township support
- **Desired resolution**
  The Township of Langley direct staff to develop and implement a public education and awareness campaign focused on electric scooter safety in collaboration with Langley RCMP
- **Full name**
  Resha Sabti
- **Email address**
  FOIPPAs.22(1)
- **Address**
  FOIPPAs.22(1)
- **Primary Phone**
  FOIPPAs.22(1)


Langley
RCMP
ROYAL CANADIAN MOUNTED POLICE
Safe
E-Scooter Riding
30
km/h
Safe speed
Safety helmet
Single rider
Age 16+
Lights and bell
Riding in a designated cycling lane
30
km/h

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Daryl Ducharme
Date: Sunday, May 03, 2026 5:28:29 PM

Please note the following response to Delegation Requests has been submitted at Sunday May 3rd 2026 4:47 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  5/11/2026

- **Name of delegate or organization wishing to appear**
  Daryl Ducharme and Warren Jackson

- **Topic**
  We would like to discuss the changes made to the entrance of Pepperwood townhouses located at 20875 80th Ave.

- **Purpose of presentation**
  Other

- **for other, describe here:**
  We would like to ask council to consider our position regarding the major changes to our townhouse complex.

- **Desired resolution**
  Our townhome complex has had access to our entrance/exit east and westbound on 80th Ave between 208th St and 209th St for over 19 years. On Feb 6/26 this was closed for East bound by a concrete divider that spans the entire length of 80th Ave between 208th and 209th. We are concerned regarding the safety of increased traffic through our complex and our sister complex, Arborel Park. We are also concerned regarding access for emergency services to our homes as this closure eastbound severely inhibits emergency vehicles from entering our complex. We are requesting a pass through be made similar to the passthrough made on 264th St just south of Fraser Hwy.

- **Full name**
  Daryl Ducharme

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 13, 2026 - REGULAR MEETING	**REPORT:**	26-33
FROM:	ENGINEERING DIVISION	**FILE:**	5480-01
SUBJECT:	MIXED-USE DEVELOPMENTS – ZONING BYLAW PARKING CHANGES		

RECOMMENDATION:

That Council direct staff to submit budget requests to complete a "Zoning Bylaw Mixed-Use Parking and Bylaw Amendments Study" at a cost of $75,000, and to add $20,000 to the base budget to resource ongoing monitoring and assessment of parking in mixed-use applications, for Council's consideration within the 2027 – 2031 Financial Plan.

EXECUTIVE SUMMARY:

At the February 9, 2026, Regular Meeting, Council directed staff to bring forward the necessary amendments to the Zoning Bylaw, and any other required changes, to implement shared parking within mixed-use developments by the end of Q2 2026.

To support implementation, given the necessary technical expertise and internal workload capacity, it is required that the Township engage a qualified professional to complete a "Zoning Bylaw Mixed-Use Parking and Bylaw Amendments Study" to confirm where shared parking provisions should apply, identify eligible land uses, and establish a framework to guide parking studies for individual development applications.

Staff are seeking Council direction to include a $75,000 request and an annual operating $20,000 request in the 2027 – 2031 Financial Plan to enable completion of the study and to resource ongoing monitoring and assessment of shared parking performance in constructed mixed-use developments, including parking reviews and counts during peak demand periods to inform of any adjustments required following implementation.

PURPOSE:

To seek Council direction to resource the work required to implement shared parking in mixed-use developments, including completion of a qualified professional study and associated Zoning Bylaw amendments, and ongoing monitoring of outcomes.

DISCUSSION/ANALYSIS:

At its February 9, 2026, Regular Meeting, Council passed the following resolution:

> *That Council direct Staff to bring forward necessary changes to the Zoning Bylaw and any other required changes in order to implement shared parking within mixed-use developments, no later than the end of Q2, 2026.*

At that meeting, staff submitted Report 26-08 "Township-Wide Parking Study and Bylaw Review" for Council's consideration. The study included the following recommendations for Shared Parking in Mixed-Use areas:

- Implement provision to provide shared parking in mixed-use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends.
- Consider implementing shared parking to include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-use centres and Transit Oriented Areas.

In order to implement the recommendations related to mixed-use parking, given the necessary technical expertise and internal workload capacity, it is required to engage the services of a qualified professional to undertake a "Zoning Bylaw Mixed-Use Parking Study and Bylaw Amendments" study. This study would provide technical guidance on which land uses would be eligible for mixed-use parking reductions and confirm which areas of the Township would be applicable, including proximity to existing and planned frequent transit areas. In addition, a framework for supporting parking studies for individual applications would be provided.

Additional staff resources are also required on an ongoing basis to monitor the effectiveness of these provisions, including parking reviews and complete counts in constructed developments. This monitoring is required to be completed outside of normal working hours during peak parking demand. Adjustments and refinements to the criteria established for subsequent applications may be required as a result of ongoing monitoring and to address any concerns noted.

Financial Implications:

The "Zoning Bylaw Mixed-Use Parking Study and Bylaw Amendments" described in this report will have cost implications. The anticipated one-time cost to complete the study is $75,000, which includes approximately 300 hours of staff and consultant resources. In addition, ongoing annual operating resources in the amount of approximately $20,000 will be required to monitor, review, and undertake parking assessments associated with mixed-use applications, representing approximately 200 hours annually.

Applicable capital and operating costs associated with this work would be advanced for Council's consideration through the 2027 – 2031 Financial Plan.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
For
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
COMMUNITY DEVELOPMENT DIVISION	S. Richardson

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 13, 2026 - REGULAR MEETING	**REPORT:**	26-37
FROM:	ENGINEERING DIVISION	**FILE:**	5460-04
SUBJECT:	WALNUT GROVE DRIVE TRAFFIC CALMING PLAN		

RECOMMENDATIONS:

That Council endorse the Walnut Grove Drive Traffic Calming Plan, as illustrated in Attachment A, at an estimated cost of $56,000, and direct staff to include this project in the 2027 – 2031 Financial Plan for Council consideration.

That Council endorse the Walnut Grove Secondary School Driveway Signalization Plan, as illustrated in Attachment B, and direct staff to include $110,000 for detailed design of the driveway relocation and traffic signals in the 2027 – 2031 Financial Plan for Council consideration.

That Council endorse Option 1 - Uni-directional Protected Bike Lanes as illustrated in Attachment C, and direct staff to include $190,000 for detailed design of the protected bike lanes in the 2027 – 2031 Financial Plan for Council Consideration.

EXECUTIVE SUMMARY:

At its May 26, 2025, Regular Meeting, Council passed a resolution directing staff to review traffic calming, signalization of the Walnut Grove Secondary School south driveway, on-street parking, and protected bike lanes along Walnut Grove Drive between 88 Avenue and 212 Street. A memorandum to Council dated July 21, 2025, outlined a proposed work plan, including the intended actions and timelines to address the four review areas: traffic calming, bi-directional bike lanes, traffic signal assessment, and parking review.

In fall 2025, stakeholder consultation and a community ballot were completed for traffic calming. Based on stakeholder and public input, a traffic calming plan was developed proposing four speed humps within the study area. Pedestrian crossing conditions were also reviewed at the Walnut Grove Community Park pathway connection near the tennis courts. Based on the pedestrian volume data collected, a marked crosswalk is not warranted in accordance with the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide. However, the proposed speed humps are expected to reduce vehicle speeds, improve crossing conditions, and enhance pedestrian safety at this location.

A traffic signal warrant assessment for the Walnut Grove Secondary School south driveway was also completed in accordance with TAC guidelines, together with a traffic operations analysis. The warrant assessment resulted in a score of 87, below the TAC threshold of 100 for signalization. However, the traffic operations analysis and field observations identified extended delays for traffic entering and exiting the school driveway, and related delays at the special crosswalk during peak school periods. Based on these findings, installation of a traffic signal is recommended to address the identified operational concerns.

Opportunities to increase on-street parking supply were reviewed; however, any meaningful increase would require conversion of the existing westbound curb travel lane. Due to safety considerations and the corridor's future function as a bicycle route, it is recommended that the available road space be preserved for cycling infrastructure and other priority curbside uses.

All Ages and Abilities (AAA) cycling facility options were also reviewed within the study area, including a multi-use pathway, bi-directional protected bike lanes, and uni-directional protected bike lanes. Based on a Multiple Account Evaluation (MAE), Option 1 – "Uni-directional protected bike lanes" is the preferred option for cycling infrastructure.

PURPOSE:

The purpose of this report is to present the findings of the Walnut Grove Drive Review and seek Council endorsement of the conceptual design options for Walnut Grove Drive between 88 Avenue and 212 Street and seek direction to include funding in the 2027 – 2031 Financial Plan for Council's consideration.

BACKGROUND/HISTORY:

At its May 26, 2026, Regular Meeting, Council passed the following resolutions:

> *Therefore be it resolved that:*
>
> 1. *Council directs staff to consult with the Fire Department, RCMP, and BC Ambulance Service in order to determine the preferred method of vertical traffic calming that could be implemented on Walnut Grove Drive,*
> 2. *Staff initiate the ballot process in the neighbourhood to determine the level of support for traffic calming measures, which may potentially include but are not limited to:*
>   - *Speed cushions,*
>   - *Curb bulb-outs at pedestrian crossings,*
>   - *Raised pedestrian crossings where feasible, and;*
>   - *Potential additional pedestrian crossings at select locations along Walnut Grove Drive.*
>
> *Be it further resolved that Council request that staff report to Council on the possibility of constructing a protected bi-directional bicycle path along Walnut Grove Drive without reducing the overall number of available street parking stalls.*
>
> 3. *Staff also explore the feasibility and potential costs of the following improvements:*
>   - *The installation of a fully signalized intersection at the Southern entrance to the Walnut Grove Secondary School parking lot, replacing the pedestrian controlled crosswalk to the North, and;*
>   - *The possibility of additional street parking on both sides of the street*
> 4. *Staff consider and report on the possibility of expanding the area of public consultation for this project, notwithstanding the fact that the petition process has clear policies regarding who can vote.*
>
> *That the motion regarding Traffic Calming on Walnut Grove Drive be referred to staff for a summary of requested actions and reviews with recommendations and alternatives for Council to consider.*

Staff submitted a memorandum to Council on July 21, 2025, outlining a proposed work plan that included stakeholder consultation, a community ballot on traffic calming, a review of traffic calming measures, a traffic signal warrant assessment, a parking review, and a review of road configuration options.

At the November 17, 2025, Regular Meeting, Council received the Walnut Grove Drive Traffic Calming Neighbourhood Ballot Update memorandum outlining the results of stakeholder consultation and the community ballot, and subsequently passed the following resolution:

> *That Council endorses the staff recommendation of proceeding with conceptual roadway configuration options and high-level cost estimates to be undertaken and completed prior to the September 2026/2027 school year.*

DISCUSSION/ANALYSIS:

A review of Walnut Grove Drive was undertaken to confirm existing conditions and evaluate a range of safety and mobility improvements. The review considered feasible traffic calming measures informed by public and stakeholder input, potential pedestrian safety improvements, options to improve traffic control at the south entrance to Walnut Grove Secondary School (WGSS), on-street parking opportunities and constraints, and an All Ages and Abilities (AAA) cycling facility along the corridor.

Existing Conditions:

Walnut Grove Drive, between 88 Avenue and 212 Street, is classified as a Major Collector Road in the Township's 2009 Master Transportation Plan (MTP) and serves as a TransLink bus route. Adjacent land uses within the corridor include medium-density residential development, park, community centre, secondary school, and commercial/retail uses. The posted speed limit is 50 km/h, with a reduced 30 km/h school zone fronting the school and park. To assess existing conditions, staff completed turning movement counts, pedestrian counts, on-street parking occupancy surveys, a review of ICBC collision history, and field observations.

Traffic operations analysis was completed for the intersections of Walnut Grove Drive at 88 Avenue, 212 Street, and the WGSS south driveway during the AM and PM peak periods. The analysis indicated that the intersections at 88 Avenue and 212 Street currently operate at an acceptable level. In contrast, the WGSS south driveway experiences extended delays during the AM peak period.

A review of the five-year ICBC collision history (2020 to 2024) indicates that reported motor vehicle collision patterns are typical for this type of road. Collisions involving vulnerable road users were identified, including one pedestrian collision and two cyclist collisions at the 88 Avenue intersection, and one cyclist collision at the northern school driveway.

Field observations were undertaken to assess driver behaviour, pedestrian crossing activity, and school pick-up/drop-off operations. Driver yielding compliance at the existing special crosswalk was generally good. However, during peak school pick-up and drop-off periods, elevated pedestrian volumes at the special crosswalk resulted in extended vehicle delays in both directions on Walnut Grove Drive. Northbound queues were observed extending to 88 Avenue, and some impatient driver behaviour was noted. In addition, circulation within the school parking lot was observed to operate inefficiently during these periods due to unclear internal traffic control and frequent yielding to pedestrians at driveway crossings.

Staff engaged Langley School District No. 35 and WGSS regarding on-site traffic circulation and potential improvements within the study area, and will continue working with them to reduce off-site traffic impacts.

Traffic Calming:

Following the stakeholder consultation and community ballot in fall 2025, staff developed a traffic calming plan, as illustrated in Attachment A, consisting of four speed humps. The plan was developed in consultation with Fire, Police, Langley School District 35, Coast Mountain Bus, BC Emergency Health Services, and internal departments, including Parks, Road Operations, and Recreation, Arts and Culture. The proposed measures are intended to reduce vehicle operating speeds while minimizing impacts to on-street parking and maintaining flexibility for potential future corridor improvements. The speed humps would be installed on the portion of Walnut Grove Drive that has a posted speed limit of 30 km/h. Consistent with the Township's current practice, the existing school zone speed limit would be converted to a 24-hour school day speed limit following the implementation of the speed humps.

Traffic Signal Warrant:

A traffic signal warrant assessment was completed for the WGSS south driveway in accordance with Transportation Association of Canada (TAC) guidelines. The assessment considered pedestrian and vehicular volumes, adjacent land use, intersection geometry, and conflicts among road users. Based on the warrant analysis, the location achieved a score of 87 points, which is below the TAC warrant threshold of 100 points, whereby the installation of a traffic signal may be considered.

However, the traffic operations analysis and field observations identified operational concerns related to school access and pedestrian activity, including frequent vehicle-pedestrian conflicts at the school driveway and extended vehicle delays associated with the existing special crosswalk during peak school periods.

To address these issues and improve the level of safety, two upgrade options were considered:

1. Upgrading the existing “Special Crosswalk” with pedestrian activated overhead and side mounted amber flashing lights to a pedestrian signal with a flashing green/red signal display for motorists on Walnut Grove Drive.
2. Installing a full traffic signal, including re-alignment of the school driveway to align with the Townhouse driveway on the east side of the road, creating a 4-legged intersection.

Based on the review, Option 2, installation of a full traffic signal, is recommended. A full traffic signal would provide clearer assignment of right-of-way to all road users, improve overall intersection operation, and more effectively manage conflicts between pedestrian and vehicular movements. The recommended conceptual design, including realignment of the school's south driveway and replacement of the existing special crosswalk with a signal-controlled pedestrian crossing, is illustrated in Attachment B.

Pedestrian Crossings:

Pedestrian crossing opportunities along the corridor, including the Walnut Grove Community Park pathway connection near the tennis courts, were reviewed. Based on the pedestrian volume data collected, a marked crosswalk at this location is not warranted in accordance with the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide. Additionally, it is anticipated that the proposed speed humps, together with the revised school zone speed limit, will reduce vehicle operating speeds and enhance crossing opportunities for pedestrians at this location. As such, a marked crosswalk is not recommended, and conditions will continue to be monitored following implementation of the traffic calming measures.

Parking:

Parking occupancy surveys were undertaken to assess peak-period utilization of existing on-street parking within the study area. Surveys were completed during an early weekday morning and a weekend morning. The results indicate that on-street parking was near full occupancy during both survey periods.

Staff reviewed opportunities to increase the on-street parking supply within the existing roadway cross-section. Any meaningful increase in parking supply would require conversion of the existing westbound curb lane to parking. However, on-street parking is generally restricted adjacent to school and park frontages in the Township due to safety and sightline considerations. In addition, Walnut Grove Drive is identified as a future bicycle route in the draft Transportation and Mobility Strategy. As such, it is recommended that the available curbside space be preserved for future cycling infrastructure and other priority curbside uses.

All Ages and Abilities Cycling Facility:

Staff reviewed options for providing an All Ages and Abilities (AAA) cycling facility within the study area, including a multi-use pathway, a bi-directional protected bike lane, and uni-directional protected bike lanes. Following review, the multi-use pathway option was not identified as the preferred option due to limited boulevard width, the resulting need for sidewalk reconstruction, conflicts with existing light poles, impacts to trees and landscaping, and increased potential for pedestrian-cyclist conflicts within a shared space. As such, the bi-directional and uni-directional on-street protected bike lane options were advanced for further conceptual design. Both conceptual designs were developed to provide a near-term AAA cycling facility while minimizing the need for substantial reconstruction at the existing intersections of Walnut Grove Drive at 88 Avenue and at 212 Street.

Both bike lane options would result in the reduction of one westbound travel lane. Accordingly, a traffic operations analysis was undertaken to assess the traffic impacts of the lane reduction. The analysis indicates that overall intersection operations would remain within an acceptable level of service range and continue to operate within capacity. Although the northbound left-turn movement at 88 Avenue is projected to operate under poorer conditions, this is primarily due to the existing coordinated signal timing. Overall, the impact is considered acceptable at this stage, and signal timing can be further reviewed and optimized during detailed design.

A Multiple Account Evaluation (MAE) was undertaken to compare the two on-street protected cycling facility concepts: Option 1 - Uni-directional protected bike lane (Attachment C) and Option 2 - Bi-directional protected bike lane (Attachment D). Each option was assessed using qualitative evaluation criteria based on comparative benefits using a scale of 1 to 3, where 1 is low, 2 is medium, and 3 is high.

The evaluation results are summarized in the table below:

Evaluation Criteria	Option 1 – Uni-directional Protected Bike Lane		Option 2 – Bi-directional Protected Bike Lane	
	Rating	Comments	Rating	Comments
Network Connectivity	3	More direct and intuitive connections; easier to expand the network.	2	May require additional crossings, and it can be difficult to transition to one-way traffic.
Pedestrian Comfort and Safety	3	Increased protection on both sides and more predictable bicycle movements at crossings.	2	Increased separation from traffic on one side, but two-way bicycle movements may be less expected at crossings.
Cyclist Comfort and Safety	3	Protected facility with more conventional one-way operations and no opposing movement conflicts.	2	Increased protection for cyclists, but opposing bicycle movements creates more conflict potential.
Intersections and Conflict Zones	2	More conventional operations with fewer atypical conflict points.	1	More complex at intersections, driveways, and a greater workload for drivers.

Evaluation Criteria	Option 1 – Uni-directional Protected Bike Lane		Option 2 – Bi-directional Protected Bike Lane	
	Rating	Comments	Rating	Comments
Access to Destinations	3	More direct access to destinations on both sides of the corridor.	2	Some destinations require additional crossings or out-of-direction travel.
Motor Vehicle Traffic Operations	2	Expected to operate within acceptable LOS.	2	Expected to operate within acceptable LOS.
Transit	2	Some bus stop conflicts remain, but transit integration is simpler.	1	Higher conflict potential at bus stops and possible land impacts at one bus stop.
Parking	2	~4 parking spaces lost	3	~2 parking spaces lost
Cost	1	Higher implementation cost.	2	Lower initial implementation cost, but future network expansion may require major intersection upgrades.
Total	**21**		**17**	

Overall, Option 1 - Uni-directional protected bike lanes achieved the highest total MAE score. The higher score was primarily driven by stronger network connectivity, improved user comfort and safety, and more favourable performance at intersections and conflict zones, as well as reduced impacts to transit.

Financial Implications:

The proposed traffic calming measures on Walnut Grove Drive, the Walnut Grove Secondary School Driveway Signalization Plan, and Option 1 - Uni-directional Protected Bike Lanes described in this report will have capital cost implications. Estimated costs are as follows:

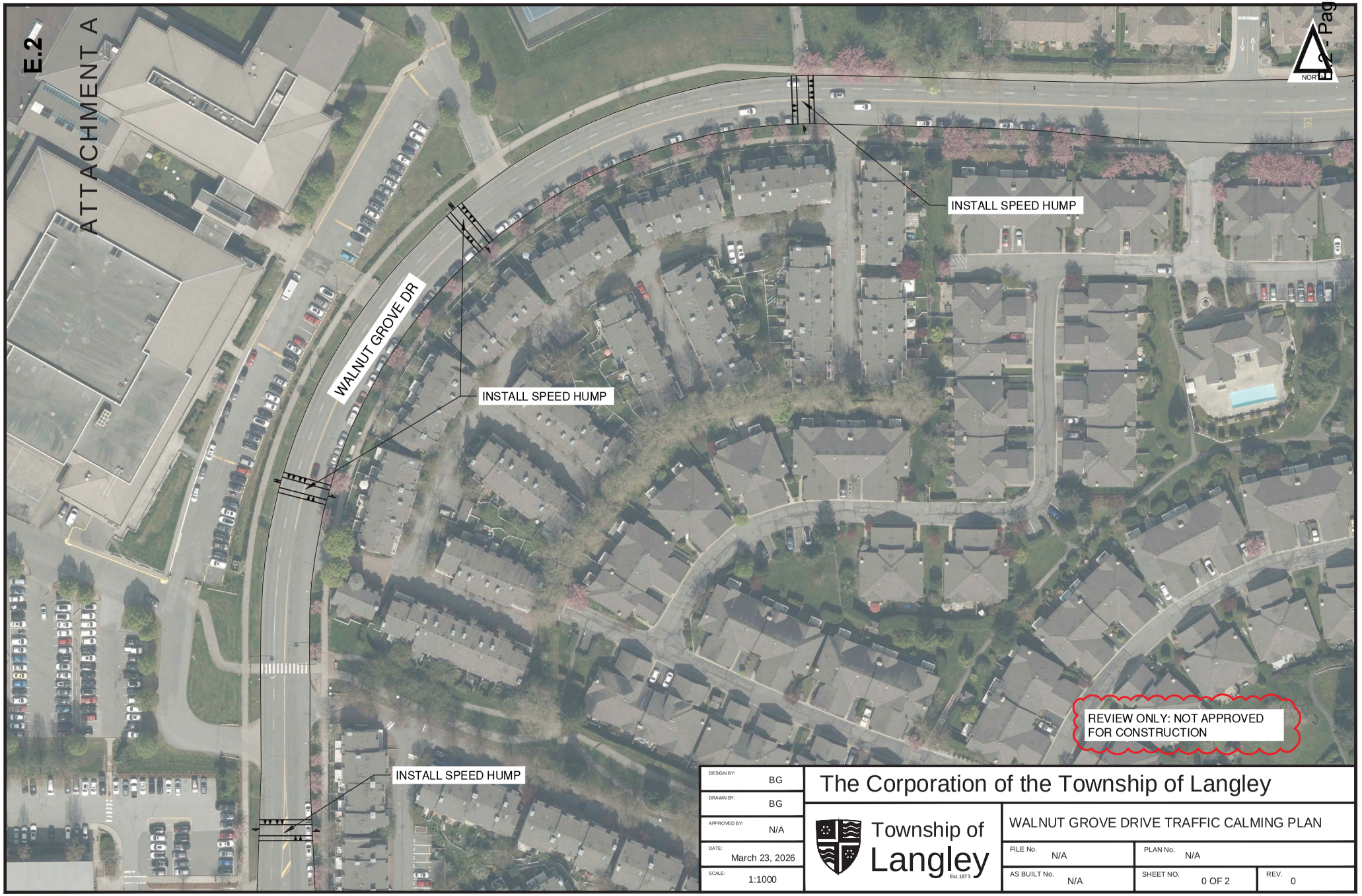
1. Traffic calming measures on Walnut Grove Drive (Attachment A): estimated construction cost of $56,000.
2. Walnut Grove Secondary School Driveway Signalization Plan (Attachment B): estimated detailed design cost of $110,000.
3. Option 1 - Uni-directional Protected Bike Lanes (Attachment C): estimated detailed design cost of $190,000, in addition to the $110,000 required for the Driveway Signalization Plan.

Following completion of the detailed designs, staff would report back to Council with construction cost estimates for the Driveway Signalization Plan and the Uni-directional Protected Bike Lanes. Applicable capital costs would be advanced for Council's consideration through a future financial plan process.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A	Walnut Grove Drive Traffic Calming Plan
ATTACHMENT B	Walnut Grove Secondary School Driveway Signalization Plan
ATTACHMENT C	Option 1 - Uni-directional Protected Bike Lane Plan
ATTACHMENT D	Option 2 - Bi-directional Protected Bike Lane Plan



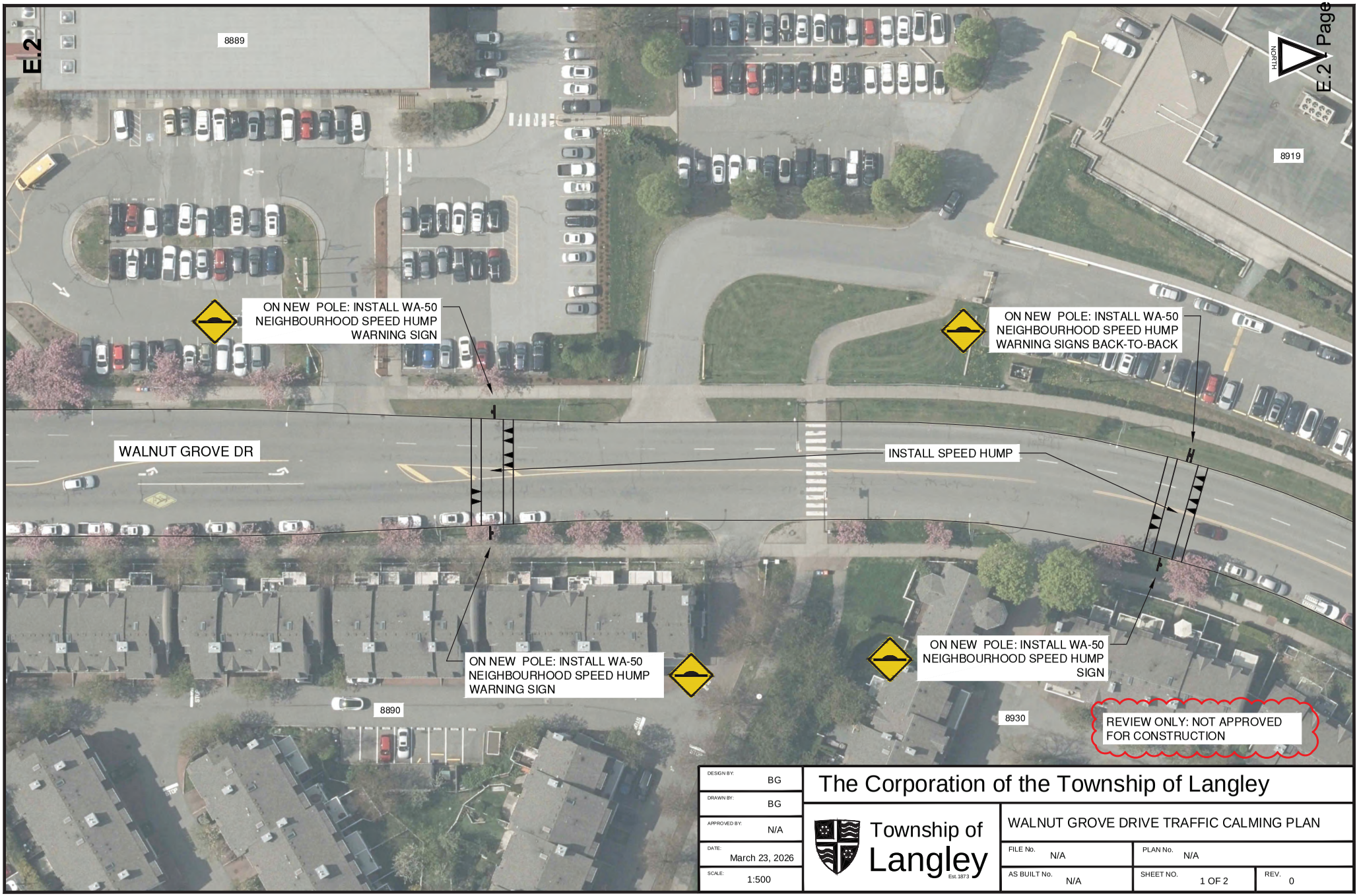
DESIGN BY:	BG
DRAWN BY:	BG
APPROVED BY:	N/A
DATE:	March 23, 2026
SCALE:	1:1000

The Corporation of the Township of Langley

Township of Langley Est. 1873

WALNUT GROVE DRIVE TRAFFIC CALMING PLAN

FILE No. N/A	PLAN No. N/A		
AS BUILT No. N/A	SHEET NO. 0 OF 2	REV. 0	



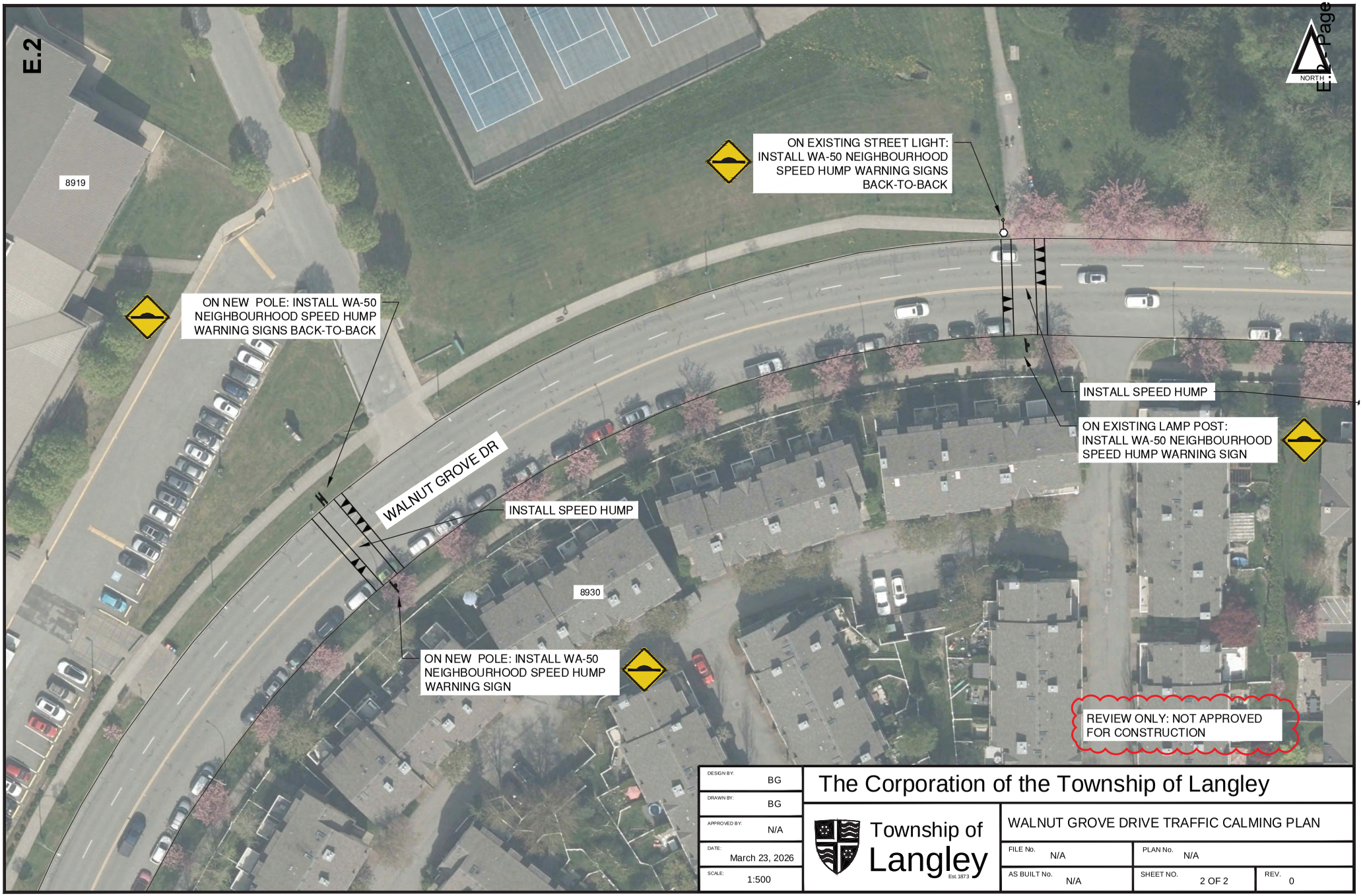
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DRAWN BY:	BG
APPROVED BY:	N/A
DATE:	March 23, 2026
SCALE:	1:500

The Corporation of the Township of Langley

Township of Langley Est. 1873

WALNUT GROVE DRIVE TRAFFIC CALMING PLAN

FILE No. N/A	PLAN No. N/A		
AS BUILT No. N/A	SHEET NO. 1 OF 2	REV. 0	



DESIGN BY:	BG
DRAWN BY:	BG
APPROVED BY:	N/A
DATE:	March 23, 2026
SCALE:	1:500

The Corporation of the Township of Langley

Township of Langley Est. 1873

WALNUT GROVE DRIVE TRAFFIC CALMING PLAN

FILE No. N/A	PLAN No. N/A		
AS BUILT No. N/A	SHEET NO. 2 OF 2	REV. 0	

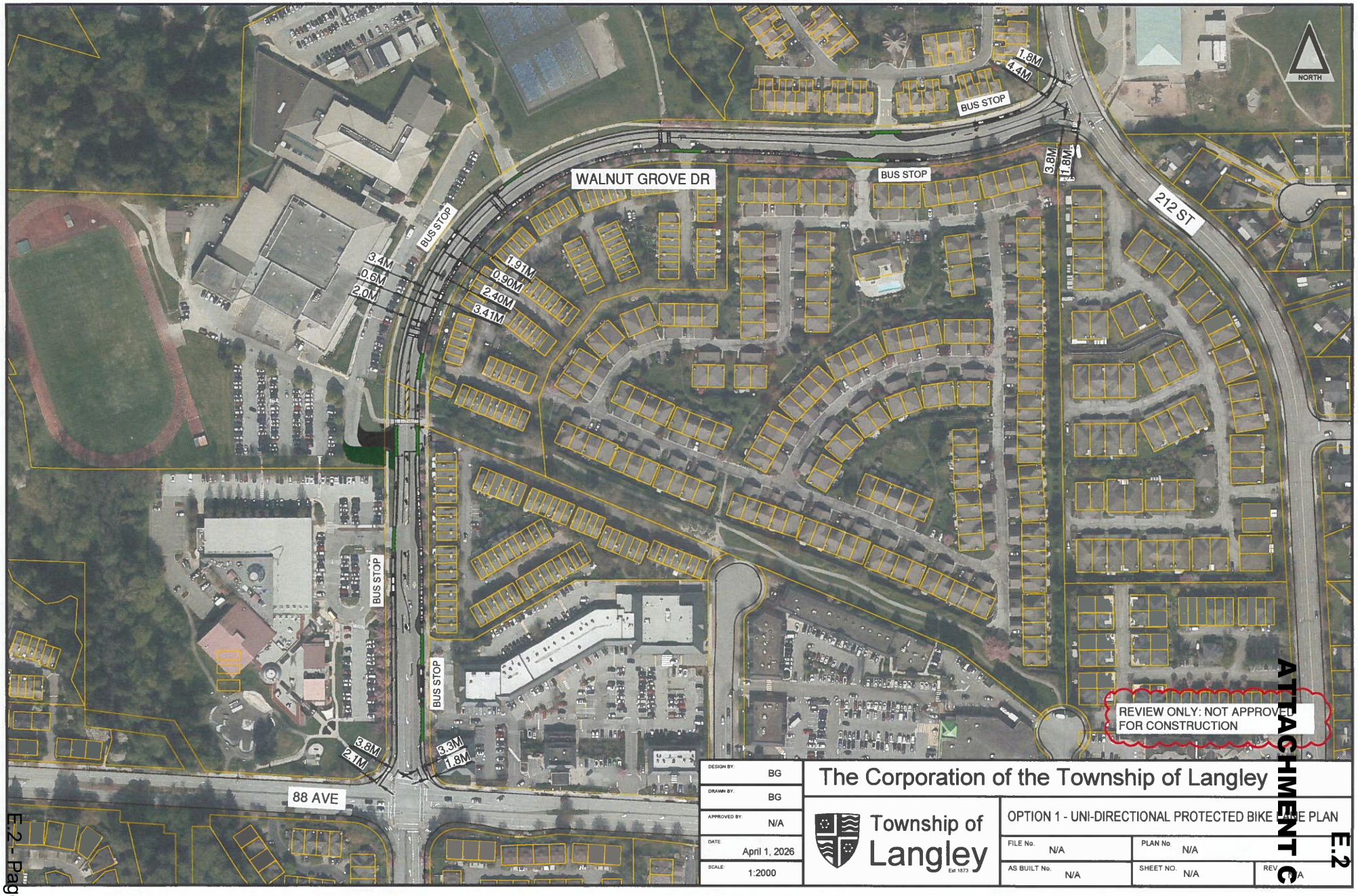
ATTACHMENT B

The Corporation of the Township of Langley

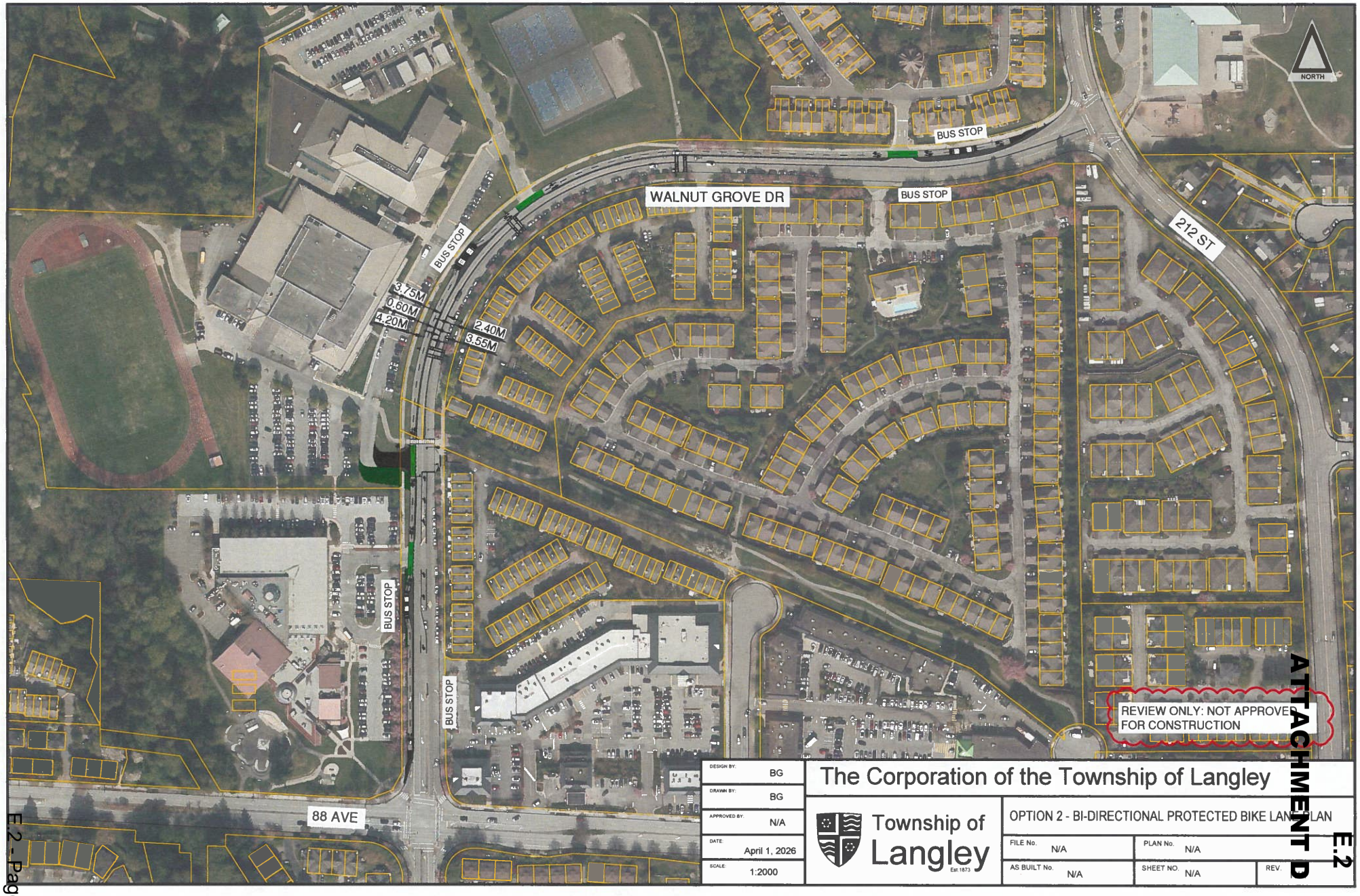
Township of Langley

WALNUT GROVE SECONDARY SCHOOL DRIVEWAY SIGNALIZATION PLAN

DESIGN BY:	BG
DRAWN BY:	BG
APPROVED BY:	N/A
DATE:	March 24, 2026
SCALE:	1:250
FILE No:	N/A
PLAN No:	N/A
AS BUILT No:	N/A
SHEET NO:	1 OF 1
REV.	N/A



ATTACHMENT C E.2



DESIGN BY:	BG
DRAWN BY:	BG
APPROVED BY:	N/A
DATE:	April 1, 2026
SCALE:	1:2000

The Corporation of the Township of Langley

Township of Langley Est.1873

OPTION 2 - BI-DIRECTIONAL PROTECTED BIKE LANE PLAN

FILE No. N/A	PLAN No. N/A	
AS BUILT No. N/A	SHEET NO. N/A	REV.

ATTACHMENT D E.2

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 - REGULAR MEETING	**REPORT:**	26-52
FROM:	ENGINEERING DIVISION	**FILE:**	5400-04
SUBJECT:	SECURITY AND EMERGENCY PLANS FOR SPECIAL EVENTS		

RECOMMENDATIONS:

That Council supports continued implementation of the process and service improvements identified in this report related to security and emergency planning, traffic management plans, and Highway Use Permits for community events.

That Council direct staff to request that the Province provide funding support to help offset increased security and emergency planning costs for non-profit special events arising from the recommendations of the Commission of Inquiry into Community Events Safety.

EXECUTIVE SUMMARY:

Following the April 26, 2025 Lapu-Lapu Day tragedy in Vancouver, updated provincial recommendations introduced enhanced safety planning expectations for community events, including strengthened Security and Emergency Plan requirements and additional traffic control measures. These changes have added complexity to the Highway Use Permit process and created additional challenges for event organizers, particularly non-profit and volunteer-run groups.

At its December 15, 2025 Regular Meeting, Council directed staff to identify process and service improvements for traffic management plans and Highway Use Permits for community events. Staff have implemented or are advancing several improvements, including electronic RCMP review integration, earlier engagement with annual event organizers, and applicant guidance materials to support application completeness and reduce processing delays.

Based on the Commission's recommendations and updated provincial expectations, enhanced event safety requirements may increase costs for special event organizers, particularly non-profit and volunteer-run events. Staff therefore recommend that Council support continued implementation of these improvements and direct staff to request that the Province provide funding support to help offset increased security and emergency planning costs for non-profit special events.

PURPOSE:

The purpose of this report is to provide information on updated Security and Emergency Plan requirements for special events, outline related process improvements for Highway Use Permits and traffic management plans, and seek Council support for continued implementation and provincial advocacy.

BACKGROUND/HISTORY:

On April 26, 2025 during the Lapu-Lapu Day festival in Vancouver, a vehicle drove into a large crowd, resulting in multiple fatalities and injuries. Following this tragedy, the provincial government recommended municipalities strengthen safety practices at community events, including Security and Emergency Plans with additional traffic control measures.

These new provincial recommendations have added significant complexity to the Special Event Highway Use Permit (HUP) process. Many community events in the Township are planned by volunteer-run organizations that may not have the technical expertise to prepare the necessary Security and Emergency Plans. This has created delays in processing permits as organizers need additional time to develop Security and Emergency Plans.

At the Regular Meeting on December 15, 2025 Council passed the following resolution:

> *"That Council directs staff to Report to Council on potential process and service improvements for traffic control management plans and Highway Use Permits for community events to provide for more timely approvals, assistance with increasing road closure complexities and potentially providing the necessary plans to applicants as it may be appropriate and helpful to consider."*

DISCUSSION/ANALYSIS:

Following the 2025 Lapu-Lapu Day tragedy, the provincial government created the Commission of Inquiry into Community Events Safety, which released its final report dated June 26, 2025 (Attachment A). The Commission's Report outlined several recommendations and best practices for events of varying sizes. The key findings of the Commission's Report were considered for integration into the HUP review process.

<u>Highway Use Permit Process</u>

Prior to the new provincial recommendations for a Security and Emergency Plan, a special event HUP included the following steps:

1. Application Intake: Review the application checklist, which includes a signed HUP application, a certificate of insurance naming the Township as an additional insured, a letter of intent, and a traffic management plan.
2. Technical Review: Including Transportation, Roads Operations, Bylaw Services, the Fire Department, and the RCMP.
3. Event Coordination Meeting: A coordination meeting as required.
4. Memo to Council: A memo to Council will be included in the Distribution List once the HUP is ready for issuance.

Following the new provincial recommendations, an additional step has been introduced as part of the technical review process. When a HUP application is submitted, organizers are now required to prepare a Security and Emergency Plan that includes details such as first aid, fire response, evacuation procedures, and other relevant safety measures. These plans are reviewed by the Langley RCMP to enhance the event's safety.

As the RCMP does not currently have access to the Township's internal systems, staff are required to forward all documents and correspondence between organizers and the RCMP. This process can create delays and increase the risk of miscommunication or lost information through extended email exchanges.

To streamline the review process, the Township is working towards integrating RCMP review electronically into the permit approval process, which is expected to improve coordination, reduce administrative delays, and increase overall efficiency.

Security and Emergency Plan Guide

Many applicants experienced challenges preparing Security and Emergency Plans due to the level of technical detail required. The Commission's Report outlines four event categories based on anticipated attendance:

- Major events: 30,000 attendees or greater
- Large events: 5,000 to 30,000 attendees
- Medium events: 500 to 5,000 attendees
- Small events: 500 attendees or less

The Commission's Report recommended a "Critical Friend Approach" where advice and guidance for safety details can be provided to event organizers to strengthen safety planning. To support event organizers, the Township has developed a security and emergency planning guide for small- to medium-sized events, included in Attachment B, which focuses on fundamental safety and security considerations. This ensures that smaller volunteer-run events have the appropriate safety procedures in place without undue burden.

For large and major events, which involve higher attendance and a larger event area, staff requested that the RCMP assist in developing a more comprehensive Security and Emergency example Plan. These events typically require additional planning considerations, such as multiple first aid stations, enhanced security coordination, and clearly documented event-specific procedures. A sample plan for large and major events is provided in Attachment C.

Many community events in the Township have been occurring for several years, and organizers may assume that previously approved procedures can be reused without modification. Early engagement will help clarify updated requirements, reduce the likelihood of last-minute revisions, and provide organizers sufficient time to plan and prepare in accordance with the new standards.

While some organizers have already begun implementing enhanced safety, security, and emergency measures, it is anticipated that additional measures will be required in 2026 to fully encompass the recommendations of the Commission's Report. The Township will proactively engage with annual special event organizers in advance of their scheduled events by distributing a letter that includes the Commission's Report, a Security and Emergency Guide template for small- to medium-sized events, and the large or major event sample plan. This will improve awareness and provide guidance as organizers adapt to the new provincial expectations.

Implications for Special Event Permit Requirements

As the HUP process continues to be reviewed and updated, there will be new specific safety, security, traffic control, and emergency requirements for each event. These requirements will vary depending on factors such as event size, location, and other unique characteristics.

This could have the following implications:

- Significant changes to Traffic Management Plans (TMPs) that outline the event location or route, traffic control measures at intersections, locations of road closures, detour routes, and emergency access.
- The implementation of barriers, or “hard” closure, with the use of items such as no-post concrete barriers or parked vehicles to prevent vehicle access to an event area.
- The implementation of “barricades”, or a “soft” closure, with the use of measures such as a wooden sawhorse, may no longer be sufficient.
- There may be increased costs for traffic control measures, including the physical barriers and traffic control personnel.
- The implementation of “hard” measures, such as no-post concrete barriers, is time-consuming and requires specialized equipment and may not be feasible for some events, such as a parade with a “rolling closure”.
- The use of a parked vehicle may provide a “hard” closure, but in many cases, the operator of the vehicle must be in attendance to move the vehicle in case of an emergency, or to allow local access to the event site for organizers and vendors.

Financial Considerations for Special Events

Enhanced Security and Emergency Plans are expected to result in increased costs for special events, particularly related to security measures and traffic control. Many events occur on weekends or statutory holidays, when traffic control companies charge overtime rates. These additional costs will present challenges for non-profit and volunteer-run events that operate within limited budgets, and some organizers may need to scale back event activities or seek alternative funding sources.

At this time, the full extent of these cost increases is not yet known and will become clearer as new Security and Emergency Plans are developed and implemented in 2026. Costs will vary depending on the scale and complexity of the event.

The Township issued 41 special event permits in 2025; of these, 15 were non-profit events, many organized by community volunteers. Recognizing the social and community value of these events, staff recommend that event organizers consider seeking grant or funding options available to support non-profit events.

The Township currently offers a Community Grant Program available annually to registered non-profit organizations, for which some organizers have already applied for and received grants, including the following:

Community Grants

The Community grants are available annually to registered non-profit groups and organizations serving the Township of Langley and its residents. Applications for funding of special events/projects must demonstrate the benefit to the Township or a majority of its residents, must involve residents and should be held in the municipality. These special events/projects should promote the identity of Langley and enhance the quality of life for its residents. The maximum grant in this category is $2,750. The 2026 annual budget for this grant category is $21,375, which would fund approximately nine awards. Typically, 30 to 40 applications are received under this grant category each year, with +/- $60,000 being awarded.

Major Festival Grant

The Major Festival Grant is available to registered non-profit organizations for the purpose of staging major events and festivals. Grants may be available to community-based groups located in the Township of Langley who have staged a community event within the municipality in the prior year that attracted an attendance of 10,000 plus residents/visitors. The maximum award in this category is $10,000. The 2026 annual budget for this grant category is $40,000, which would fund four festivals. Typically, the entire budget is awarded each year.

Minor Festival Grant

This Minor Festival Grant is available to registered non-profit organizations for the purpose of staging minor events and festivals that attract over 5,000 attendees but fall below the Major Festivals Grant criteria of 10,000 attendees. The maximum award in this category is $5,000. The 2026 annual budget for this grant category is $15,000, which would fund three festivals. Typically, four to five applications are received under this grant category each year, with +/- $25,000 being awarded.

Remembrance Day Ceremonies

Grants of up to $10,000 are available to organizers of Remembrance Day ceremonies held in Aldergrove, Fort Langley and Murrayville. This grant was increased from $5,000 during the 2026 budget process to account for the additional security costs incurred by these events.

Parade Grant

The Parade Grant is available to Township of Langley non-profit groups staging parades within the municipality. This grant category is unfunded and, to the staff's knowledge, has never received a grant application.

Applications for the 2026 Community Grant Programs are now closed, with a number of special events organizers having already applied for grants. It is anticipated that the recommended grant awards will utilize the full budget, and additional funding may be requested to offset additional costs.

Furthermore, as many of these enhanced Security and Emergency plans and the associated costs are resulting from the recommendations of the Commission's Report, the Township could request the provincial government to establish funding for a grant program for special events. This may potentially provide organizers of non-profit special events with social and community value to apply for grants to offset increased costs of Security and Emergency Plans.

Operational Capacity

The Township typically receives Highway Use Permit applications well in advance of scheduled events; however, many applications are submitted incomplete and require ongoing follow-up with organizers to obtain missing information and revise supporting documentation. This creates repeated staff touchpoints and can delay permit processing. Traffic management plans have also become more complex with the addition of enhanced Security and Emergency Plan requirements, increasing the level of technical review and coordination required for each event.

The Township has received requests in the past to assist organizers of non-profit community events with traffic control measures. However, the Township does not have the operational capacity to install or remove barriers for events, nor the staffing resources to provide that level of direct support.

The Transportation Department currently has a complement of 10 staff and is responsible for a broad range of transportation planning, design, permitting, and operational functions. In addition to reviewing special event permit applications, the Department undertakes traffic studies, traffic calming initiatives, traffic signal operations and modelling, traffic and pedestrian counts, coordination with external agencies and municipalities, design reviews for capital and development projects, major project coordination, transit-related improvements, and other ongoing departmental responsibilities. In 2025, the Department processed 1,381 permits and received 993 public service requests.

Given these existing workload demands and the increasing complexity of event-related reviews, staff capacity to provide additional application support is limited without affecting permit timelines or other priorities.

SUMMARY:

Staff have implemented or are advancing the following measures: electronic RCMP review integration, applicant guidance materials for small- to medium-sized and large- to major-sized events, and earlier outreach to annual event organizers. These changes are intended to improve permit timeliness, support applicants, and address increased road closure and safety planning complexity.

The Commission's report also identifies cost pressures for non-profit and volunteer-run events arising from enhanced safety requirements. Accordingly, staff recommend that the Township advocate to the Province for funding support for community special events.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
CORPORATE ADMINISTRATION DIVISION	C. Roche

ATTACHMENT A Commission's Report

ATTACHMENT B Security and Emergency Plan Guide

ATTACHMENT C Example Security and Emergency Plan

REPORT OF THE STUDY COMMISSION OF INQUIRY INTO COMMUNITY EVENTS SAFETY

JUNE 26, 2025

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I. Introduction

The Role of Public Events in British Columbia

British Columbia is a rich and diverse mosaic of cultures and communities. From First Nations who have lived on these lands since time immemorial, to those who have called this province home since it joined Confederation in 1871, to more recent immigrants, people across British Columbia regularly hold public events to mark cultural milestones, seasonal traditions, and moments of collective significance.

In addition to these cultural gatherings, people of British Columbia organize and attend events that celebrate music, the arts, sports, and a variety of other interests that contribute to individual well-being and shared community life. These events not only strengthen social bonds but often generate significant economic activity by attracting visitors from across Canada and beyond.

II. Executive Summary

This report is the result of an in-depth study into how public safety is planned for, and managed at, community events throughout British Columbia. Over the course of May and June 2025, the Commission engaged directly with municipalities, regional districts, Indigenous partners, police, and event organizers representing a wide range of communities –from large urban centres to remote rural regions. Through written submissions, interviews, and detailed questionnaires, the Commission gathered firsthand insights into the practical realities of event safety planning.

The consultations revealed both strengths and vulnerabilities. Many communities have built strong working relationships between local governments, first responders, and community organizations to support safe and successful events. Others, particularly smaller or under-resourced jurisdictions, face persistent challenges –such as limited staff capacity, rising costs for equipment and security, unclear lines of responsibility, and difficulty navigating overlapping jurisdictions or fragmented guidance. While some event organizers have access to professional support, many rely on volunteers with little formal training or funding.

Drawing from this input, as well as expert advice and comparative practices from other jurisdictions, the Commission offers a series of observations, and six recommendations aimed at improving safety outcomes across all types of community events. These include the development of a provincial event hub for information and advice, stronger inter-agency coordination, and more accessible education and planning resources. Rather than impose rigid or prescriptive rules, the Commission recommends steps to foster greater clarity, consistency, and confidence for everyone involved in hosting public gatherings across British Columbia.

III. Mandate and Scope of the Study Commission

The Terms of Reference establishing the Commission describe its purposes as:

a) to inquire into and report on measures to protect and strengthen public security and safety at community events;
b) to provide information and make recommendations as referred to in section 4 (2)[1].

To meet these objectives, the Commission was required to gather and synthesize information on best practices from across the province, and Canadian and international jurisdictions to enhance security at community events and the safety of attendees. The Commission intends to provide guidance and recommendations to municipalities, regional districts, event organizers, and public safety officials on best practices for safety at community events so people can feel safer attending and celebrating with their communities.

Public Safety and the Purpose of the Commission

The vast majority of public events in British Columbia have been safe, well-organized, and widely enjoyed. Led by dedicated community members, many of them volunteers, these events have traditionally unfolded without serious incident and have offered vibrant and welcoming spaces for residents and visitors alike.

[1] OIC 217-2025, Commission of Inquiry Into Community Events Safety In British Columbia.

However, on April 26, 2025, during a Filipino cultural event known as the Lapu-Lapu Celebration in South Vancouver, a motor vehicle drove into the crowd tragically killing eleven people and injuring many others. In the aftermath of this tragedy, the Government of British Columbia established this Study Commission. The Commission recognizes that the profound human cost, the loss of life, and the lasting trauma experienced by victims, families, and communities, remain a solemn reminder of what is at stake in public safety planning. However, the Lapu-Lapu incident itself is the subject of an ongoing criminal investigation and therefore excluded from the Commission's mandate.

Given the urgency for guidance on event safety, the Province asked the Commission for a final written report to be submitted to the Attorney General of British Columbia by June 30, 2025.

Both Premier David Eby and Vancouver Mayor Ken Sim have made public statements about the need to examine the availability of mental health services in British Columbia. That topic, while critical, also falls outside the mandate of this Commission.

The Commission examined the landscape of public safety at community events across the province. This report is informed by public consultations, expert input, and a review of event planning practices in British Columbia and elsewhere. Its aim is to support safer, more coordinated, and resilient public gatherings in all communities, regardless of size, geography, or available resources.

IV. Methodology and Engagement Summary

The Commission reviewed three sources:

- A range of documents and planning materials were reviewed, including provincial guidelines and municipal practices from British Columbia and other jurisdictions;
- Consultations were conducted with municipalities, police services, regional districts, Indigenous representatives, and professional event organizers, through interviews and written questionnaires; and
- Expert advice was received from a forensic psychiatrist on the topic of violence

predictability in public spaces.

A. Materials Reviewed

The Commission reviewed the materials listed in Appendix A of this report.

As part of its review, the Commission examined a range of legislative and regulatory instruments that underpin event planning and public safety oversight across British Columbia. These included a comprehensive review of municipal bylaws governing special events, public assembly, and street use. These bylaws typically outline permit requirements, enforcement powers, and safety expectations, and often vary in structure and formality depending on local capacity and governance models.

At the provincial level, the *Local Government Act,* the *Community Charter,* and the *Vancouver Charter* form the foundational statutes enabling municipalities to regulate events and coordinate with emergency services. The *Union of British Columbia Municipalities Act* was also reviewed to understand the collaborative mechanisms that exist between local governments and the province for issues like public safety, liability, and emergency response.[2]

Internationally, the Commission reviewed the United Kingdom's recently proclaimed *Terrorism (Protection of Premises) Act* (commonly referred to as "Martyn's Law") as a potential comparative framework. That legislation introduced statutory requirements for event organizers and venue operators to undertake terrorism risk assessments and develop proportionate security measures. That *Act* exemplifies emerging international standards and offers potential guidance for future legislative consideration in British Columbia.[3]

In addition to legislative frameworks, the Commission reviewed a wide range of

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[2] Union of British Columbia Municipalities. *Local Government in British Columbia: A Community Effort – Fact Sheets*, Final ed. (2022), 3. online: UBCM https://www.ubcm.ca/sites/default/files/2023-09/UBCM%20Local%20Govt%20Fact%20Sheets%20Final%202022.pdf.

[3] *Terrorism (Protection of Premises) Act* 2025 (UK), known as Martyn's Law, received Royal Assent on 3 April 2025. For official details, see the UK government's overarching factsheet, updated 22 April 2025. Online: GOV.UK https://www.gov.uk/government/publications/terrorism-protection-of-premises-act-2025-factsheets/terrorism-protection-of-premises-act-2025-overarching-factsheet.

municipal and regional event safety plans, procedural documents, and participant submissions. These materials included event application forms, permitting checklists, internal coordination guides, and post-event debriefing templates from a range of communities across British Columbia. While some municipalities such as Victoria, Surrey, and Vancouver have established formalized event support teams with structured safety protocols, others rely on *ad hoc* coordination across municipal departments.

Several submissions highlighted the involvement of local police, fire departments, and health authorities with varying degrees of formality. In some cases, event organizers were required to submit safety and security plans in consultation with first responders, while in others, police participation occurred only upon request. These variations underscored the lack of standardization across the province and informed the Commission's assessment of potential opportunities for harmonized practices.

i. BC's Major Planned Events Guidelines

In 2012, the Province of British Columbia formed the Major Planned Events Working Group to address a then-perceived gap in guidance for local authorities and event organizers and other public agencies that had an interest and/or influence planning for Major Planned Events ("MPEs") in British Columbia. The members of the Working Group were volunteers, and included representatives from all parts of British Columbia, health, fire, police, ambulance, First Nations, local authorities, regional districts, universities, government ministries and agencies, event organizations, and others.

In 2014, the Working Group produced the Major Planned Events Guidelines[4] (the "Guidelines") — a resource for safe, successful special events for the use and benefit of everyone throughout British Columbia. The Working Group defined an MPE as any planned event in the province whose nature, expected attendee level, duration, or location challenges the normal response capability of a community (local first

[4] Province of British Columbia. (n.d.). *Major planned events guidelines*. Emergency Management British Columbia. https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/majorplannedeventsguidelines.pdf

responders and/or local authorities) and required special planning by one or more agencies to mitigate impact to public health and safety.

The Guidelines provided an approach for understanding and navigating MPE planning considerations, mitigating potential threats and hazards, and sharing positive best practices.

The Guidelines were intended to observe then current best practices where they existed, to follow the British Columbia Emergency Response Management System Response Goals, and as a starting point for MPEs in British Columbia. They were not intended to replace or supersede any existing legislation or emergency management procedures.

The Guidelines were designed to provide relevant information and considerations to local authorities, communities, event organizers (including producers and planners), emergency managers, provincial representatives, various levels of government, and any other groups involved in planning for MPEs.

The Guidelines also developed some key principles to assist event organizers. These included early communication with the agencies named in the plan and the agencies responsible for authorizing the event, recognizing that recurring communication might be necessary; confirming the requirements and steps (e.g., permitting the event with the agencies/organizations responsible for authorizing the event; determining which municipal departments external partners needed to be involved in the planning; utilizing the relationships and partnerships that are established with the local authority and others to assist with the processes.

Of note, early in 2025, the Ministry of Emergency Management and Climate Readiness in British Columbia began the process of re-evaluating and updating the Guidelines, having consulted with various interested parties. While many of the Guidelines remain applicable today, the Province has identified various areas to enhance the Guidelines based on current best practices and past events and is considering including:

- Emerging risks like cyber threats and climate change impacts;

- Integrating modern approaches to crowd management;
- Real-time communication strategies for safety during events, including social media.
- Emphasizing regular, multi-agency training exercises; and security needs for high-risk human-caused hazards such as mass shootings or vehicle incursions. Updates to the Guidelines will focus on:
- Addressing the needs of the Guideline's primary audience: event organizers and support agencies;
- Ensuring the Guidelines are consistent with the broader regulatory framework;
- Addressing the evolving needs of local authorities and event organizers in managing small, medium, and large-scale events;
- Incorporating lessons learned from recent major events, alongside with best practices from local authorities and event organizers; and
- A four-phase approach — mitigation, preparedness, response, and recovery.

Given the contemporaneousness of this report and the Province's re-evaluation of the Guidelines, the Commission's findings and recommendations might be incorporated into the work already in progress.

ii. Other Planned Event Guides

The Commission was referred to four major guides which attempt to promote the safety of the public and the participants at public events throughout the world. There are the Purple and Green Guides, prepared in the United Kingdom, and the Event Safety Guide for Live Entertainment Events in the United States. These comprehensive guides are far more detailed than this Commission's report, and frankly too compendious for many smaller event organizers' needs in British Columbia. That said, there is much to be learned from these guides by organizers of events of all sizes. The Commission also considered the United Kingdom's Safer Crowds, Safer Venues practice guide from the

Night Time Industries Association, which advocates for an extensive design model[5] for events where fewer than 5,000 seated attendees are expected. Important in this publication is the recognition of Zone Ex (External) to ensure harmonization with the local community and environment.

iii. Urban Approaches to Event Permitting

Out of several municipalities across British Columbia, the Commission highlights two larger jurisdictions it reviewed in detail: the City of Vancouver ("COV") and the City of Surrey. The COV, in particular, has developed a complex and sophisticated permitting process for special events, alongside comprehensive planning protocols. While this system is more elaborate than what might be required in smaller or rural communities, it may offer valuable considerations for other jurisdictions seeking to improve their event safety planning.

Specifically, the COV's structured approach provides a useful lens through which to examine how municipal planning infrastructure can support safe, well-organized events. The COV's website provides the following six-step process that an organizer needs to consider and follow to obtain a special event permit:[6]

- **Step 1: Determine Event Type and Location**
  Identify where the event will take place (e.g., street, sidewalk, park, multi-site, or parade route) and what infrastructure or services may be required, such as waste and recycling support, bike racks, or water stations.
- **Step 2: Review Permitting Guidelines**
  Read the *Special Event Permitting Handbook* to understand approval timelines, application requirements, costs, and any relevant restrictions (e.g., on dates or activities).

[5] DIM-ALICED is a risk assessment and crowd management tool used for planning at mass gatherings and major events. It focuses on the phases of an event and how environmental factors influence crowd behavior. The acronym stands for Design, Information, Management, Arrival, Last Mile, Ingress, Circulation, Egress, and Dispersal.

[6] City of Vancouver. *Organize an event on a street, sidewalk, or plaza*. Online: https://vancouver.ca/doing-business/organize-an-event-on-a-street-sidewalk-or-plaza.aspx

- **Step 3: Assess Available Resources**
  Consider what resources, tools, or municipal supports are available to assist in developing the event plan.
- **Step 4: Gather Required Information and Documents**
  Prepare necessary documents, including insurance and permits. Depending on the event, this may include:
    - Health requirements for food/alcohol service (Vancouver Coastal Health)
    - Building permits for structures like tents, stages, or bleachers
    - A traffic and transportation plan for large events (aligned with provincial and municipal standards)
    - A neighbourhood impact plan
    - A detailed safety plan covering risk assessment, emergency response, and mitigation strategies
- **Step 5: Review Fees and Deposits**
  Understand any required application fees and deposits based on the event scale and scope.
- **Step 6: Submit Application**
  Apply for the permit. City staff will review the application, with processing time depending on the complexity of the event.

This six-step process is supported by a robust internal framework that ensures coordination across multiple city departments and partner agencies. Once an application is submitted, it initiates a collaborative review process involving various interested partners who assess the event's complexity, potential risks, and operational needs.

Depending on the size and complexity of a special event, the COV may incur operational costs for services such as sanitation, traffic operations, signage, by-law enforcement, police and fire support, and other administrative needs. Event organizers are typically responsible for covering some or all of these costs. The Film and Special

Event (FASE) office oversees the application process, assigning complexity classifications and coordinating with relevant departments. Monthly Advanced Planning Unit (APU) meetings, chaired by the FASE Public Safety Manager, bring together interested partners from across city departments and external agencies to review past events and prepare for upcoming high-density or high-complexity events.

In Vancouver, after a Special Event Permit application is submitted, it is reviewed by FASE staff, who confirm the event's complexity classification. All events, regardless of complexity, are distributed for information to the Vancouver Police Department's Emergency and Operational Planning Section ("EOPS").

In 2024, EOPS handled 2,287 events requiring dedicated police deployment. In that year, the COV received a total of 785 Special Events applications. FASE referred 167 Special Event applications to EOPS as medium and high complexity events. Of the 167 applications, four were cancelled, and EOPS assessed 83 applications and determined that 54 of these required a dedicated deployment of police officers. The remaining 80 applications were for EOPS' information only.

Events classified as medium or high complexity are escalated to the Festival Expediting Staff Team (FEST) Committee, which includes representatives from various city and provincial agencies. For high complexity events, FASE coordinates with FEST and other partners to conduct risk assessments, manage transit disruptions, and finalize logistics such as emergency access, crowd control, and safety infrastructure. Site walks and planning meetings are held as needed to ensure all safety and operational measures are in place.

B. Consultations

A diverse range of people and organizations provided the Commission with their views, concerns, and recommendations. Participants' comments varied, often greatly, depending on the size, history, and complexity of their organization; whether they were for- or not for-profit; and the communities that they served. Common themes and comments emerged from similar sized and located events and those groups tasked with assisting them such as the local police and government. The individuals and

organizations consulted are listed in Appendix B of this report.

As safety experts are usually involved in the planning and production of major events, their views are incorporated into the following section.

i. Importance of Community Events

From the Commission's many discussions, one thing was very clear: the importance of community events to British Columbia and its residents cannot be overstated. True, community events boost local economies and place our many landmarks and features onto international stages; but they provide much more than that. Community events allow us to share and celebrate our cultures, to spend time with our families and our neighbours. They allow us to escape boredom and isolation and to share experiences, gain insight, and build community. As we emerged from the pandemic, the need for public events was at its strongest. The need for community connection was not so acutely felt than during those months we were isolated from each other.

Beyond their economic and cultural value, community events play a vital role in fostering a sense of belonging and civic pride. They activate public spaces, draw together people from different walks of life, and remind us of the shared values and histories that shape our province. For many residents, especially those who may feel marginalized or disconnected, these gatherings offer a rare and meaningful opportunity to be seen, heard, and included. Events can uplift, educate, and heal - whether through a small local celebration or a major festival that spans city blocks. In short, they are not just "nice to have"; they are essential touchpoints in the rhythm of public life, reflecting who we are and who we aspire to be as communities across British Columbia.

ii. Expert Opinion on Predictability

To help assess risks and their predictability, the Commission benefited from the insights of Dr. Roy O'Shaughnessy, a forensic psychiatrist with expertise in the prediction of violent behaviour. Dr. O'Shaughnessy provided the Commission with a report containing his advice on the abilities and limitations of predicting violent behaviour.

Dr. O'Shaughnessy explained, in part:

> I have attempted to discuss the complexities of the issues of prediction versus risk assessment of violence in mentally ill individuals as per the questions you posed to me. Prediction is extremely problematic based on the standard definitions of being able to specifically identify a specific outcome within a specific period of time, i.e. whether or not a person will become violent over the course of a certain period of time. The ability of anyone to do this with any human behaviour, let alone the complexities of violence and in particular within a mentally disordered individual, is more than challenging. It is more productive to view the problem of violence in mentally ill persons as an exercise in risk assessment and being able to identify those variables in a particular individual that may increase or decrease their likelihood of committing violence in the future. While it is possible to accurately predict in the very short term, i.e. an individual being brought in by the police to the emergency room, the ability to accurately predict violent behaviour diminishes considerably thereafter, especially once the individual leaves hospital and there is no longer any control over environmental factors that may aggravate their disorder. As noted above, some persons who develop mental disorders may not come to the attention of medical or psychological professionals or are lost to follow-up due to their lack of acceptance they require treatment. In such cases there is no capacity to do an assessment of risk which requires personal examination of the person.

Dr. O'Shaughnessy's advice confirms that certain risks one simply cannot predict. That said, knowledge of the possible, yet unpredictable risks go into the planning of making events "reasonably safe."

V. Event Planning Considerations by Size and Location

Community events in British Columbia are of a wide variety of sizes and scopes. Many communities have existing planning protocols and systems in place. Even if these have

proven effective in the past, that does not mean they need not be reconsidered and altered as circumstances require.

Experts in the organization and management of public events both within the province and from other countries were consulted. The consensus of these experts was that the only way to make a public event completely safe is not to hold it at all. As one of the experts consulted put it, the realistic goal of any event planner can only be to make events as reasonably safe as possible.

There remain, however, unknown and unpredictable risks that face those who plan and host events. One such risk is someone committing an act of violence at a public event. Where the threat of danger to the public is most significant is not from carelessness or indifference on the part of organizers or the hosts of these events, but instead from their limited knowledge of, and planning for public safety.

The event planning industry does not have a unified manner to classify event types and sizes. Rather than focus on one factor (e.g., attendance), many municipalities use a multi-factored approach to assess where a prospective event falls on their spectrum of complexity.

The City of Toronto, for example, weighs the proposed event's attendance, duration, sites, external visitors, permits, and costs to the city to determine whether an event is considered "Local" (least complex) to "Mega" (most complex and resource intensive). The model followed in Hamilton, Ontario, reflects a strategic alignment of city resources based on purpose, enabling the municipality to prioritize events that deliver civic, economic, or cultural value. Together, these examples underscore the value of adaptive, fit-for-purpose classification systems that assess not only operational complexity but also clarify municipal responsibilities, financial expectations, and anticipated public outcomes.

By contrast, the COV balances attendance, road closure numbers, and agency coordination to determine whether the event is classified as low, medium, or high complexity.

These differing approaches highlight the spectrum of event planning models in Canada and offer useful context for British Columbia's evolving practices. While British Columbia's low, medium, and high complexity framework effectively captures operational demands, Ontario's municipal classification systems provide a more detailed view that links event characteristics to the level of municipal involvement and expected public resource use.

The Toronto model, for example, ties event categories to service intensity, visitor origin, and the number of overlapping regulatory requirements. This allows city departments to allocate support proportionally and streamline interdepartmental coordination.

Planners in British Columbia would benefit from a unified lexicon that considers the size, complexity and risk/impact analyses that can be transferred between jurisdictions. Industry experts are in the best position to create such a lexicon, and the Commission will refrain from further comment on this topic.

For the purposes of this report, the Commission has generally assessed events based on their attendance and location. Recognizing that all events differ greatly – including those which are of a similar size and location – the Commission will summarize its consultation results on the following scale:

Indigenous events:	events of varying sizes that take place throughout the Province and have unique characteristics and considerations
Major events:	30,000 attendees or greater
Large events:	5,000 to 30,000 attendees
Medium events:	500 to 5,000 attendees
Small events:	less than 500 attendees
Rural events:	take place outside of major urban centers

A. Indigenous events

Indigenous leadership organizations and event hosts raised several issues which are unique to their events. Most of the events discussed are held within a First Nation's

jurisdiction and, therefore, subject to the unique requirements of that particular First Nation, rather than nearby municipal or provincial regulation.

The planners of the events draw on lessons learned from hosting the same event for many decades and from those who have hosted the event in the past. For example, the Yagan Nukiy Traditional Powwow – now in its 32nd year – relies primarily on security drawn from the local community for the three-day event. The organizers depend on a community-based approach to safety, where issues are resolved with dialogue and cooperation. This approach has proven successful throughout the event's history without a marked police presence. Other Indigenous events hired private security companies who assign Indigenous security guards to the events. This arrangement provides the added benefit of having security personnel who are familiar with the underlying cultural aspects, traditions, and rules that come with particular Indigenous events, such as Powwows.

Indigenous groups consulted noted that the increasing numbers attending their events on a yearly basis highlights the need for an optional, centralized resource hub for event planning advice could assist them as their events grow and change. Equally important, that hub could provide resources and referrals to those who plan events that impact Indigenous groups and interests and could provide a means for consultation with the appropriate Indigenous authorities.

B. Major events

The organizers of major events in this Province are sophisticated and experienced in developing and implementing safety protocols. They are generally well-funded and supported, which enables them to plan and implement stringent and thorough event safety plans. It became quite apparent that there was very little guidance the Commission would be able to offer these organizers so long as their safety plans were properly created and adhered to. On the other hand, the Commission benefited from their experience and expertise in identifying best practices, which may assist smaller event organizers and planners.

Major events in our Province are typically located in the larger centers, although some

large music and other festivals occur in more rural areas. Major events often span several days and may include a broad local footprint (e.g., marathon courses).

British Columbia's event classification falls under three main categories depending on their complexity levels: low, medium and high. These levels of complexity are determined by a variety of factors, which include attendance, impact and coordination.

i. Use of Professional Event Planners

Experienced, paid event planners typically assist in promoting major events. Event hosts benefit from planners' experience with legislation and by-laws, existing relationships with police and other officials, and with safety planning. These planners often have the highest levels of training and education in crowd management and event safety and are alive to both national and international standards. They know that while crowd control must not be restrictive, crowd management must be proactive.

ii. Tabletop Meetings

Many planners and their clients stressed the importance and utility of "tabletop" meetings to promote event safety. Tabletop meetings bring together all parties that are involved in planning and hosting an event including local government staff, police, security teams, emergency response, fire response, and the event host to discuss safety issues. The group will work through a variety of emergency and safety scenarios to ensure that each member knows their role during a security event. The discussion allows each member to identify issues from their vantage point so that the group can address any vulnerabilities in the safety plan. For major events, multiple tabletop meetings are appropriate at various stages of the planning process. All agreed that tabletop exercises are a best practice to efficiently address safety issues for events and can be easily modified (or scaled) to any event size.

iii. Overlapping Jurisdictional Issues

Planners of major events raised concerns about the myriad of overlapping regulatory oversight that exists, particularly in larger cities. Each layer of government may have requirements which must be met at a significant cost both of time and money. In

addition to perceived inefficiencies, the overlapping authority often leads to gaps and questions over safety, accountability and responsibility. For example, organizers whose events involve water commented that despite extensive permitting, no singular authority enforces the permits due to jurisdictional confusion, which, in turn, leads to safety issues.

iv. Zone Ex

The main “oversight gap” that those involved with major events emphasized was the area immediately leading up to the event space where crowds arrive, gather, and disperse from events. Security professionals consider this area – variously known as Zone Ex, the grey space, or the last mile – as crucial for crowd management and a high-risk area for security issues – particularly, during egress from an event when large crowds disperse unevenly to different destinations. Zone Ex has been the subject of study and scrutiny internationally, particularly in the United Kingdom after the 2017 Manchester Arena terrorist bombing outside an Ariana Grande concert venue which left 22 people dead and 1,017 injured. Martyn’s Law has placed positive duties on event hosts and police to ensure public safety in Zone Ex and delineate responsibility and accountabilities in that area. Its main concern is to determine who is responsible for crowd safety within the public realm.

Major event organizers also suggested that there is ambiguity over responsibility for Zone Ex in British Columbia with respect to both the cost and management of security of these areas. To avoid duplication of responsibility – or worse, a responsibility gap – some of these event organizers suggested that the Province, event organizers, and supporters (e.g., municipalities, police and emergency services) should consider Zone Ex issues together both generally, and, where necessary, on an event-by-event basis.

In addition to responsibility gaps, many large event promoters noted that the regulations that apply to their events may be inappropriate, particularly with respect to vehicle management. Organizers gave the recurring example that they must meet provincial regulations set for traffic control created for large construction projects, despite those being inappropriate in the event context.

v. Safety Equipment

Large events require considerable equipment to mitigate risks, including signage and barriers. In addition to the high cost of this equipment, organizers must store this equipment for lengthy periods of time. Several large event promoters suggested that equipment pooling within a geographic area might save time and money. In addition, smaller events might be able to access this equipment when it is not otherwise in use.

vi. Access to Training and Education

As noted, organizers of major events have access to professional event planners with the training and experience to keep up with the ever-changing international norms in public safety. Those in government and the private sector – including emergency response groups – have relied on the Incident Command System. Police and emergency services which are rapidly promoting and adopting the Gold Silver Bronze Operational Command Training for the command and control of major incidents and disasters. The Commission understands that some efforts have been made to coordinate these systems, although it is unclear how well the two systems have been integrated for events.

Event industry support organizations are also creating training modules to assist their members. For example, ActsSafe Safety Association, an organization that supports safe workplace environments for those in the film and live event industry, offers over 25 safety training courses and voluminous other materials for its members. While workplace-focused, these resources would be useful to the industry as a whole.

C. Large events

Large event organizers consulted generally had planning experience but were volunteers rather than professional event planners. Usually, they did not rely on professional planners but rather used volunteers and sought local government expertise. Some suggested that these planners may put too much reliance on city permitting officers for event planning advice, given that permitting officers are usually concerned with the requirements of the permit itself, rather than the event, including its safety aspects.

This dynamic raised important questions about the appropriate division of responsibility between event organizers and local governments. While municipal staff are often willing to assist and provide informal guidance, their primary mandate is regulatory, not advisory. Permitting officers, for example, are tasked with ensuring applications meet legal and logistical requirements, not with overseeing the broader safety or operational design of an event. This distinction is important, particularly for large events with complex logistics or higher-risk activities.

A random survey of some municipalities provided an idea of the information available to event organizers and the various application requirements. The results showed that information, application processes, time expectations, and municipal support vary, even among similarly sized municipalities. While all municipalities require insurance and indemnity forms to be completed, the need for safety plans depends on the size and location of the event and host community. The Commission compiled various responses from municipalities and regional districts outlining public safety measures, best practices, and challenges related to event planning, as detailed in Appendix C.

The Commission also heard concerns that reliance on permitting officers may unintentionally shift responsibility away from organizers, who may believe that securing a permit is equivalent to completing all necessary planning. In practice, comprehensive event safety requires the involvement of multiple interested partners, including professional security teams, medical support, and risk management expertise. Without clear boundaries and improved access to planning resources or training, volunteer-led events may unintentionally overlook key safety considerations.

These concerns highlight a broader need for capacity-building in the sector. As large events continue to increase in scale and complexity, it is essential that volunteer organizers are supported with the tools and guidance necessary to plan effectively, without placing undue pressure on municipal staff or compromising public safety.

i. The Critical Friend Approach

The Commission repeatedly heard that what volunteer/amateur large, medium, and small event planners and organizers need is a “critical friend” to assist with event

planning. A critical friend offers advice and guidance with a skeptical eye for safety details. A critical friend's focus is to collaborate with the event planners, organizers, and others to make the event a safe success. In so doing, the municipal or other authority scrutinize the aims and plans of the events, identify gaps and deficiencies, and offer assistance and resources to those planning the event. While some larger municipalities that heavily support the event sector are usually able to offer this sort of help to event planners, the vast majority cannot and do not do so.

Throughout its consultations, the Commission heard that event organizers across British Columbia, particularly those without professional planning backgrounds, are often left navigating complex safety requirements with little guidance or support. While passion and community commitment drive many events, this enthusiasm is not always matched with access to expertise. Event safety can quickly become overwhelming, especially when organizers are unclear on who to turn to for help or how to interpret risk requirements. This gap is especially pronounced in small and medium events, where budgets are limited and volunteer organizers often take on multiple responsibilities.

D. Medium events

Organizers of medium events and those who assist them expressed three basic needs: funding to meet any increased security costs; access to advice and resources to help them plan safe events; and a significant decrease in "red tape" associated with planning medium size events, particularly in urban settings.

Organizers of medium events expressed that they felt the most pressure from security costs and planning. Such events are generally large enough to warrant increased security and policing presence; however, planners often had to stretch to meet these costs. As such, organizers suggested their events would be most vulnerable to cancellation if costs and regulation were further increased.

In addition to funding, organizers said that they would benefit from a centralized resource that helps them with preparing safety plans, checklists for best practices, and access to uniform standards to apply to their events. These organizers noted that the requirements for their events differ from larger or smaller events and that they must be

allowed to tailor their plans for their events (as opposed to the imposition of a ‘one size fits all’ approach).

Second, event planners of medium events noted that they often must meet the same requirements of large events without access to the same resources and funding. In practice, this means that medium events have a disproportionate amount of regulatory “red tape” to get through before hosting their event. Like the other groups, they urged the government to provide more resources, but no more and perhaps fewer regulations.

E. Small Events

Small community events such as block parties are seen throughout the province. For example, the Vancouver Foundation, which despite its name has for many years provided modest funding to neighborhoods to support such events. While one could not expect elaborate security measures for these small celebrations, some receive municipal or regional support from law enforcement and fire fighters, the former sometimes including the placement of wooden barriers to discourage vehicular access to the small area, and the latter to provide actual impediments to vehicle access.

Small events connect people to their immediate communities: whether block parties, cultural, or other celebrations or a small cultural or other celebration. These events survive on the energy of their volunteers and whatever small grants might be available. The organizers are usually untrained in event safety and rely on whatever assistance, if any, is provided by municipal permitting offices for guidance on what safety planning they must undertake. Many small events do not seek permits, even when bylaws require them to do so.

Many supporters of small events observed that planners “don’t know what they don’t know.” Small event organizers (and their supporters) suggested they would benefit from a centralized resource outlining potential safety risks and practical tips to mitigate them. Informing organizers of risks to their event (e.g., inclement weather) and offering practical solutions (e.g., safe exit strategies in the case of lightning, or allowing participants to close off a street using their own vehicles instead of paying for a city vehicle) may be the difference between allowing the event to proceed or not.

In some communities, local governments will provide vehicles or barriers to close streets; however, this is not the norm. Greater security measures, and the costs associated with them will jeopardize the events themselves or persuade organizers to go ahead with the event without permits.

F. Rural Events

Events that take place outside of the major urban centers are usually small community events. Major events (festivals) are not intended to be included.

Local governments of small communities reported very limited capacity for event planning, coordination, and oversight. Small communities have access to commensurately sized security resources but generally noted close relationships with the local RCMP detachments.

Given limited resources, most events rely on modest funding, the goodwill of volunteers, and the community's familiarity with each other to avoid any security threats. Those involved in the planning of rural events stated that, without additional funding, any additional regulatory mandates regarding security will likely be the end of most of their community events. Rather than more safety regulations, rural organizers suggested they need centralized and easily accessible reference resources and advice to help them consider and plan for safety at their events.

VI. The Commission's Observations

A. Practical and Proportionate Safety Measures

While public spaces must be reasonably safe, they must also be functional.
The need for safety planning at public events brings into sharp focus, the tension between the desires of individuals and groups to organize and celebrate distinct cultural or other events with minimal governmental interference, but the need for some government protections at such events.

For some events, and particularly those of a cultural or community nature, the planners will want to hold the events in their community, as opposed to a space that is perhaps

easier to secure. Striking the right balance between public safety and practical realities requires thoughtful planning, proportional responses, and careful judgment. Measures must be tailored to the specific risks and needs of each event without imposing unnecessary burdens.

Security measures can be costly and resource intensive, and if improperly thought out, can alienate members of the public. Ideally, the organizers of the public events in British Columbia will have the financial resources to allow the retention of an experienced safety coordinator, but many events lack such resources.

The Commission heard repeatedly that public safety planning must contend with a range of emerging risks and practical constraints. One such threat is hostile vehicle attacks, which have had devastating consequences. Understanding the nature of these attacks, and the role of physical security measures such as barricades and barriers, is essential for informed decision-making. Yet tools alone are not enough. To be effective, safety considerations must be embedded throughout the lifecycle of an event. The following sections explore each of these areas in turn, beginning with a closer look at hostile vehicle incidents.

B. Hostile Vehicle Attacks

Among the most pressing concerns raised during the Commission's consultations was the threat posed by vehicles, whether intentional or accidental, entering pedestrian spaces. This led to broader discussions about hostile vehicle attacks and the measures that can be taken to mitigate them in different event settings.

Many of the sources consulted discussed the prospect of what are termed "hostile vehicle attacks" which are acts by the driver of a vehicle that are intended to cause harm to pedestrians or cyclists or cause damage to infrastructure; for example, buildings and/or utilities accessible from roadways. A hostile attack utilizing a vehicle is attractive to terrorists, as vehicles of most sorts are easily obtainable, and such attacks require little skill or preparation, and the ability to drive a vehicle is widespread.

Hostile attacks were contrasted to the unintentional acts of drivers who simply lose control of their vehicles. That said, hostile vehicle attacks are not limited to acts of terrorism. Attacks have derived from criminal conduct, including police vehicle ramming, impaired drivers, drivers overcome by “road rage”, and persons in the middle of arguments.

A May 2018 report from San Jose State University into car ramming incidents and vehicular assaults considered 78 such incidents or attacks between January 1973 and May 2018 at tourist sites, hospitals, restaurants, and public gatherings including street markets, spectator events, celebrations, demonstrations and surface transportation hubs.

In January 2023, the Province of Ontario produced the Hostile Vehicle Mitigation Measures[7] study that is of great benefit in addressing at least one form of danger at public events; vehicular dangers, but the scope of this Commission extends beyond the dangers posed by vehicular causes. This report describes the matter as “a trade-off between ensuring that event attendees are protected from hostile or unintentional vehicle incidents while at the same time allowing special events to continue unabated.”

Since the Lapu-Lapu tragedy, there have been at least eight other reported hostile vehicle attacks, including:

- On May 1, 2025, a person drove their car into a crowd of students leaving school in Osaka, Japan, injuring seven;
- On that same day, in Sullivan’s Island, South Carolina, a man drove his car in two children and an adult before his arrest;
- On May 7, 2025, a person drove their car into a crowd of soccer supporters on the Champs-Elysees in Paris, France, injuring three, including two critically;
- Again, on May 11, 2025, a teenager drove his car into a Dollar Tree store, injuring

[7] Suggett, Jeffrey & Jike Wang, Ontario Traffic Council Hostile Vehicle Mitigation Measures (2023). < https://otc.org/wp-content/uploads/2023/04/B001463_OTC_Hostile-Vehicle-Mitigation-Guidelines_e01-Final-Draft.pdf >

a girl;

- On May 12, 2025, a woman drove her car into the entrance of a government building in New Bedford, Massachusetts, injuring the security guard, before attempting to light the American flag on fire with gasoline;
- On May 26, 2025, a car entered a soccer celebration parade in Liverpool, United Kingdom, injuring over 100 people;
- On June 2, 2025, a woman drove her car into two people in Shaanxi, China, injuring both;
- On June 5, 2025, a man drove into the Pacific Coliseum during a Cirque du Soleil performance in Vancouver, Canada, fortunately without injuries to anyone but the driver;
- On June 7, 2025, a man drove into a crowd in Passau, Germany, injuring five people; and
- On June 14, 2025, a man intentionally drove his car into a “No Kings” protest in Virginia, United States, hitting at least one person.

C. Barricades, Bollards, and Barriers

In considering the risk of vehicle incursions and other safety concerns, physical infrastructure becomes a critical part of event planning.

Barricades have been used not only to provide physical security, but to shield people and vehicles from hazards, or to stream the flow of people. But if barriers are to be used, their type and use must be considered. Thought and planning for their use must address the layout of the barriers, the ground conditions upon which they will be placed, expected weather conditions for outdoor events, and the anticipated audience size and behavior.

Consultations highlighted the importance of barriers, bollards, and barricades not only as tools for protection but as instruments that shape how public spaces are used during events. Their placement, design, and purpose must align with the unique needs of each

event and its location.

One consistent theme from the Commission's consultations with expert event planners and safety professionals is that vehicles and pedestrians should not mix, and every effort must be made to avoid moving traffic in areas where pedestrians are located. The Commission learned there is a perhaps understandable tension created at the end of events when food trucks or other vehicle-based supports wish to leave the venue, but attendees remain in the area. Despite this tension, safety demands that vehicles ought not to move until the area is completely cleared and authority is given to do so.

One interviewee noted his participation in a Toronto event. When the event ended, security "swept" the area and required all participants to leave the venue before "releasing" the food trucks. The Port of Vancouver explained their "double sweep" technique whereby staff and security do two sweeps to clear the area: the first a gentle reminder that the event is over, followed by a final, more forceful sweep to ensure the area is clear. The event planners and organizers at the most recent Italian Days employed a similar approach with the added security of the event being closed so that no vehicles could get in or out of the 16-block event space without the approval of VPD and/or the event host.

In addition to hostile vehicle risks, there are many other risks that event organizers identified for the Commission, including the possible adulteration of food and water supplies. The organizers of the Shambhala event recalled when event participants dyed the stream green, which - while ultimately benign - caused a significant safety concern.

Another danger emerged from France's national music festival over the June 20, 2025 weekend where at least 145 people reported being pricked with syringes throughout the country at various festival sites.

D. Life Cycle of an Event

The Commission heard that effective planning does not begin and end with permits or risk assessments. Safety is a continuous process that evolves as an event moves from concept to execution. Many challenges arise not just on the day of the event, but in the

lead-up and aftermath. As such, a holistic view of the event life cycle is necessary to identify vulnerabilities, assign responsibilities, and ensure that risks are managed proactively and consistently.

The process for planning an event consists of several phases that might be described as the planning phase, the pre-production phase, the production phase, and the post-production phase.

i. Planning Phase

During the planning phase of a public event, conducting a thorough hazard and risk assessment is essential, though it can be challenging for many organizers. This assessment should take into account a range of logistical, safety, and accessibility considerations, including how the space is typically used, traffic and transportation impacts, emergency access, and the safe movement of pedestrians and vehicles. Organizers are also encouraged to coordinate with emergency services to identify known hazards and develop clear evacuation and containment procedures, as well as a safe end-of-event plan.

If food, drink, or water will be served at the event, organizers must also ensure that all catering operations meet health and safety standards. This includes proper licensing, hygiene practices, fire safety measures, and compliance with electrical and gas regulations.

ii. Pre-Production Phase

Once an event plan is developed, the pre-production phase typically involves securing the necessary permits or licences from the local authority – or, for larger events, from multiple agencies. While recurring events may benefit from an established track record, approvals are never guaranteed and must be approached with the same diligence as first-time events.

A strong example of effective pre-production planning is the 2024 Vancouver Vaisakhi (also known as Khalsa Day) celebration.[8] Organizers shared their Safe Event Plan with the Commission, which identified potential hazards, outlined mitigation strategies, and detailed emergency communication protocols. The plan was reviewed by the City's FEST Committee and the VPD's EOPS, both of which required detailed traffic and security plans in advance. Based on this review, agencies including VPD, Vancouver Fire and Rescue Services (VFRS), BC Emergency Health Services (BCEHS), and TransLink collaborated on an Emergency Action Plan that established a unified command and communication system for medical, weather-related, or security incidents. Key measures included major road closures, a strong emphasis on crowd management and emergency access, and encouragement for attendees to use public transit. The event also featured a coordinated presence of police, fire personnel, paramedics, volunteer marshals, by-law officers, and private security. All food vendors were required to obtain permits from Vancouver Coastal Health, and open-flame cooking was only permitted with fire extinguishers on hand. To maintain a family-friendly environment, alcohol use, both sale and consumption, was strictly prohibited.

iii. Event Production and Post-Production Phases

While the production and post-production phases of an event fall outside the core focus of the Commission's mandate, their importance should not be overlooked. The Commission recommends that these phases be further explored in materials such as the Event Safety Guide, created by the Event Safety Alliance, beginning at section 2.6.[9] In particular, the Commission stresses the importance of adhering to safety plans during the event itself, ensuring that responsibilities are clearly understood and followed in real time. As for the post-production phase, the Commission encourages structured reflection, including after-action reporting, debriefs with key partners, and the collection of public feedback. These efforts will support continuous improvement and help monitor the progress of the recommendations outlined in this report.

[8] Also known as Khalsa Day.
[9] Donald C Cooper, Event Safety Guide: A Guide to Health, Safety and Welfare at Live Entertainment Events in the United States, first edition ed (Event Safety Alliance, 2013), 14.

VII. The Commission's Recommendations

Based on the information gathered and assessed, the Commission outlines the main issues facing community event safety in British Columbia below and recommends the following possible resolutions.

Recommendation 1: Risk Assessments in Event Planning

In the Commission's view, all public events in British Columbia, regardless of size, should be supported by a risk assessment. This assessment need not be complex, but it should be thoughtful, structured, and appropriate to the scale and nature of the event. It may be prepared by event organizers, municipal staff, or collaboratively, depending on local capacity.

A comprehensive risk assessment should consider the event's scale, location, activities, and potential hazards, including risks to specific groups and environmental factors. It should evaluate existing safety measures, identify any gaps, and assign clear responsibilities for emergency planning, access, and crowd management. Additional considerations may include fire safety, medical response, weather impacts, and supports for overnight stays where applicable.

To support municipalities and event organizers, the Commission has included an example Event Safety Plan template in Appendix D and an Event Risk Assessment template in Appendix E of this report. These reflect best practices drawn from existing documents and may be adapted to suit a wide range of community events. The aim is to support consistent and practical planning that enhances public safety at gatherings across the province.

Recommendation 2: Clarifying Jurisdictional Roles in Event Oversight

Event organizers and approving authorities frequently encounter both overlaps and gaps in jurisdictional oversight. These uncertainties create confusion about who has the authority to make decisions or enforce requirements, particularly when multiple agencies or levels of government are involved.

The Province should establish clear criteria for consultation that defines the roles and responsibilities of all parties involved in event planning, approval, and emergency response. This framework should articulate where decision-making authority resides and how coordination should occur between event organizers, municipal and regional governments, first responders, provincial agencies, and Indigenous authorities.

In designing this framework, the Province should consider adapting elements of the United States' *National Incident Management System*[10]. A provincial model could help streamline communication, reduce duplication, and ensure consistent expectations across jurisdictions, while respecting the unique roles of Indigenous governments and private interest-holders.

Recommendation 3: Training for Planning Support and Centralized Hub

Most event planners and organizers do not have access to consistent advice or resources for event safety planning. Standardized training is limited, especially for volunteers and municipal staff who often carry significant responsibility without formal expertise. Consultations also revealed a widespread lack of consistent knowledge, training, and experience among those involved in hosting events of all sizes.

The Province should establish a centralized hub to support event safety across British Columbia. This hub would provide accessible, standardized advice, training, and practical tools for event organizers, municipal officials, and others involved in planning public gatherings. It could include resources such as a comprehensive event safety guide, modelled after the United Kingdom's *Purple Guide*, as well as a simplified foundational safety checklist that can be adapted for different event types and community contexts. The Commission recommends that the Province use this report's findings and recommendations to inform its ongoing work to update the Guidelines.

In addition to offering training and resources, the hub should be responsible for setting out clear expectations for event organizers, municipalities, and provincial agencies regarding event planning, approval processes, and on-site safety responsibilities. This

[10] Federal Emergency Management Agency (FEMA), "National Incident Management System", (October 2017), online: wwwfema.gov <https://www.fema.gov/emergency-managers/nims/components>.

would help ensure consistency across jurisdictions and clarify roles for all parties involved. These expectations should include guidance on managing Zone Ex areas, which refer to spaces outside the formal event footprint such as entrances, exits, and dispersal routes, and could be strengthened by adopting established frameworks, such as the DIM ALICED model, to improve crowd management and safety planning across jurisdictions. The centralized resource should also serve as a “critical friend” to the event industry, offering guidance and referrals, including to appropriate Indigenous authorities for consultation, permission, and support. It should be tasked with developing or endorsing standardized training programs for event organizers, municipal staff, and volunteers. An audit of existing training resources, such as those offered by ActSafe Safety Association, could help identify gaps and avoid duplication.

Recommendation 4: Support for Event Delivery and Local Capacity

Consultations across the province made clear that rising safety and security costs are one of the most significant barriers to hosting community events. For many organizers, particularly in smaller or under-resourced communities, these costs threaten the viability of their events altogether. At the same time, many small and rural local governments noted the limited internal capacity to support community events. Staff shortages, competing priorities, and a lack of specialized expertise in event planning and safety were frequently cited as barriers to effective oversight and permitting. Organizers also highlighted the high costs of acquiring appropriate safety equipment, much of which is reused across multiple events in the same region.

The Province should consider expanding the availability of targeted grants or financial support to help offset event-related safety and security costs. This may include cost-sharing programs for infrastructure such as fencing, barriers, and traffic control equipment, as well as for emergency services where appropriate. The Province should also encourage resource-sharing arrangements among neighbouring jurisdictions, particularly for small-scale events, to reduce duplication and improve access to essential equipment.

In addition, the Province should provide direct funding or staffing support to municipalities, particularly those in smaller or under-resourced jurisdictions, to assist with event permitting, safety planning, and coordination. Municipalities should be encouraged to establish or designate in-house roles focused on event production and safety coordination to build institutional knowledge and long-term capacity. Finally, the Province should plan for equitable access to safety planning tools and guidance in communities with limited staffing or financial capacity and explore opportunities for federal-provincial collaboration on event safety funding to ensure sustained support across a wide range of communities and event types.

Recommendation 5: Foster Local Collaboration on Event Safety

In many smaller communities, event organizers would benefit from more focused collaboration with emergency services to address safety considerations tailored to their specific events. Consultation during the planning phase can improve readiness and build trust between interested partners.

The Province should encourage and promote regular tabletop exercises that include police, fire departments, emergency management services, and event organizers. These exercises should be adapted to reflect the scale and nature of local events.

In addition, the Province should support and promote community-led safety planning efforts, particularly for Indigenous-led and culturally specific events. Ensuring that these communities have the tools and support they need to lead their own planning processes is essential to fostering safe, inclusive public gatherings.

Recommendation 6: Promote Learning Through Event Evaluation

To monitor the progress and effectiveness of any implemented recommendations, the Province should encourage the routine use of after-action reports and structured public feedback collection following events. These tools can help evaluate safety outcomes and identify areas for improvement.

The Province should also explore the creation of a centralized, anonymized repository of event safety data, including case studies and lessons learned. Such a resource would serve as a reference point for future event planning and contribute to a culture of continuous improvement across the event sector in British Columbia.

To ensure this system is practical and widely adopted, the Province should engage municipalities, event organizers, and public safety agencies in its design and implementation. Over time, this shared knowledge base could help inform training, funding priorities, and updates to provincial event safety guidelines.

VIII. Commission Membership and Staff

The Commission was supported by the dedication and expertise of the following individuals:

Salam Guenette
Executive Administrative Assistant with the Justice Services Branch in the Ministry of the Attorney General of British Columbia

Ana Staskevich
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Michael Kleisinger
Lawyer with the Legal Services Branch in Ministry of the Attorney General of British Columbia.

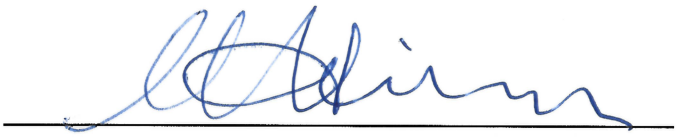
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IX. Conclusion And Acknowledgements

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It is the Commission's sincere hope that the findings and recommendations contained in this report will contribute meaningfully to the creation of safer public spaces across British Columbia and serve as a respectful acknowledgment of all those who have been affected by tragedy.

Date: June 26, 2025



The Honourable Christopher E. Hinkson, K.C.

Appendices

Appendix A – Reference Material

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District of Lake Country, “Outdoor Event Application”, online: District of Lake Country <https://www.lakecountry.bc.ca/form/outdoor-event-application>.

The Corporation of the City of Courtenay, “Special Events Regulation Bylaw No. 2396, 2005”, (20 June 2005), online: <chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.courtenay.ca/assets/City~Hall/Bylaws/General~Regulatory/Special%20Events%20Regulation%20Bylaw%20No.%202396.pdf>.

Questionnaires Received

Community Events Safety Commission, Event Organisers' Questionnaire (Abbotsford Airshow, May 2025).

———, Event Organisers' Questionnaire (Calgary Stampede, May 2025).

———, Municipal Questionnaire (Questionnaire sent to City of Abbotsford, Commission of Inquiry into Community Events Safety, May 2025).

———, Municipal Questionnaire (City of Campbell River, June 2025).

———, Municipal Questionnaire (City of Courtenay, May 2025).

———, Municipal Questionnaire (Comox Valley Emergency Management, May 2025).

———, Municipal Questionnaire (Cowichan Valley Regional District, May 2025).

———, Municipal Questionnaire (City of Chilliwack, May 2025).

———, Municipal Questionnaire (City of Dawson Creek, May 2025).

———, Municipal Questionnaire (City of Fernie, May 2025).

———, Municipal Questionnaire (City of Grand Forks, May 2025).

———, Municipal Questionnaire (City of Kamloops, June 2025).

———, Municipal Questionnaire (City of Merritt, May 2025).

———, Municipal Questionnaire (City of New Westminster, May 2025).

———, Municipal Questionnaire (City of Revelstoke, May 2025).

———, Municipal Questionnaire (City of Richmond, June 2025).

———, Municipal Questionnaire (City of Pitt Meadows, May 2025).

———, Municipal Questionnaire (City of Port Moody, May 2025).

———, Municipal Questionnaire (City of Surrey, May 2025).

———, Municipal Questionnaire (City of Victoria, May 2025).

———, Municipal Q*uestionnaire* (District of 100 Mile House, May 2025).

———, *Municipal* Questionnaire (District of East Kootenay, May 2025).

———, Municipal Questionnaire (District of Houston, June 2025).

———, Municipal Questionnaire (District of Lake Country, May 2025).

———, Municipal Questionnaire (District of North Vancouver, May 2025).

———, Municipal Questionnaire (District of Peachland, May 2025).

———, Municipal Questionnaire (Municipal Insurance Association of BC, May 2025).

———, Municipal Questionnaire (Village of Kaslo, May 2025).

———, Municipal Questionnaire (Village of Pemberton, May 2025).

———, Police Questionnaire (Questionnaire sent to Abbotsford Police Department, Commission of Inquiry into Community Events Safety, May 2025).

———, Police Questionnaire (Delta Police Department, May 2025).

———, Police Questionnaire (Kamloops RCMP, June 2025).

———, Police Questionnaire (Merritt RCMP, June 2025).

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———, Police Questionnaire (Nelson Police Department, May 2025).

———, Police Questionnaire (Richmond RCMP, June 2025).

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———, Police Questionnaire (Surrey Police Service, May 2025).

———, Police Questionnaire (Vancouver Police Department, May 2025).

———, Police Questionnaire (Victoria Police Department, May 2025).

Appendix B – Consultations and Interviews

Abbotsford International Airshow

- Dave Reith, Executive Director

ActSafe BC

- Trina Pollard, Chief Executive Officer
- Jeff Wonnenberg, Director of Industry Training
- Daniel Farley, Director of Industry Health & Safety

BC Civil Liberties Association

- Liza M. Hughes, Executive Director
- Meghan McDermott, Policy Director
- Aislin Jackson, Policy Staff Counsel

BC First Nations Justice Council (BCFNJC)

- Amanda Carling, CEO
- Tina Miller, Researcher, Indigenous Women's Justice Plan
- Kristi Den Admirant, Researcher, Indigenous Women's Justice Plan

BC Music Festival Collective

- Julie Fowler, Executive Director, BC Music Festival Collective
- Corrine Bundschuh, Emergency Management Specialist for Kootenay Rocky Tourism

BC Place Major Events (BC Lions, Whitecaps, Grey Cup, etc)

- Jenna Visram, Assistant General Manager, Director, Events & Guest Experience

BMO Marathon - RunVan Vancouver International Marathon Society

- Eric Chéné, Executive Director

Calgary Stampede

- Kerrie Blizard, Director, Public Safety & Environment

Canada Day VFPA Convention Center- (Canada Together)

- Gillian Behnke, Director, Events & experience
- Alexandra Hearn, Events & Guest Experience Advisor

Celebration of Light

- Paul Runnals, Partner, Senior VP; Talent + Production

City of Abbotsford

- Todd Stewardson, General Manager, Parks, Recreation & Culture
- Danielle Pope, Director, Recreation & Community Engagement Professional

City of Burnaby

- Lois Dawson, Coordinator – Festivals & Special Events

City of Dawson Creek

- Chelsea Mottishaw - Tourism, Emergency & Climate Readiness Manager
- Lindsay Dufresne, Community Culture & Recreation Manage

City of Fernie

- Jacquie Hill, Manager of Parks and Recreation
- Ula Gasiorowski, Parks, Facilities & Recreation Coordinator

City of Grand Forks

- Duncan Redfearn, Chief Administrative Officer

City of Liverpool – United Kingdom

- Angie Redhead – Head of Operations Culture Liverpool
- Susan Gibson – Head of City Events Culture Liverpool
- Jen Falding - Head of Major Sports Events

City of London - Ontario

- Paul Ladouceur, Director, Emergency Management and Security Services
- Sgt. Jorg Stockman, London Police Service

City of New Westminster

- Jen Arbo, Manager, Community Partnerships

City of Toronto, Economic Development and Culture

- Pat Tobin, General Manager, Economic Development and Culture
- Aderonke Akande, Director, Arts and Culture Services at the City of Toronto
- Collin Joseph, Manager Event Support Economic Development and Culture at City of Toronto
- Stefan Lenzi, Production Manager, Event Support Unit at City of Toronto
- Nathaniel Kennedy, Coordinator, Toronto Emergency Management at City of Toronto

Clayoquot Biosphere Trust

- Brooke Wood – Director

Course Dynamics Race Event Management

- Albert Ngai, Race Director

District of Lake Country

- Matt Vader, Director of Parks, Recreation, and Culture

Downtown Eastside Women's Centre

- Cheryl Sutton - Director, specialized services and programs

Downtown Vancouver Business Improvement Association

- Jane Talbot, President & Chief Executive Officer
- Michael Dove, Lead of Placemaking & Public Spaces
- Claire Leonard, Manager of Placemaking & Public Space

Dragon Boats BC

- Dominic Lai - Senior Development, Marketing, and Operations Director

Event Safety Alliance of Canada (ESA)

- Kevin Tanner - Chair, Board of Directors
- Janet Sellery, Founding Board Member and Programming Chair, Event Safety Alliance Canada

Gentian Events Limited – United Kingdom

- Eric Stuart, Director

GuardTeck

- Aaron Billesberger, Director of Special Projects & Training

Italian Days on Commercial Drive

- Grace Choi, Owner & Event Producer

Kamloopa Powwow

- Colin Stonechild, Event Organizer

Neighbourhood Small Grants (NSG)

- Kim English, Community Relationships & NSG Manager

Nisga'a Ts'amiks Vancouver Society

- Anthony Robinson, CEO
- Kelly Gill, Event Manager

Safe Events – Ireland

- Mark Breen, Director, Safe Events Global
    - Senior Health & Safety Director | Middle East events

Shambhala Music Festival

- Jimmy Bundschuh, Founder
- Corrine Bundschuh, Co-Founder and Emergency Management Specialist for Kootenay Rocky Tourism

soomö Entertainment Company

- Roy Yen, Principal

Squamish Nation Youth Powwow

- Simon Baker, Head Chair
- Carmen Moore, Co-Chair

Surrey Police Services

- Allison Good – Superintendent
- Lav Mangat - Superintendent

The Square Metre Group - United Kingdom

- Andy Hollinson, Chief Executive Officer

Toronto Strong Fund

- Barbara Hall, The Barbara Hall Community Resilience Fund.

Union of BC Municipalities (UBCM)

- Councillor Trish Mandewo, UBCM President
- Gary MacIsaac, UBCM Executive Director
- Bhar Sihota, UBCM Senior Policy Analyst

Vaisakhi - Vancouver

- Sukhpal Jhooty, Co-Lead
- Malkiat Dhami, Past-President
- Jagdeep Sanghera, Vice-President

Vancouver Convention Center

- Craig Lehto, General Manager
- Alikie Knight, Director, Venue Operations
- Sarbjit Minhas, Senior Manager, Venue Operations

Vancouver Farmers Markets

- Randy Elliott, Director of Operations
- Laura Smit, Executive Director

Vancouver Foundation

- Kevin McCort, President & CEO
- Dave Doig, Director, Community Networks

Vancouver Police Department

- Jeff Neuman, Staff Sergeant/Inspector

Vancouver Pride Society

- Joseph Hoang - Director, Community Engagement

Vancouver Sun Run

- Tim Hopkins, Race Director

Village of Kaslo

- Robert Baker, Chief Administrative Officer

Village of Pemberton

- Christine Burns, Manager of Recreation Services

APPENDIX C - Summary of Municipality and Regional Districts Questionnaire Responses

The following summarizes key findings from approximately 27 local governments regarding their event safety practices, challenges, and volumes. Responses have been categorized and distilled for clarity.

Municipality/ Regional District	Public Safety Measures	Best Practices	Challenges	Approx. # of Events (as reported)
CENTRAL INTERIOR				
City of Dawson Creek *(Population: 12,323)*	Traffic plans required for major road closures; Development Services identifies and communicates safety concerns.	Use of Incident Command Systems (ICS) 100 training; standardized guidelines with risk ratios; bylaw-enforceable protocols in development.	Open-space events without controlled access; high costs for police/security presence.	~10 outdoor events/year; mid-size (~500) with one large-scale (Dawson Creek Exhibition, 10,000+ attendees).
City of Grand Forks *(Population: 4,112)*	Fire department is the primary contact pre- and during event; no internal event approvals.	Formal permit process for exclusive use helps identify and address potential issues early.	Limited internal capacity for event vetting; event security approvals not within current scope.	~25 total events/year, including small gatherings; ~10 events exceed 500 attendees (e.g., tournaments, festivals).
City of Kamloops *(Population: 97,902)*	Traffic plans required for road-impacted events; reviewed by Fire Department. Event maps checked for compliance.	Guidelines address insurance, fire safety, emergency plans, and security. Reviewed by Risk, Fire, and Events teams.	Rising costs for traffic control and security; limited staff for enforcement; desire for provincial support/grants.	~251 total; 70+ large outdoor (1k+), 11 major (1k–30k), 30 medium (100–1k).
District of 100 Mile House *(Population: 1,928)*	Event safety is organizer's responsibility; certified traffic control required.	Small-town context emphasized; low-regulation approach seen as beneficial.	Volunteer burnout; rising insurance costs; fear of overregulation deterring organizers.	25–50 annual events; includes car shows, parades, concerts, and community dinners.

COLUMBIA-KOOTENAY				
City of Fernie *(Population: 6,320)*	Organizers hire traffic control; City installs signage and reviews permits for emergency access. Staff present to oversee road closures.	Organizers must follow BC Major Planned Events Guidelines. Liquor permitting and notification responsibilities fall to the event host.	Limited staff resources; need for flexible approaches tailored to small communities.	15–20 events annually; range from medium-sized to large gatherings.
Village of Kaslo *(Population: 1,049)*	Closures approved by Council; no formal protocols.	Interest in standard checklists tailored by attendance.	No bylaw enforcement capacity; desire for risk assessment standards.	2 major events/year (~2,000 attendees each).
New Denver *(Population: 487)*	Uses BC Emergency Mgmt. Framework and Public Safety Canada templates for event planning.	Calls for centralized toolkit, training modules, and scalable guidelines tailored to smaller communities.	Staffing limits, increased security costs, and challenges with inter-agency coordination.	10–20 outdoor events annually; some large-scale (5,000+ attendees).
City of Revelstoke *(Population: 8,275)*	Traffic control reviewed during planning by Fire and Police. Compliance not monitored during event.	Multi-department review of plans (Fire, RCMP, etc.) at application stage.	Staffing and funding limitations; lack of capacity to monitor event execution; rely on organizer compliance.	41 permits issued in 2024; range from ~100 to 4,000+ attendees.
EAST KOOTENAY				
Regional District of East Kootenay *(Population: 65,896)*	Included in event plans if Special Event Licence is needed.	Proactive engagement with organizers to prevent post-event issues.	Parking/access; enforcement; jurisdictional coordination (e.g., First Nations land).	1–3 events/year requiring Special Event Licence (500+ attendees).

METRO VANCOUVER/LOWER MAINLAND				
City of Abbotsford *(Population: 153,524)*	Highway Use Permit required for traffic impacts, reviewed by Abbotsford Police Department (APD) and Abbotsford Community Events (ACE) team. Emergency access reviewed by APD and Abbotsford Fire Rescue Service (AFRS). Beverage gardens reviewed with APD/LCRB.	ACE Team meets post-application to assess risk/safety. Annual recurring events are tracked for changes year to year.	Organizers often lack training or resources; many are volunteers. Emphasizes need for BC-wide training and funding support.	82 outdoor events in 2024; ~20 are large-scale.
City of Chilliwack *(Population: 93,203)*	Traffic control plans required from hosts; reviewed by Engineering.	Event risk assessed case-by-case with RCMP and Fire input; factors include access, alcohol, capacity, and security.	Volunteer and staff capacity is limited; need for funding and formal event review templates.	2024: 40 block parties (~100 ppl), 63 community events (up to 5k), 1 large event (~10k), mural festival (5k).
City of New Westminster *(Population: 78,916)*	Traffic plans developed by Transportation Engineers; consistent safety measures followed.	Flexibility emphasized; Festival Expediting Staff Team (FEST) team with uniformed police helps ensure planning is grounded and practical.	Costs rising while funding drops. Volunteers need education. Storage space for equipment is lacking.	7–10 large with closures; 30 medium; 100+ small or recurring events.
City of Pitt Meadows *(Population: 19,416)*	Security presence at single large event with bag checks.	Supports tiered safety expectations by event size and type.	Need access to rentable barriers at low/no cost.	1 large (10k), 2 medium (2.5k–4k), 10 small (300–500).
City of Port Moody *(Population: 33,535)*	Police approve safety/traffic plans; larger events involve Fire and Police from the start. Fire notified if food trucks present.	Safety reviewed by Police. New multi-department committee launching in 2025 to formalize reviews.	Staffing and equipment costs rising; limited police/traffic availability; equipment access issues (e.g. bollards).	15 community + 7 Sunday Concerts (small); 3 medium; 3 large; 10–15 block parties; recurring markets.

City of Richmond *(Population: 209,937)*	Traffic plans by certified firms for large events; reviewed with RCMP and Transportation. Managed via Richmond Event Approval Coordination Team (REACT) process. The REACT team reviews all event applications for events with over 50 people attending that impact public property.	Post-event debriefs standard for large events via REACT. City participates in Creative Cities & West Coast Event Pro networks.	City: equipment rental & staffing costs. Community: planning is complex, REACT is confusing for first timers.	~150 event applications/year; most <1,000 participants, some as large as 50,000 (e.g. Steveston Salmon Fest).
District of North Vancouver *(Population: 88,168)*	Historically closed roads with cones, personal vehicles, and unlicensed staff. Limited formal protocols. Reliance on community partners.	Safety varies by event size and alcohol. Relies on interdepartmental coordination and discretion of Parks Manager.	Funding shortages and overtime challenges; staff burnout; shifting event supervision and structure.	20–25 concerts by NVRC; 200–230 permitted community events; ~6 are large (500–1k+).20–25 concerts by NVRC; 200–230 permitted community events; ~6 are large (500–1k+).
City of Surrey *(Population: 568,322)*	Traffic Obstruction Permit process includes full review by Festival Expediting Staff Team (FEST), Police, Engineering. Parades with rolling closures are monitored via an Emergency Operations Centre (EOC).	FEST process evolves through feedback from all stakeholders. Updates made continuously to improve coordination.	Budget constraints for organizers; limited resources to support events requiring road closures.	275–300 community hosting applications/year; ~6 events over 80k attendees.

SOUTHERN INTERIOR/OKANAGAN				
City of Merritt *(Population: 7,051)*	Events requiring closures must coordinate with City for signage and traffic control; provincial road conditions shared via DriveBC/local alerts.	Risk assessments led by event hosts, reviewed collaboratively. Event guide outlines minimum standards. Early communication is emphasized.	Costs, staffing, planning time, hotel/volunteer availability, community buy-in.	1 large annual; 10–20 medium-scale events.
District of Lake Country *(Population: 15,817)*	Traffic control plans are required and reviewed pre-permit. RCMP on site for events over 1,000. Fire and bylaw attend all events. No alcohol allowed.	Annual safety plan developed and reviewed with RCMP, fire, and bylaw. Timely external applications are critical.	Concern about uniform application of standards; need for event-specific flexibility.	10–12 District-hosted (2k–3k); plus 5–7 community events (500–1k).
District of Peachland *(Population: 5,789)*	Traffic plans created by pro firms and reviewed by City depts (Fire, Engineering, Ambulance). Closures require multi-agency approval.	Annual pre-event meetings with departments; strong internal communication; updated contact lists shared for event-day coordination.	Security and evacuation plans add cost. Interested in toolkits and funding for risk management frameworks.	2 large festivals (5k+); ~12 medium events (250–1k attendees).
NOTHERN INTERIOR				
District of Houston *(Population: 3,052)*	Road closures coordinated with District and Regional District.	Use of WorkSafeBC, public health guidance, local emergency services; internal checklists and templates.	Need for scaled frameworks, toolkits, and provincial support for larger events.	~20 outdoor events/year; range from small markets to 300-person mud drag.
SEA TO SKY				
Village of Pemberton *(Population: 3,407)*	Right-of-way approvals, barricades, access routes outlined in safety plan.	Support for standardized protocols, with variations for event size/community capacity.	Limited space, staffing, and infrastructure for larger events.	~7 events/year; growing to 12–15. Events >600 people require Special Event Permit.

VANCOUVER ISLAND & GULF ISLANDS				
The Corporation of the City of Courtenay *(Population: 63,282)*	Road closure applications reviewed by Operational Services and emergency responders.	No specific practices reported.	Noted future need for support via Comox Valley Emergency Management (CVEM) and the Ministry of Emergency Management and Climate Readiness (EMCR) funding for standardized community safety.	~5 events/year (1 large, 4 small).
City of Campbell River *(Population: 35,519)*	Special Events permit required; traffic management plan if roads impacted; security required if liquor served.	Checklists and emergency reviews; visible staff; early cleanup; adapt perimeters; awareness protocols and buddy system.	Free events increase risk of disruptions; rising security costs; reliance on volunteers; child safety a recurring issue.	~60 event instances/year; includes CR Live (7), Salmon Fest, Logger Sports, Canada Day Parade.
City of Victoria *(Population: 91,867)*	Signalized intersections controlled by police, all site plans are reviewed by transportation staff, police, and fire in advance. Police determine the intervention level required to secure static events occurring in public rights-of-way.	Specialized software; seek input from neighboring jurisdictions and compare notes to other Canadian cities related to best practices.	Police resourcing/capacity can be an issue; increasing event and protest activity within region, lack of specialized equipment.	~250-300 permitted events ranging from neighbourhood block parties to major festivals/celebrations.
Comox Valley Regional District (CVRD) *(Population: 72,445)*	Road closure applications reviewed by Operational Services and emergency services; jurisdictional complexity often leads to gaps in coordination.	Partnerships via Multi-jurisdictional Emergency Management Organisation (MJEMO) model and EOC/ICS tools; strong collaboration with similar-sized regions; knowledge sharing emphasized.	Provincial-level silos between agencies; lack of coordinated funding/support for joint planning; even for off-jurisdiction but impactful events.	Frequent medium events year-round; large events include CFB Comox Air Show (20k–30k attendees).

Emergency Management Cowichan (EMC) *(Population: 89,013)*	Ad hoc approaches vary by community/bylaw; processes and timelines often unaligned, particularly on private land.	Supports flexibility in permitting to preserve cultural and economic value of events while ensuring safety.	No cost recovery for planning/monitoring of events outside traditional permitting; current permitting is layered and burdensome.	Small events (<100) occur frequently, especially in summer; ~2 large-scale events (20,000+ attendees) annually.

Based on the data gathered in questionnaires and interviews, some observations can be made:

1. Most municipalities referenced the rising costs for event operations like security, barricade rentals, training and police services, which tends to also affect event organizers.
2. Smaller events and smaller municipalities rely on volunteers to complete their applications and run the events.
3. The application process varies greatly among municipalities with calls for using standardized guidelines with risk management and ratio formulas.

***Population is based on 2021 available census data: https://www12.statcan.gc.ca/census-recensement/2021/as-sa/fogs-spg/Index.cfm?Lang=E*

APPENDIX D - Sample - Event Safety Plan Template

A Safety Plan Sample outlines the procedures and precautions that will be in place to ensure the safety of everyone at the event.

Event Information (basic event details)

Event Name: _____

Event Date: _____

Event Location: _____ *(address or description of venue)*

Event Type: Sporting, Cultural *etc.* _____

Does the event take place entirely or partially on Federal property?

Does the event take place entirely or partially on First Nations Land? *First Nations land should consult the Band Council and Administration as to which other agencies should be involved. Those agencies may include the First Nations Health Authority, tribal police, and others.*

Estimated Attendance: _____ *(approx. number of people expected)*

Estimated Peak Attendance: _____ *(approx. number of people expected during peak times)*

Event Start/End Times: _____ *(when the event will open and close)*

Event Set up/Take-Down Times: _____

Contact Information (On-site contacts responsible during the event)

Event Day Contact: _____ *(name of primary on-site manager)*

Event Day Contact Info: _____ *(mobile phone number and/or radio channel)*

Safety Officer/Leader: _____ *(name of person overseeing event safety)*

Safety Officer Contact Info: _____ *(contact details for safety lead on-site)*

Event Day Secondary Contact: _____ *(name of primary on-site manager)*

Contact Info: _____ *(mobile phone number and/or radio channel)*

First Aid

1. Who will provide on-site first aid? *(Identify the first aid service or trained personnel, e.g. Red Cross, St. John Ambulance, or certified volunteers.)*

2. Number of first aid attendants and their certification level? *(Specify the number of first aiders and their certification level, based on the size and risk level of the event.)*

Security / Crowd Management

1. Describe security personnel or marshal roles and numbers*. (Include professional security staff, police officers, or trained volunteer marshals if applicable.) If yes, describe their roles, numbers, and schedule. If no, explain how event staff or volunteers will manage crowd safety, access control, and any potential unruly behavior to maintain a safe environment*

2. How will crowd safety and behavior be managed?

Liability and Insurance

When planning your event, it's essential to identify and address potential risks related to property damage and personal injury in advance. All events must carry General Liability Insurance with a minimum coverage of _____ (insurance varies depending on the size of the municipality). The insurance certificate must:

- *Name the municipality of _____as an additional insured*
- *Include a cross-liability clause*
- *Be submitted to the _____team/office for review before a permit can be issued*

By signing the Special Event Permit application, the organizer agrees to indemnify and hold harmless the municipality of _____from any claims, demands, lawsuits, or costs arising from the event, including actions by the organizer or their staff, agents, or volunteers.

Food and Beverage vendors?

Beer and liquor sales require a Liquor and Cannabis Special Event Permit from the B.C. Liquor and Cannabis Regulation Branch. Applications may be obtained online or at any government liquor store

Activities (Risk Assessment)

List any medium- to high-risk activities and the mitigation strategies. *(for example: inflatables like bouncy castles, alcohol service, fireworks, live animal displays, etc.). For each activity, what plans or procedures will you have in place to minimize the risk factors? (Describe safety measures for each high-risk activity – e.g. supervision and tie-downs for inflatables, ID checks and serving limits for alcohol, safety zone and trained operators for fireworks.)*

Road Closure & Pedestrian Safety

1. Are any road closures planned? *If yes, list and describe the closure plan. (For example, note if you will hire a certified traffic control company or use traffic control persons, what signage or barricades will be in place, the timing of closures, and any detour plan. Include contact information for any traffic management providers or city permits obtained.)*

2. How will pedestrian safety be ensured during closures? *(Describe measures such as having marshals assist pedestrians, using barriers between traffic and walkways, clear signage for crossing points, reflective vests for volunteers, etc.)*

Impact on Local Residents

Develop a notification plan for nearby residents and businesses, especially if sound or traffic will be affected.

Unloading/Loading Zones

1. Describe your plan for loading and unloading zones. What is your plan for loading and unloading zones for the event? *(Describe how vendors, performers, or suppliers will load in and out – e.g. designated areas or times for delivery vehicles, use of cones or staff to control the area, special equipment like dolleys or forklifts. Include how you will coordinate schedules to avoid congestion and any communication to drivers. Ensure this plan is shared with all vendors/participants in advance.)*

Fire Safety

1. Will open flames or fuel be used? Describe precautions. *(For example, for cooking appliances or heaters: maintain safe distances, have fire extinguishers available and staff trained to use them, no smoking near fuel; for fireworks: licensed pyrotechnician handling them, fire department notified; for bonfires: a safety perimeter and water source on hand.)*

Risk Mitigation (Emergency Incidents)

1. Describe procedures and communication plans for:

- Lost child

Outline how lost children will be reported (e.g. immediately radio to staff), where they will be kept (a secure, supervised area), how you will verify guardians and reunite them. Include any ID wristband systems or PA announcements.)

- Medical emergency

(Explain how you will respond to a serious injury or illness – e.g. alert on-site first aid and call 9-1-1 if needed, clear space for responders, crowd control around the area, designate a meeting point for ambulance. Detail who has authority to call emergency services.)

- Fire emergency

(Describe the evacuation or firefighting procedure in case of fire – e.g. raise the alarm (whistle/air horn), clear the area, use fire extinguishers if trained, call the fire department, guide people to exits. Identify who will make the call and who will meet firefighters to direct them to the incident.)

- Evacuation

(If a larger emergency or severe weather requires evacuating the whole event, explain how the decision will be made and announced (e.g. via PA system or megaphone), what exits or evacuation routes will be used, and where people should go. Assign staff to assist in directing attendees calmly to safety.)

- Event cancellation

(For a last-minute cancellation or early shutdown - e.g. due to extreme weather or a security threat - describe how you will inform attendees (prior to or during the event), and how staff/volunteers will communicate and manage the shutdown. This could include social media updates before the event and on-site announcements.)

Communication Plan

1. How will staff/volunteers communicate during the event*? (Identify the primary communication methods: two-way radios on specific channels, cell phone calls/text groups, a messaging app, or a designated command post. Ensure all key personnel have devices and know protocols, e.g. radio etiquette or emergency codes.)*

2. Where is the staff/volunteer headquarters? *(Specify the on-site location that will serve as the coordination center or information hub for the event staff - for example, a clearly marked tent or an indoor room. This is where leadership can be found and where volunteers check in, and it should have first aid kits, incident report forms, etc., if possible.)*

3. How will safety information be shared with vendors/contractors? *(Explain how you will ensure all vendors/exhibitors are informed of key safety rules and what to do in emergencies. For example, pre-event emails or a briefing document outlining emergency exits, fire precautions, and who to contact for issues; or a short safety meeting on the morning of the event.)*

Additional Information

Include any additional safety-related planning details. *(Use this space for anything not covered above. This might include specific health safety measures, environmental hazards (e.g. nearby water bodies), equipment inspections, insurance details, or contacts for on-call services. If nothing additional, you can leave this section blank.)*

APPENDIX E – Sample - Event Risk Assessment Template

Use this template to systematically identify event hazards, evaluate risks, and plan control measures. A risk assessment is simply a careful examination of what at your event could cause harm to people, so you can decide whether you have taken enough precautions or need additional measures. This template helps document who might be harmed and how, what controls are in place, any further actions needed, and who will carry them out and when. Consider all phases of your event – setup, the event itself, and teardown – and common risk areas (e.g. crowd control, safe access/egress, fire safety, severe weather) when identifying hazards

Event Details (basic information about the event and the assessment)

Event Name: _____

Event Date(s): _____

Event Location: _____

Organizing Group/Organizer: _____ *(name of community group or lead organizer)*

Risk Assessment Prepared By: _____ *(name and role of the person assessing risks)*

Organization Website: _____

Date of Assessment: _____

Risk Assessment Approved by: _____

Identified Hazards & Mitigation Measures

Assess each identified hazard's risk level (Low/Medium/High) based on how likely the hazard is and how severe the potential harm could be. Then detail the measures you will use to control or minimize the risk. If additional actions or precautions are needed, note what they are, who will be responsible for them, and by when they should be done. Ensure that after planned controls, the remaining risk is as low as reasonably possible.

Hazard (Potential Harm)	**People at Risk**	**Risk Level (L/M/H)**	**Control Measures (Existing)**	**Further Actions (Who & When)**
Ex: Wet weather (slippery ground – slip/fall) – Rain could create slick surfaces.	*Attendees, staff*	*Ex: M*	*Non-slip mats at venue, electrical*	*monitor and dry wet areas as needed*

			cables covered	
Ex: Crowd congestion at entry (tripping/pushing) – Bottleneck of attendees at gate.	*Attendees*			
Ex: Crowd composition and vulnerability	*Attendees*			
Ex: Traffic Management	*Will the roads require closure*			
Ex: Live Animals	*Will there be live animals at the event location*			
Ex: Temporary Structures	*Location and size of tents, stages and portable toilets on the site plan.*			
Ex: Food and Beverage	*Have proper licenses, Contact local Health Authorities*			
Ex: Noise Control	*Sound levels for entertainment, music, and speeches should not unreasonably affect residents or businesses*			

(Add more rows as needed for all identified hazards. For example: a hazard could be "Slip on wet floor leading to injury" with attendees at risk, Medium risk level, control measure "cover cables and use wet-floor signs," and further action "add non-slip mats – responsible: J. Doe by event day.")

Township of Langley Event Security and Emergency Plan Guide

Event Information

Event Name:_____

Event Date:_____

Event Location:_____

Event Type: *(Road Race, Parade, etc.)*_____

Estimated Total Attendance: *(estimated total number of participants, spectators, and staff expected over the entire duration)*

Estimated Peak Attendance: *(estimated number of participants, spectators, and staff expected during peak times)*

Estimated Time/Day of Peak Attendance: *(when will the peak attendance occur)*

*For events with attendance greater than **5,000** refer to the large event example*

Event Start/End Times: *(when the event will open and close)*

Event Set up/Take-Down Times:_____

Contact Information

Fill in the table below with the position and contact information of key personnel
Add additional positions if necessary

Position	Contact (Phone Number/Radio Channel)
Emergency – Police, Fire, Ambulance	911
Primary On-Site Manager	
Secondary On-Site Manager	
Safety/ First Aid Officer	
Staff/Volunteer Coordinator	

First Aid

- Who will provide on-site first aid? *(Identify the first aid service or trained personnel, e.g. Red Cross, St. John Ambulance, or certified volunteers)*
- First Aid locations and number of attendants and their certification level at each location?

Security / Crowd Management

- Describe security personnel or marshal roles and numbers. *(Include professional security staff, police officers, or trained volunteer marshals if applicable.) If yes, describe their roles, numbers, and schedule. If no, explain how event staff or volunteers will manage crowd safety, access control, and any potential unruly behavior to maintain a safe environment*

- How will crowd safety and behavior be managed? *Describe procedures for monitoring crowd behavior and managing disruptive or intoxicated attendees while also ensuring staff and volunteer safety (e.g. de-escalation strategies, removing individuals from the event, contacting emergency services when required.)*

Traffic Management & Pedestrian Safety

- Will the event take place on Township Roads or effect the usual vehicular and pedestrian traffic patterns? *If yes, describe the Traffic Management Plan. (For example, note if you will hire a certified traffic control company or use traffic control persons, what signage or barricades will be in place, the timing of closures, and any detour plan. Include contact information for any traffic management providers.)*

- How will pedestrian safety be ensured during closures? *(Describe measures such as having marshals assist pedestrians, using barriers between traffic and walkways, clear signage for crossing points, reflective vests for volunteers, etc.)*

Notification to Local Residents and Businesses

Develop a notification plan for impacted residents and businesses. *(e.g. sending letters, installing Changeable Message Sign Boards, etc.)*

Unloading/Loading Zones

Describe your plan for loading and unloading zones. *(Describe how vendors, performers, or suppliers will load in and out – e.g. designated areas or times for delivery vehicles, use of cones or staff to control the area, special equipment like dollies or forklifts. Include how you will coordinate schedules to avoid congestion and any communication to drivers. Ensure this plan is shared with all vendors/participants in advance.)*

Food and Beverage vendors (if applicable)

List the names and contact information of all Food and Beverage vendors

Beer and liquor sales require a Liquor and Cannabis Special Event Permit from the B.C. Liquor and Cannabis Regulation Branch. Applications may be obtained online or at any government liquor store

Fire Safety (if applicable)

Will open flames or fuel be used? Describe precautions. *(For example, for cooking appliances or heaters: maintain safe distances, have fire extinguishers available and staff trained to use them, no smoking near fuel; for fireworks: licensed pyrotechnician handling them, fire department notified; for bonfires: a safety perimeter and water source on hand.)*

Emergency Incidents

Describe procedures and communication plans for:

- Lost child/adult or anyone with a special need: (*Outline how lost children will be reported (e.g. immediately radio to staff), where they will be kept (a secure, supervised area), how you will verify guardians and reunite them. Include any ID wristband systems or PA announcements.)*

- Medical emergency: *(Explain how you will respond to a serious injury or illness – e.g. alert on-site first aid and call 9-1-1 if needed, clear space for responders, crowd control around the area, designate a meeting point for ambulance. Detail who has authority to call emergency services.)*

- Evacuation: *(If a larger emergency or severe weather requires evacuating the whole event, explain how the decision will be made and announced (e.g. via PA system or megaphone), what exits or evacuation routes will be used, and where people should seek shelter or areas of refuge or assembly. All staff, and volunteers will be briefed on Evacuation procedures before the start of the event. and if required, will assist in calmly directing attendees to safety.)*

- Event cancellation: *(For a last-minute cancellation or early shutdown - e.g. due to extreme weather or a security threat - describe how you will inform attendees (prior to or during the event), and how staff/volunteers will communicate and manage the shutdown. This could include social media updates before the event and on-site announcements.)*

First Responder Access

Describe steps that have been taken to ensure that all First Responders have a quick and effective access to the event. *(e.g. designated roadways to the event area for emergency services. Briefing staff and volunteers regarding procedures to allow First Responder's to the incident*

Communication Plan

- How will staff/volunteers communicate during the event? *(Identify the primary communication methods: two-way radios on specific channels, cell phone calls/text groups, a messaging app, or a designated command post. Ensure all key personnel have devices and know protocols, e.g. radio etiquette or emergency codes.)*

- Where is the staff/volunteer headquarters? *(Specify the on-site location that will serve as the coordination center or information hub for the event staff - for example, a clearly marked tent or an indoor room. This is where leadership can be found and where volunteers check in, and it should have first aid kits, incident report forms, etc., if possible.)*

- How will safety information be shared with vendors/contractors? *(Explain how you will ensure all vendors/exhibitors are informed of key safety rules and what to do in emergencies. For example, pre-event emails or a briefing document outlining emergency exits, fire precautions, and who to contact for issues; or a short safety meeting on the morning of the event.)*

Additional Information

Include any additional safety-related planning details. *(Use this space for anything not covered above. This might include specific health safety measures, environmental hazards (e.g. nearby water bodies), equipment inspections, or contacts for on-call services. If nothing additional, you can leave this section blank.)*

Risk Assessment: Identify Hazards and Mitigation Measures

Risk Assessment Prepared By:_____

Date of Assessment:_____

Assess each identified hazard's risk level (Low/Medium/High) based on how likely the hazard is and how severe the potential harm could be. Then detail the measures you will use to control or minimize the risk. If additional actions or precautions are needed, note what they are, who will be responsible for them, and by when they should be done. Consider all phases of your event from setup, the event itself, to the teardown. Ensure that after planned controls, the remaining risk is as low as reasonably possible.

Add additional rows if necessary

Hazard (Potential Harm)	People at Risk	Risk Level (L/M/H)	Control Measures (Existing)	Further Actions (Who & When)
Ex. Wet weather (slippery ground, slip/fall) Rain could create slick surfaces	*Attendees, staff, volunteer*	*M*	*Non-slip mats at venue, electrical cables covered*	*Monitor and dry wet areas as needed*

Example Event Security and Emergency Plan

In accordance with the Report of the Study Commission of Inquiry into Community Events (dated June 26, 2025), this document is provided solely as a general guide and illustrative resource to assist event organizers in developing their own event security and safety plans. Organizers should review each section and select, adapt, or omit components based on the size, nature, and risk profile of their own event.

For full context and complete details, the official report is available at:
www2.gov.bc.ca/assets/gov/law-crime-and-justice/about-bc-justice-system/inquiries/commission_of_inquiry_into_community_events_safety-report_20250626.pdf

This sample Public Safety Plan demonstrates how an event organizer may structure safety, security, and emergency-response procedures for a community event. It is intended to:
• Provide a reference model for developing event-specific plans
• Highlight common safety considerations for community events
• Encourage proactive planning, inter-agency coordination, and risk-reduction strategies

Event organizers should tailor all content to their own operational realities, regulatory requirements, and venue-specific conditions.
This example plan includes detailed policies and procedures for the following areas:

• Public Safety – General
• Volunteer Training
• Licensed Beverage Areas
• Tents and Temporary Structures
• Public Health
• Hospital Coordination
• Ambulance Coordination
• First Aid
• Lost Child/Parent Procedures
• Fire Safety
• Evacuation Plan
• Electrical Safety
• Security Duties and Responsibilities
• Police Liaison
• Traffic Management
• Animals on Site
• Public Notification

Organizers may adopt, modify, or exclude sections depending on the nature of their event.

Example Event Security and Emergency Plan

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This Public Safety planning and implementation document is separated into various sub-tasks. They are being developed and fine-tuned

through consultation with public agencies and are intended to exceed any legislative or regulatory requirements. Past practices and debriefing notes from other events at the location and previous events are considered, and the plan is updated as needed. The organizers are taking great care in ensuring a proactive approach to planning for public safety. Understanding the issues that may impact on public safety is the primary goal, followed by systems to manage reasonable risk.

Public Safety – GENERAL

Effective and efficient communications is the cornerstone of Risk Management success, and this is especially true when involved in a large public event. We have ensured that individuals performing vital duties and people in positions of responsibility are accessible by a multiple of means. There is a list compiled of all area/subcommittee supervisors and their alternates, with home, cellular and business telephone numbers, and is distributed as required. During the event, key positions/people are issued with two-way radios. In addition, during the event, an Incident Command Center manned by a Safety Co-Coordinator (lead security) (or alternate), Security Supervisor, and a RCMP Incident Commander (if necessary or required by RCMP) will monitor the Emergency Radio Channel and coordinate appropriate responses with Emergency personnel.

Radio's and Channels

1. All Supervisors and subcommittees
2. Security
3. First Aid/Emergency – monitoring the Security channel

Public Safety – VOLUNTEERS/TRAINING

Proper training of the volunteers for the event, other community volunteers and staff, and contracted groups/individuals, is valued by the organizers and critical to a professionally run event. In general, Volunteers identified as "Event Staff" will be clearly identified through bright volunteer T-shirts. Volunteers are being used for general cleanup and trash removal, directions and Event Information, notifying Security if there is an incident, and generally being the eyes and ears of the

event Supervisors. Area/subcommittee supervisors will be wearing bright shirts or hi vis vests that are a different color than the shirts worn by all other volunteers at the event.

Certifications that we require, encourage, and in some cases facilitate are:

- There will be one night of volunteer orientation (or emailed training document) training that will cover site services, expectations,
- procedures, and public safety – this training/orientation night will occur in the week before the event
- All volunteers are to sign in at the Volunteer Services Tent, at the start of each shift. The supervisor(s) of each area/subcommittee will meet with their volunteers right after they sign in and go over their roles with them – the supervisor(s) will monitor their volunteers throughout the entire event.
- Serving It Right certification (SIR) or Special Event Server (SES): All Licensed Beverage Gardens serving staff and Licensed Beverage Gardens supervisors will be certified, and most of our security personnel will also be certified.
- Propane Handling: all equipment using and storage of Propane will follow CSA, propane, WHIMIS regulations.
- Basic First Aid Certification: required by paid security personnel, and by the First Aid Station providers. Volunteers with a valid Level 1, 2, or 3 First Aid certificate who are willing to potentially serve in this capacity will be noted at Volunteer registration.
- CPR Certification: required by paid security personnel, and by the First Aid Station providers.
- Defibrillation Certification: required by the paid security personnel, and by the First Aid station providers. Equipment will be provided by the First Aid company.
- The contact list of area/subcommittee supervisors and the alternates is posted in appropriate locations for access by volunteers and staff, in the volunteer tent.
- The various safety protocols and emergency evacuation procedures are posted in appropriate locations for access by volunteers and staff.
- This Public Safety Guidelines document is posted in appropriate locations for access by volunteers and staff.

Public Safety – ALCOHOL (Licensed Beverage Gardens)

We meet and exceed all legal requirements as set out by the Township of Langley, the RCMP, and the BC Liquor Board in relation to alcohol controls.

- The entire area of the event is fenced of 6 ft high.
- There will be one location for alcohol service. This station will contain beer, cider, wine and canned beverages.
- There are Emergency exits located throughout the park (see in the venue map). All are clearly labeled on the fence and have personnel (either volunteers or licensed security) who are trained in how to open the gate in the case of emergency.
- Tickets for alcohol purchases will be located near (but separate) from the Licensed Beverage Garden service areas. All purchases will require verification of wrist bands and/or ID checks is the server deems necessary (patron appears underage.)
- ID checks for wrist bands will be provided just inside the main entrance to the park. Once verified, patrons will have wristbands placed on their right wrist.
- The main entrance will be configured to maintain a separate entrance and exit to allow Security personnel to maintain an accurate count of patrons within the event. One paid security person will be solely responsible for an accurate count of patron.
- Limit the number of alcoholic beverages issued to a patron at any one time to 2 drinks.
- Last call will occur 45 minutes prior to the event closing time with strong enforcement of the maximum of 2 drinks. All bars will stop serving 30 minutes prior to event closing time.
- Patrons on the field without wrist bands and in possession of alcohol will be immediately escorted from the facility by security personnel.
- All drinks will be served in plastic cups for safety purposes.
- All Licensed Beverage Gardens serving staff and Licensed Beverage Gardens supervisors will be certified in Serving It Right (SIR) or special event SES. Dedicated staff will pour drinks and pass to the serving staff. There will be two to four volunteer bartenders at each bar and one to three volunteer pourers at the draft station.
- The shared serving bar will always have a dedicated supervisor to ensure that SIR compliance is maintained.
- A safe ride program (Safe Ride Home) will be on-site to serve patrons who may have over consumed.

- All alcoholic beverages will be secured in locked trailers overnight.
- Security personnel, event staff and volunteers ensure that alcohol is only consumed inside the fenced area.
- Over consumption will be monitored by all Bar staff and paid security. The procedure for escalation and dealing with over serving is as follows.
    1. Patron is observed that he or she might be over served
    2. Staff making observation notifies one of 3 Bar supervisors
    3. The Team Leader will then call his or her team together and observe the subject to determine the best method to perform the extraction and brief his or her team.
    4. Supervisor and at least one security staff will approach patron and assess the individual
    5. If overserved, the individual will be extracted from the event. The purpose of the extraction team is to remove unwanted persons from the site with as little disruption and force as can be used. The Team Leader may choose one of several options available to them to gain compliance of the person they need to leave the event. They will start with the most appropriate level of force and move up the scale from there.
    6. The security in conjunction with the event organizer and applicant will determine the best way to ensure patrons found to be intoxicated or removed from the premises get home safely, either by Taxi, Ride from Sober Friend, or appropriate method.
    7. Incident will then be documented in security log.

- Persons may be asked to leave the event for many reasons. Below are some of the most common:
    - Intoxicated by alcohol
    - Evidence of drug abuse or use.
    - Selling narcotics.
    - Inappropriate touching.
    - Causing a disturbance.
    - Arguing, threatening or fighting.
    - Possession of alcohol not purchased in the event.
    - Public urination.
    - Any criminal acts.
- Have security personnel, event staff and volunteers monitor that over-consumption and underage drinking do not occur.

- Implement protocols for searching bags/backpacks upon entry to ensure that no controlled substances enter the event.
- If requested by the RCMP, Licensed Beverage Gardens will enroll in the Bar Watch initiative. Involve RCMP personnel if any Patrons exceed trigger thresholds for intoxication or belligerent behavior. These Patrons are not to be simply ejected from the Licensed Beverage Gardens to roam the public event creating other issues.

REFUSING SERVICE

- The bar staff may refuse service to anyone who refuses to produce identification when requested or in their opinion has had sufficient alcohol. Security Professionals may also advise bar staff that a person is cut off from further consumption of alcohol and bar staff will comply with this request. Security Professionals may also refuse service to persons who are angry or been involved in an altercation at the event.

REFUSING ENTRY

- The Security Professional(s) posted at the entrance may refuse entry to persons they find unfit to enter.
  Some of the reasons for refusal of entry are as follows:
  - Already intoxicated.
  - Evidence of drug abuse or use.
  - Argumentative or angry.
  - Been in an altercation outside of the event.

<u>Public Safety – TENTS</u>

The event is outdoors, and we provide many of the tents. These tents are a variety of sizes and are used for patron comfort, ticket sales and vendor areas. The Township of Langley Parks and Recreation Department is consulted for the required permits in Township parks and then tents will be acquired from a licensed provider who also erects them for us. The tents are following all fire retardant and engineering requirements/regulations. All vendors who supply their own tents and/or coverings are required, as stated in their contracts, to meet all fire and health regulations. The Township of Langley Fire Department will be consulted for specific requirements regarding tent fire retardant regulations, and this is included in all vendor contracts. Prior to the installation of any tents, the Township of Langley Parks and Recreation

Department is contacted to facilitate locating and marking the grounds of the park indicating where underground electrical and water services are located.

Public Safety – HEALTH

The Fraser Health will be contacted prior to the festival, to ensure that they are aware of the event and to ensure that we are aware of all regulations regarding food handling. In all food vendor contracts, they will be made aware of their requirement to meet all food handling regulations, and that the region's Health Department inspectors will make site visits before and/or during the event.

Garbage and recycling protocols will also be communicated to all vendors, to ensure that continuous collection is carried out in an efficient manner. The region's Health Department also requires that all toilets and washing facilities be maintained during festival hours.

As the event site can be a home for wasps and other airborne pests during our summer months, we would like to be pro-active and reduce the attractants – specifically food garbage created during the event. We will ensure that garbage and recycling is collected often and removed from the site on a schedule that minimizes rodent & wasp/public interaction.

Public Safety – HOSPITAL

As part of the event planning, we will be contacting Langley Memorial Hospital to advise them of our upcoming event. They appreciate this, as it assists them in developing schedules and requesting supplies. They may have people come in with heat issues and minor injuries (i.e. insect bites, etc.) from our event.

Public Safety – AMBULANCE

The organizer will contact the BC Ambulance Service to advise them of our event, brief them regarding access routes, and to let them know the support they we will receive from event staff, security personnel and First Aid Station workers.

Public Safety – FIRST AID

An event of this size, that offers a variety of family activities, is an outdoor setting and has a range of cooking venues, must be able to respond to the inevitable minor cuts, bruises, and wasp stings, etc. that happen. Although our injury incidents are expected to minimal; we have hired a separate First Aid Company who also has fully trained First Aid Attendants are strategically located in the festival area. They have a minimum staffing of two trained personnel at each station during festival hours. All these personnel are trained in basic first aid, CPR, oxygen therapy and defibrillation. Communication is maintained with event staff and security personnel by two-way radios. The volunteer tent is designated as the child/parent lost and found locations.

Public Safety – LOST CHILDREN/PARENTS

The organizer has a protocol in place to deal with the occasional lost/separated child/parent. There will be a tent (Guest Services Tent) located in a central location and designated as the lost child/parent meeting locations. All event staff, security personnel, police, and volunteers are made aware of these locations. When informed of a lost child/parent, we use our two-way radios to contact ALL staff, and if required we can implement missing child procedures. The sound systems on the stages may also be utilized. Steps for missing parents/children are as follows:

- **Missing Parent Protocol:**
  1. Introduce yourself as an event member and ask child his/her name
  2. Escort child to Welcome Tent
  3. Welcome Tent to coordinate announcement of “Missing Parent” with stage MC
  4. Introduce child to Welcome Tent staff who will wait with them until parent returns

- **Missing Child Protocol:**
  1. Ask parent child’s name, age, and what they are wearing
  2. Walk them to Welcome Tent

3. Welcome Tent to contact RCMP and give them missing child's information
4. RCMP to give direction regarding next step

Public Safety – FIRE

Our event is a venue where food is cooked over open flames, where large crowds gather, where outdoor entertainment takes place, and where tents are used for a variety of purposes. Our event staff, volunteers, and vendors adhere to fire safety regulations. We are also conducting a proactive evaluation and planning what is in place to ensure fire safety. Our success will be measured by the absence of fire related incidents. We adhere or exceed the requirements of the BC Fire Code and will consult with the Township of Langley Fire Department for additional fire prevention and safety advice.

- We require that our vendors are also compliant with the BC Fire Code as it regulates the need for extinguishers, fire retardant tents, and proximity or presence of combustibles. The Township of Langley Fire Department pertinent regulations will be included with the vendor's contract, as well as referenced in the contract.
- Vendors are advised that the Township of Langley Fire Department Inspectors may be present before and/or during the event.
- All security personnel are briefed on procedures for evacuating the park and directing/assisting incoming fire responders.

Public Safety – EVACUATION PLAN

Training:

- All Security Personnel and "Event Managers" shall be trained on the proper procedures in the case a mass evacuation is needed of the event sites and the locations of safe gathering places (located on the map).
- Each volunteer shall be notified of the location of the exits and safe gathering places in the event of an evacuation emergency prior to their shift as located on the map they are given.

Evacuation Plan

- The first “Event Manager” or security personnel to be notified of the need of an emergency evacuation shall issue an evacuation alert on the radio (frequency 3) and followed by the same announcement on channels 1 and 2. They will also issue the closest able volunteer to notify emergency responders (fire and/or police) so they may assist.
- Upon notification on the main stage, the performing act shall be stopped immediately, and the MC notify the public over the loudspeakers throughout the event of the need to evacuate immediately.
- Once the call has been received on the radio’s requiring an evacuation the closest security personnel or “Event Manager” to each emergency exit (listed on the map), shall open the gate and usher people out of the facility in a controlled manner.
- All volunteers will be in charge of informing guests where the closest exit is and the safe gathering place.
- Once emergency services are on site, volunteers and security personnel will follow their orders.

Public Safety – ELECTRICAL

The Township of Langley and our vendors require a variety of electrical outlets to power, stages, night lighting, cooking and preparation areas, tents, crafters, and trailers. We work with the Township of Langley Parks and Recreation Department to establish the location of sources for land power, and the need for additional sources with generator power. A Certified contractor will facilitate the hook-up of sub-panels and CSA certified, grounded extension cords will be used to distribute power to individual vendors. The vendors are advised in their contract that they must comply with all requirements of the BC Electrical Safety Code, before they can hook into any of our power. Vendors are advised that Electrical Safety Authority Inspectors may be present before and/or during the event.

Public Safety – SECURITY

The Township of Langley is promoted as a safe family event. In addition to the credit our patrons can take for making it so, we also

know that our secure venue, planning and preparation will help to facilitate this reputation.

During the non-festival times (overnight) we hire a Provincially licensed security company to keep the venue secure. They are required to watch over all Township and Rotary property as well as the vendors' property located within the park area, and property located nearby. Other duties include ensuring that unauthorized people are not in the area after hours and to patrol the event perimeter. The overnight security overlaps its shifts with festival security.

During festival hours Security is Provincially licensed to monitor vendor and public areas. They are to report any suspicious activity to Event Supervisors and, if required the RCMP. Security will have a dedicated radio channel which will be monitored by Incident Command, who will decide what response is required if an escalation occurs.

Festival Security's duties include but are not limited to; public assistance, crowd control, alcohol related observations and follow-up, patron counts, general patrols, assisting/directing emergency service personnel/vehicles, maintaining open walkways, reporting events, and other duties as assigned. They are assigned task locations and patrol zones, both inside and outside the Beverage Garden fenced area, and numbers on duty are determined by festival numbers. Many of these security people have training in basic first aid and CPR, as well most are Serving It Right certified.

Public Safety – POLICE

The Township of Langley plans to work proactively with the RCMP to ensure that our reputation of being a safe family event is foremost in the public's eyes. We will establish a positive line of communication with their special events liaison officer to evaluate, establish and review policing requirements. On-duty community police officers and auxiliary police officers may be arranged to provide a constant uniformed presence at our event. These officers provide coverage in the event area. The special events liaison officer is available throughout the weekend for assistance, and the Police Liaison Officer will be provided a radio is provided to stay informed in the case of an emergency during festival times.

Radios and Channels

1. All Supervisors and subcommittees
2. Security
3. First Aid/Emergency

Public Safety – TRAFFIC

Increased vehicular, bicycle and pedestrian traffic are a reality during a successful event. To facilitate management of it, organizers have;

- Heavily promoted that parking is available at event site
- Advertising about our event that promotes use of bus transportation (including bus route information) and maps out parking locations.
- Ensured that Township of Langley By-law Enforcement Officers and RCMP Officers, are contacted to enforce municipal and/or provincial regulations for fire routes and other specified areas are kept clear.

Public Safety – ROAD CLOSURES

For events taking place on Township roads (e.g., parades, races, or festivals), temporary road closures will be required during the event. It is the organizer's responsibility to ensure all access points from side streets will be controlled or closed as necessary to prevent unauthorized vehicles from entering into the event area.

Typical traffic control involves two types of closures:

- Soft Closures:
  Soft closures are implemented at the nearest intersection to allow access for local residents, and businesses. These closures typically use traffic barricades and signage, and are monitored by traffic control personnel

- Hard Closures:
  Hard closures are placed at event entrances or high-risk locations and physically prevent all vehicle access to the closed road. These closures may utilize concrete no post barriers, water-filled barricades, or large vehicles positioned to block access.

Road closures along designated emergency routes will be implemented by the organizer in a manner that allows for quick removal or controlled access to ensure emergency vehicles can enter the event area without delay.

The organizer must ensure all road closures include clearly defined detour routes for the general public. Detours will use appropriate roads and may require additional traffic control personnel as requested by the Township of Langley to maintain safe and efficient traffic flow.

The exact locations and traffic control layouts for all road closures and detour routes are included in the organizer's Traffic Management Plans.

Public Safety – ON SITE TRAFFIC CONTROL

For larger events that include on-site parking, the organizer will setup traffic control to manage increased vehicle volumes and ensure safe ingress and egress. Traffic control personnel will be positioned at main parking lot driveways on major roads to assist vehicles entering and exiting the site.

Where additional parking capacity is required, off-site parking locations will be used. For parking areas located far from the event site, shuttle services will be provided by the organizer to transport attendees.

An adequate amount of parking will be provided based on the size and type of event. Organizers will minimize the use of on-street parking and ensure all vehicles comply with the Township of Langley Highway and Traffic Bylaw No. 4758,

Public Safety – ANIMALS

The Township of Langley does not allow pets to enter the fenced festival area, except for verified support dogs.

To avoid the risk of people bringing dogs to the park and being required to leave them in their Vehicles, Marketing will clearly note that dogs will have limited access into the park, so please leave them at home.

Public Safety – NOTIFICATION

The event organizer recognizes that the event may affect nearby residents and businesses and will implement a Public Notification Plan to provide advance notice of potential impacts. Local residents and businesses in the surrounding area will be informed prior to the event through hand or mail delivered letters outlining event dates and times, anticipated noise, traffic changes, parking restrictions, and setup or teardown activities. Organizer's contact information will be provided to allow for questions or concerns to be addressed in advance.

Additional notification methods used by the organizer may include the use of Changeable Message Sign Boards and temporary signage to advise the public of event related traffic changes and access restrictions. Where appropriate, event information may also be shared through digital platforms. Coordination with the Township of Langley and emergency services will ensure that public messaging is clear and consistent. In the event of an emergency or unexpected change, real-time communication methods will be used under the direction of emergency services.

A copy of this guideline accompanied with;

- A detailed drawing of the event area and/or site plan of the event area.
- A list of contact people, their area of responsibility, and their telephone numbers.
- A task/group specific list of duties (only to those effected).
- An emergency evacuation procedure.

Will be posted in the volunteer area and the security tent, and forwarded to the following agencies;

- Township of Langley
- RCMP
- Township of Langley Fire Department
- Langley Memorial Hospital

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 - REGULAR MEETING	**REPORT:**	26-51
FROM:	ENGINEERING DIVISION	**FILE:**	8500-08
SUBJECT:	LANGLEY-HANEY PLACE BUS RAPID TRANSIT CORRIDOR DESIGN		

RECOMMENDATIONS:

That Council confirms support for the Langley-Haney Place Bus Rapid Transit (LHP BRT) project along the 200 Street Corridor from Willowbrook Station to Maple Ridge as a critical transportation investment to support growth, housing, economic development, and sustainable mobility in the Township of Langley.

That Council direct staff to work with TransLink on the detailed design of the LHP BRT project, incorporating the lane allocations as proposed, and preparation of the necessary agreements in support of the LHP BRT project.

That Council direct staff to send a copy of this resolution to TransLink and the Mayors' Council on Regional Transportation.

EXECUTIVE SUMMARY:

The Langley-Haney Place Bus Rapid Transit (LHP BRT) corridor will connect the Township of Langley and the City of Maple Ridge with frequent transit services using municipal and Ministry of Transportation and Transit (MOTT) roads. TransLink has been working with municipal and MOTT staff on the development of a design concept since late 2024. Key outcomes of previous design phases include confirmation of the LHP BRT alignment and station locations.

Refinements of the concept design have been undertaken with the development of intersection designs and transitions, station designs, consideration of geometric constraints, safety enhancements, potential transit passenger queues, and microsimulation modelling. The recommended design has 62% of the corridor with dedicated bus lanes, and the number of existing General Purpose (GP) travel lanes on 200 Street are mostly maintained. Traffic modelling indicates the BRT may reduce travel times for transit users by 50% (end to end). The proposed widening of 202 Street under Highway 1 to four travel lanes will result in a significant improvement in travel time for both GP traffic and transit users.

The LHP BRT is a component of the Township draft Transportation and Mobility Strategy (TMS). Public engagement undertaken by TransLink from January to February 2026 indicated 80% of respondents believe the LHP BRT will improve transportation along the corridor.

PURPOSE:

To seek Council endorsement of the Langley-Haney Place Bus Rapid Transit recommended design concept.

BACKGROUND/HISTORY:

The Langley-Haney Place Bus Rapid Transit (LHP BRT) project will connect the Township and the City of Maple Ridge with frequent transit services using municipal roads and Ministry of Transportation and Transit (MOTT). Much of the corridor will have dedicated bus lanes to improve travel times from Haney Place to the future Willowbrook SkyTrain Station and points in between. The LHP BRT service aims to be every 10 minutes during peak hours with a lower frequency during off-peak hours. The service is expected to operate from 6:00am to 1:00am, every day of the week. The corridor provides for dedicated stations, high-capacity articulated buses, all-door boarding, and transit priority measures at traffic signals to enhance service for transit users.

DISCUSSION/ANALYSIS:

TransLink has been working with municipal and MOTT staff on the development of a design concept since late 2024. Key outcomes of previous design phases include confirmation of the LHP BRT corridor and station locations. TransLink's stakeholder and public engagement process has indicated support for the project.

The concept design builds upon the 10% design previously completed. TransLink refined the concept design with the development of intersection designs and transitions, station designs, consideration of geometric constraints, safety enhancements, and potential transit passenger queues. TransLink considered options for termini and exchanges with inputs such as bus circulation, pedestrian access, lighting, and customer experience. Microsimulation modelling was undertaken to review intersection operations in more detail for refinement of the concept plan.

The concept design considers LHP BRT performance, safety, active transportation, traffic flow, goods movement, utilities, property acquisition, and median treatments. TransLink evaluated the feasibility, bus operations, customer experience, general vehicle traffic, and community impacts. TransLink confirmed the Willowbrook Station LHP BRT terminus configuration as part of the Surrey-Langley SkyTrain (SLS) project. The concept design also considers opening day scenarios and future scenarios through the development of adjacent lands.

<u>Recommended Design</u>

Attachment A includes the recommended concept design cross-sections for various segments of the corridor within the Township. Key elements of the recommended design concept are:

- Willowbrook Drive:
    - Scenario 1: One General Purpose (GP) lane and one curbside BRT lane per direction
    - Scenario 2: Two GP lanes and two centre-running BRT lanes per direction, delivered through redevelopment of adjacent lands
- 200 Street, Willowbrook Drive to 64 Avenue:
    - Scenario 1: BRT in mixed traffic
    - Scenario 2: Development to enable widening for centre-running BRT northbound
- 200 Street, 64 Avenue to 86 Avenue:
    - Centre-running BRT with two to four GP lanes per direction
    - Existing number of GP lanes mostly maintained
    - Continuous MUP on both sides
    - Where space allows, dedicated bike paths

- 86 Avenue:
    - BRT in mixed traffic, currently under construction by the Township
- Highway 1 and 202 Street Corridor:
    - Replace the roundabout with a traffic signal
    - Add bus-only traffic signal at Carvolth bus exchange driveway
    - Provide two lanes per direction and a dedicated left turn lane on Highway 1
    - BRT running in mixed traffic
- 91A Avenue, 199A Street, 201 Street, and 202 Street:
    - Convert southbound curb lane on 199A Street and 91A Avenue to curbside BRT lanes
    - Convert the northbound curb lane on 201 Street and 202 Street to curbside BRT lanes.

The LHP BRT includes 62% of the corridor having dedicated bus lanes. Traffic modelling indicates the BRT may reduce travel times for transit by 50% (end to end). The estimated travel times for transit users to key destinations are as follows:

- Carvolth Exchange to Willowbrook Station - 15 minutes
- Carvolth Exchange to Surrey Central (via BRT/SLS) - 40 minutes

Traffic modelling anticipates that the LHP BRT will have similar travel times to driving. The concept design, for the most part, maintains the existing number of GP lanes on 200 Street. The proposed widening of 202 Street under Highway 1 to four travel lanes will result in a significant improvement in travel time for both GP traffic and transit users.

Public engagement undertaken by TransLink from January to February 2026 indicated 80% of respondents believe the LHP BRT will improve transportation along the corridor, and TransLink's stakeholder and public engagement process has indicated support for the project.

The LHP BRT is a component of the Township draft TMS. The LHP BRT is a critical transportation investment to support growth, housing, economic development, and sustainable mobility in the Township of Langley.

Respectfully submitted,

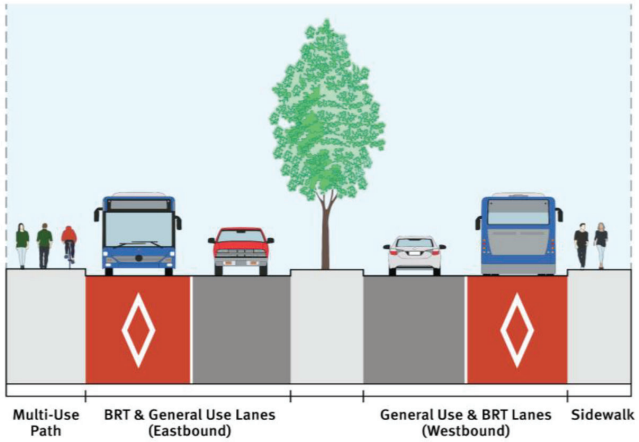
Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A BRT Recommended Design Cross-Sections from TransLink

Willowbrook Drive

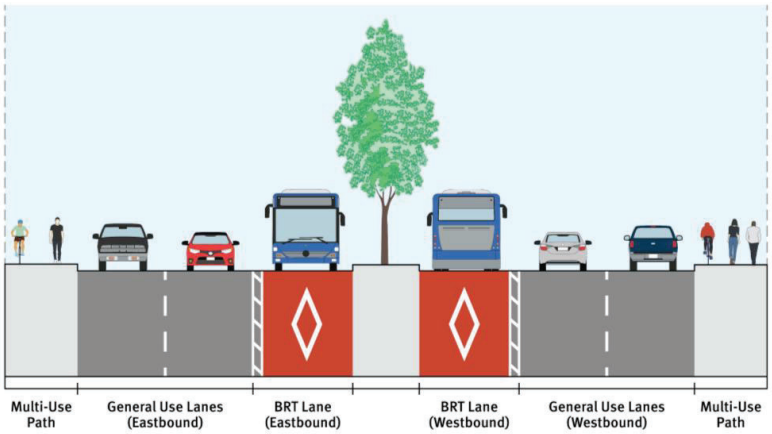
Recommendations:

Scenario 1: Curbside BRT and One General Traffic Lane in Each Direction

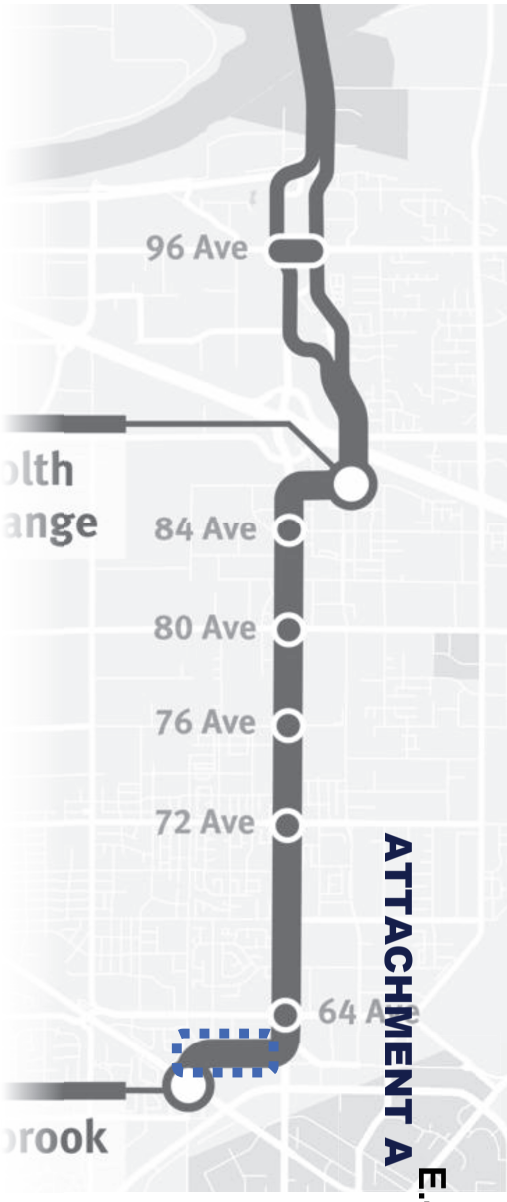


One curbside lane in each direction will be converted to a dedicated BRT and bus lane and be delivered within the existing street width.

Scenario 2: Redevelopment-enabled Widening – Centre BRT and Two General Traffic Lanes in Each Direction



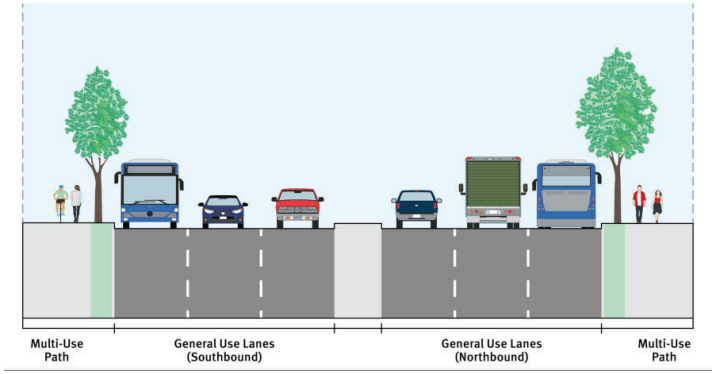
Scenario 2 is to be delivered through redevelopment and rezoning of Willowbrook Mall.



200 St (Willowbrook Drive to 64Ave)

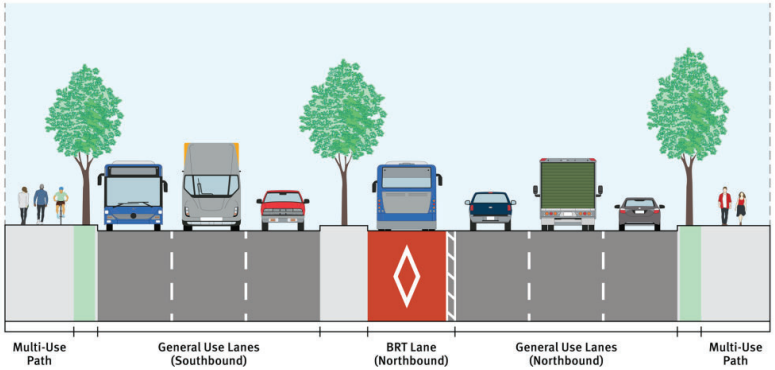
Recommendations:

Scenario 1: BRT in Mixed Traffic



Maintains three traffic lanes in each direction, as exists today, with fewer impacts on surrounding properties.

Scenario 2: Redevelopment-enabled Widening – Centre BRT Northbound



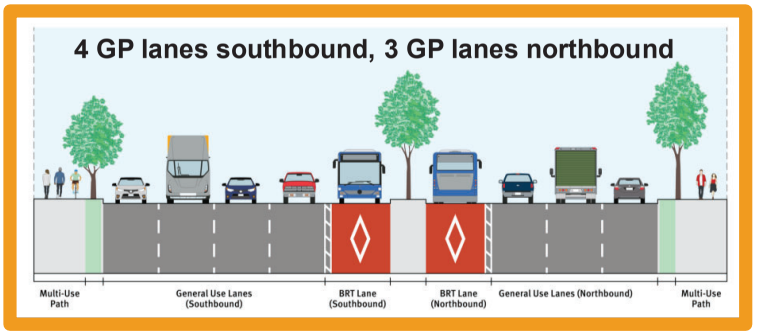
Scenario 2 includes center BRT northbound and BRT in mixed traffic southbound and can only be delivered where the road can be widened through redevelopment of adjacent properties.

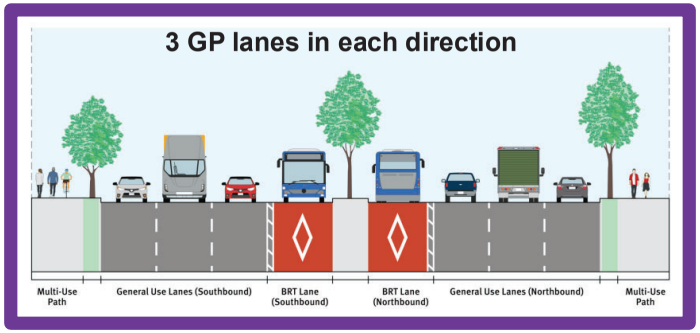


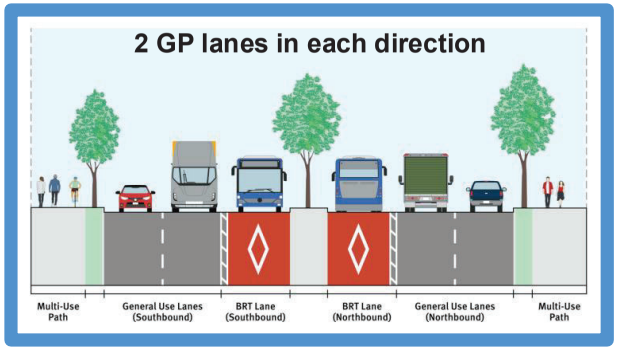
200 St (64 Ave to 86 Ave)

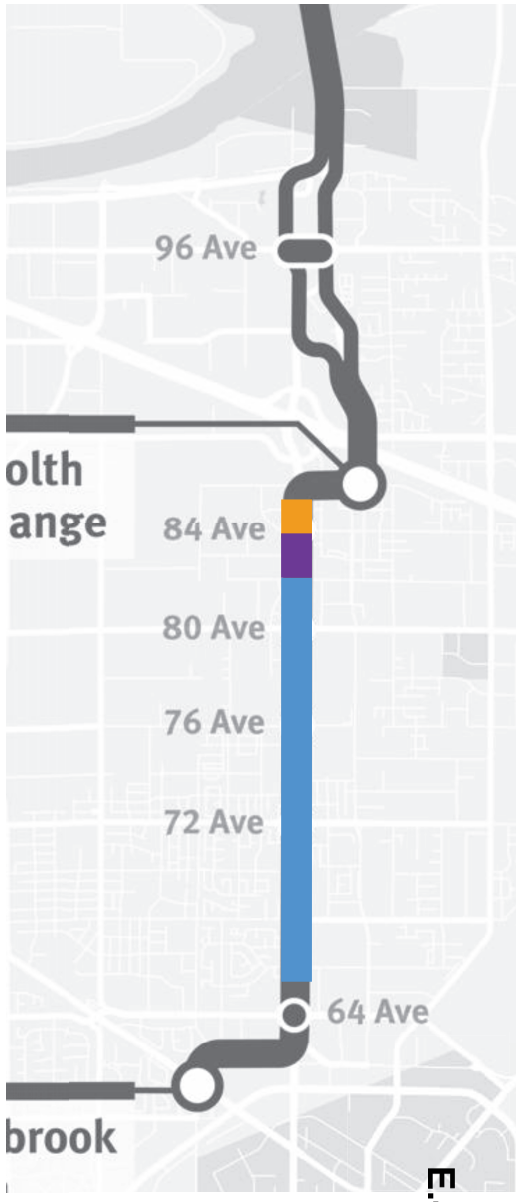
Recommendation: Centre Lane BRT

- **Centre BRT lanes are added, with traffic lanes varying from 2 to 4 lanes per direction along the corridor.**
- **Existing number of general purpose (GP) traffic lanes are generally maintained.**
- **Continuous multi-use paths on both sides.**
  - In sections where space allows, dedicated bike paths separate from pedestrian facilities are included.



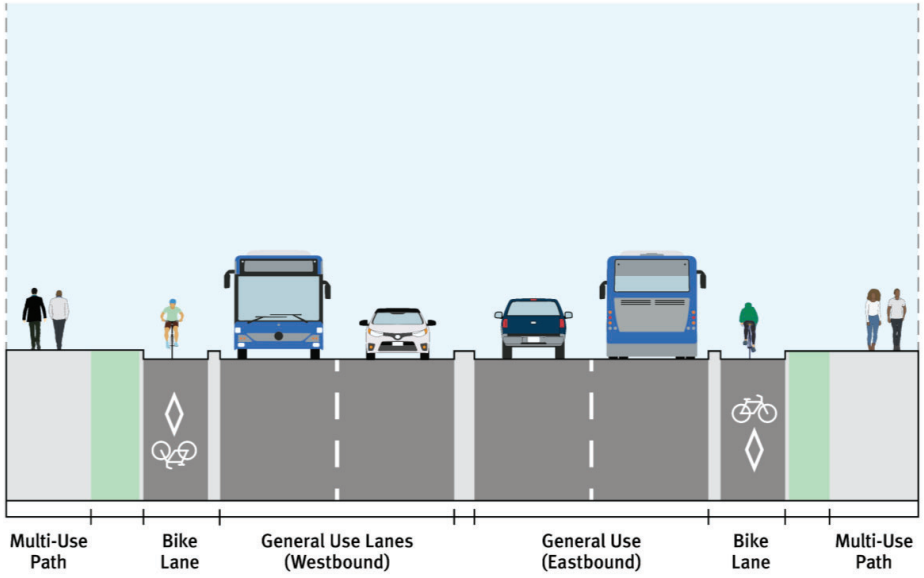




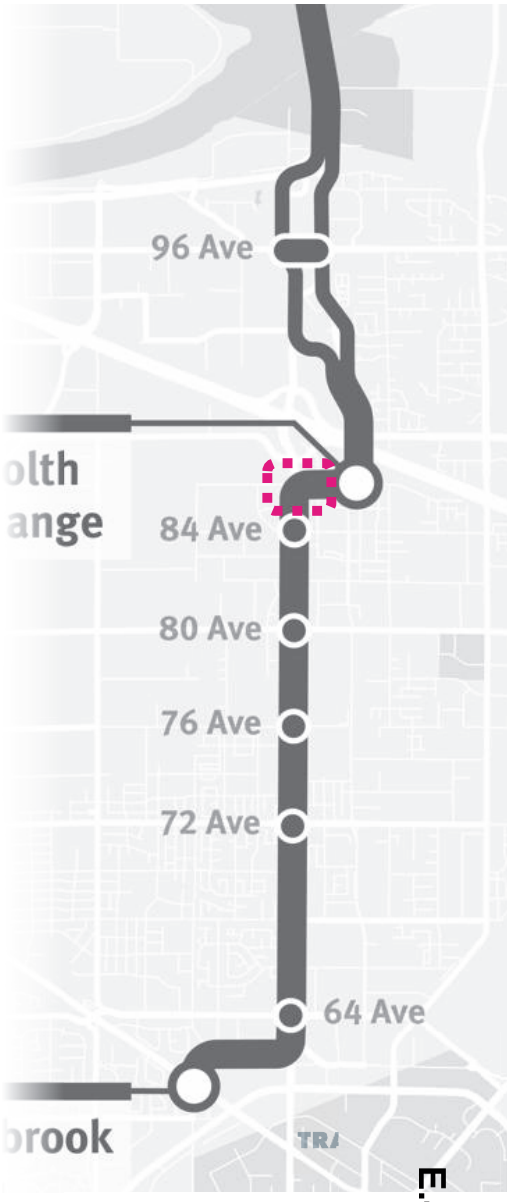


86 Ave

Recommendation: BRT in Mixed Traffic



- No change to the roadway configuration, currently under construction by Township



Hwy 1 and 202 St Corridor

Recommendation:

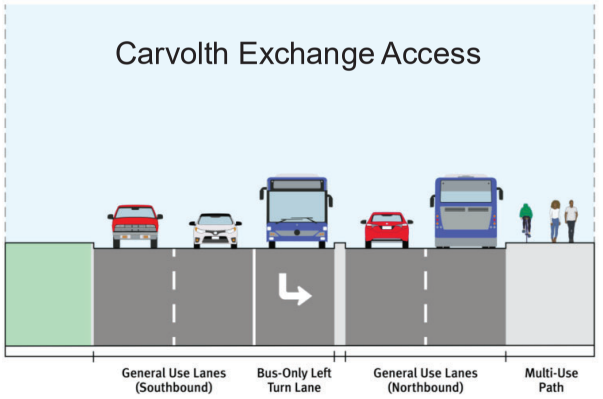
- Replace the roundabout with coordinated traffic signals
- Add a new signal at Carvolth Exchange (bus-only access)
- Operate BRT and local buses in mixed traffic
- Intersection configuration under Hwy 1 to be confirmed with MoTT

Rationale for Signalization:

Traffic signals at these four intersections would provide greater benefits for all road users, compared to BRT travel time performance achieved with the existing roundabout.

Key Benefits:

- **Coordinated traffic signals** – signals are timed together to improve traffic flow
- **Less Delay on 202 St** – traffic times can improve by up to 2 minutes
- **Improved Hwy 1 access** – reduces congestion spillback and improves access to and from the highway
- **More reliable transit service** – buses stay on schedule as traffic volumes increase



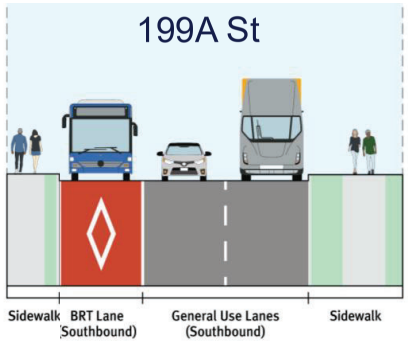


199A, 201, and 202 St

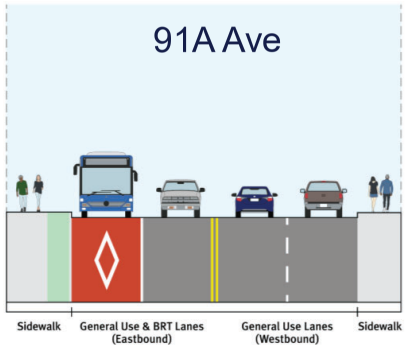
Recommendation: Curbside BRT (In direction of BRT travel)

Southbound BRT

199A St

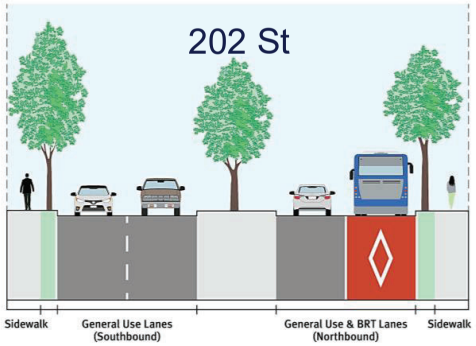


91A Ave

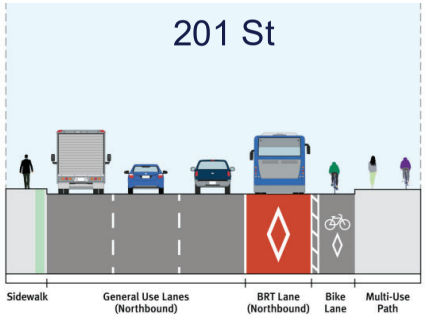


Northbound BRT

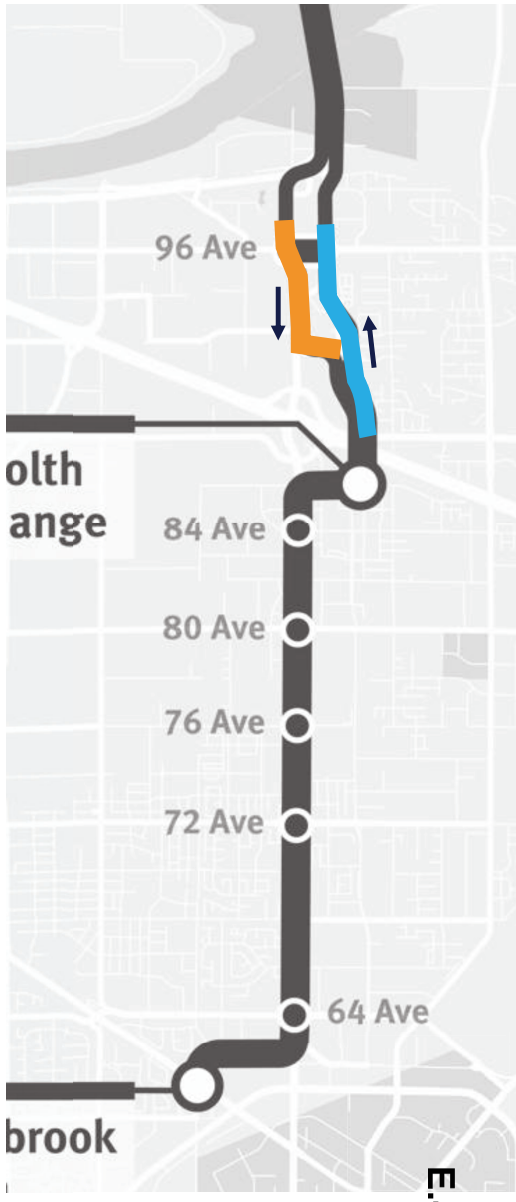
202 St



201 St



- **One curbside lane is converted for BRT, only in the direction that BRT is travelling. Impacts to auto travel time are minimal.**



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 - REGULAR MEETING	**REPORT:**	26-53
FROM:	FINANCE DIVISION	**FILE:**	1760-20
SUBJECT:	CULVERT INFRASTRUCTURE LOAN AUTHORIZATION BYLAW NO. 6110 REDUCTION		

RECOMMENDATION:

That Council confirms that there will be no further borrowing against the Corporation of the Township of Langley Loan Authorization Bylaw No. 6110, being the Culvert Infrastructure Loan Authorization Bylaw and the remaining unissued loan authorization in the amount of $2,426,768 will be cancelled.

EXECUTIVE SUMMARY:

On April 2nd, 2026, Disaster Financial Assistance has approved a grant of $3,887,085.35 toward the 40th Avenue Culvert.

The approved grant will allow for a further reduction in current external debt requests as well as the use of reserves.

The financial impact will be a reduction of $89,245 use of Capital Project Reserve, a reduction of $84,519 of Stormwater Capital Works Reserve, a reduction of $60,821 of Water Capital Works Reserve and a Reduction of external debt of $3,652,500.

PURPOSE:

The purpose of this report is to obtain Council's confirmation that there will be no further borrowing against the Corporation of the Township of Langley Loan Authorization Bylaw No. 6110, being the Culvert Infrastructure Loan Authorization Bylaw and the remaining unissued loan authorization in the amount of $2,426,768 will be cancelled.

DISCUSSION/ANALYSIS:

On June 23,2025 Council adopted Culvert Infrastructure Loan Authorization Bylaw 6110 for $14,068,182.

On November 3,2025 council approved a reduction of $1,250,000 of the Culvert Infrastructure Loan Authorization Bylaw 6110 due to anticipation of Disaster Financial Assistance approval.

On November 17,2025, Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Spring 2026 long-term debt issue, $12,805,556 as authorized through Culver Infrastructure Loan Authorization Bylaw No. 6127.

Subsequently, on April 2nd, 2026, Disaster Financial Assistance has approved a grant of $3,887,085.35 toward the 40th Avenue Culvert.

The approved grant will allow for a further reduction in current external debt requests as well as the use of reserves.

LEGISLATION:

The *Community Charter* section 137(2) and 180 (3) stipulates that loan authorization bylaw may be amended or repealed without the approval of the Electors if the Inspector approves and subjects to any terms and conditions the Inspector considers appropriate.

FINANCIAL IMPLICATIONS:

The financial impact will be a reduction of $89,245 use of Capital Project Reserve, a reduction of $84,519 of Stormwater Capital Works Reserve, a reduction of $60,821 of Water Capital Works Reserve and a reduction of external debt of $3,652,500.

Respectfully submitted,

Samuel Nam
DEPUTY DIRECTOR OF FINANCE
for
FINANCE DIVISION

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

CONCURRENCES	
Division / Department	**Name**
ENGINEERING AND PUBLIC WORKS	Aaron Ruhl
LEGISLATIVE SERVICES (TOWNSHIP CLERK)	Wendy Bauer

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 - REGULAR MEETING	**REPORT:**	26-50
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-15-0013
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100475 (THUNDERBIRD LEGACY HOLDINGS LTD. / 24550 – 72 AVENUE)		

PROPOSAL:

Non-farm use application to the Agricultural Land Commission (ALC) submitted to permit and adjust liquor service areas accessory to the Thunderbird Show Park use at 24550 – 72 Avenue in the Agricultural Land Reserve (ALR).

RECOMMENDATION SUMMARY:

That Council refer the application for non-farm use to the ALC for consideration based on agricultural merits.

RATIONALE:

The proposed non-farm use (accessory to the existing Thunderbird Show Park operation) complies with the Township's Zoning Bylaw and aligns with the provisions of the Rural Plan, subject to ALC confirmation. The application is being forwarded to Council for consideration of referral to the ALC.

RECOMMENDATION:

That Council refer the non-farm use application submitted by Rachelle Cashato Consulting to the Agricultural Land Commission to permit and adjust liquor service areas accessory to the Thunderbird Show Park use at 24550 – 72 Avenue to the Agricultural Land Commission for consideration based on agricultural merits.

EXECUTIVE SUMMARY:

The Township of Langley has received a non-farm use application proposing to permit and adjust liquor service areas accessory to Thunderbird Show Park on an approximately 34 ha (84 ac) property at 24550 – 72 Avenue within the Agricultural Land Reserve.

The property is operated by Thunderbird Legacy Holdings Ltd. as an approved non-farm use equestrian centre. The current proposal involves the identification and adjustment of liquor service areas in association with the existing operation. The proposal requires approval from the ALC as the property is located within the ALR.

The equestrian use and its accessory buildings and uses are consistent with the Rural Zone (RU-3). Staff recommend that Council forward the application to the ALC for consideration as the proposed non-farm use complies with the Township's Zoning Bylaw (subject to ALC approval). Should the ALC approve the non-farm use application, the applicant will need to apply for and obtain all necessary permits.

PURPOSE:

To provide Council with information and a recommendation with respect to an ALR non-farm use application submitted under Section 20(2) of the ALC Act by Rachelle Cashato Consulting.

REFERENCE:

Agent:	Rachelle Cashato Consulting PO Box 1156 Langley, BC V1M 2S5
Owner:	Thunderbird Legacy Holdings Ltd. 22757 – 72 Avenue Langley, BC V2Y 2K3
Legal Description:	Parcel "C" (L9720E) North East Quarter Section 15 Township 11 New Westminster District
Location:	24550 – 72 Avenue
Area:	34 ha (84 ac)
Existing Zoning:	Rural Zone RU-3
Rural Plan:	Agricultural/Countryside
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

- The property is designated Agriculture in the OCP, designated Agricultural/Countryside in the Rural Plan, zoned Rural Zone RU-3, and located in the ALR.
- The property currently accommodates Thunderbird Show Park. ALC staff have confirmed that expansion of an existing non-farm use, or the establishment of additional non-farm service areas accessory to the approved Thunderbird Show Park (such as liquor service areas not previously considered by the Commission), requires a new non-farm use application under the ALC Act.
- According to the applicant:

  "As confirmed through correspondence with ALC staff, a review of historical approvals on the property indicates that not all service or patio areas associated with the existing operation were included in prior ALC resolutions."

  "The purpose of the current application is not to introduce a new principal non-farm use, nor to materially intensify the existing approved use. Rather, the application seeks approval for expanded and refined service areas that are accessory and subordinate to the permitted Thunderbird Show Park operation, and which are required to meet licensing, safety, and operational requirements associated with the existing facility."

- Previous related approvals include:
  - In June 1999, the ALC granted approval in principle for an indoor arena, stables, and sand-surfaced riding and show rings, subject to the submission of a detailed site plan, which was subsequently acknowledged in correspondence dated July 21, 1999.

- In September 2009, there was an additional approval for construction of a new parking lot and concession stand to operate during a horse show / event.
- In April 2011, the Township of Langley received a Liquor Primary Endorsement (event-driven) application to permit liquor service during equestrian events from April to October, which was approved by the Liquor and Cannabis Regulation Branch in June 2011.

- The ALC Act allows Council the opportunity to provide recommendations on non-farm use applications made to the ALC. Information available to Council to consider making recommendations are policies contained in the Township's Official Community Plan, Rural Plan and Zoning Bylaw; as well as other site-specific information.

DISCUSSION/ANALYSIS:

- The applicant has applied under Section 20(2) of the ALC Act for a non-farm use for property located at 24550 – 72 Avenue.
- The applicant proposes the identification and adjustment of liquor service areas in association with the approved Thunderbird Show Park use to meet current operational requirements.
- As noted by the applicant,

  "The proposed service areas are:
  - *Directly tied to the on-site equestrian competitions and events*
  - *Required to serve participants, staff, volunteers, and spectators who are present on the property*
  - *Necessary to meet licensing, safety, and occupant load requirements associated with on-site activities*
  - *These accessory uses must be located in immediate proximity to the arenas and competition areas they serve."*
- In accordance with Sections 201.1(1) and (6) of the Township of Langley Zoning Bylaw, equestrian centres and riding stables, along with their accessory buildings and uses, are permitted in the RU-3 zone.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning	ALR
North:	72 Avenue, beyond which are three properties with existing rural dwellings and farms	Agricultural/Countryside	Rural Zone RU-3	In ALR
South:	Railway, beyond which are two properties with existing dwellings and farms	Agricultural/Countryside	Rural Zone RU-3	In ALR
East:	248 Street, beyond which is one property with existing dwelling and farm	Agricultural/Countryside	Rural Zone RU-3	In ALR
West:	One property with existing dwelling and farm	Agricultural/Countryside	Rural Zone RU-3	In ALR

Policy Considerations:

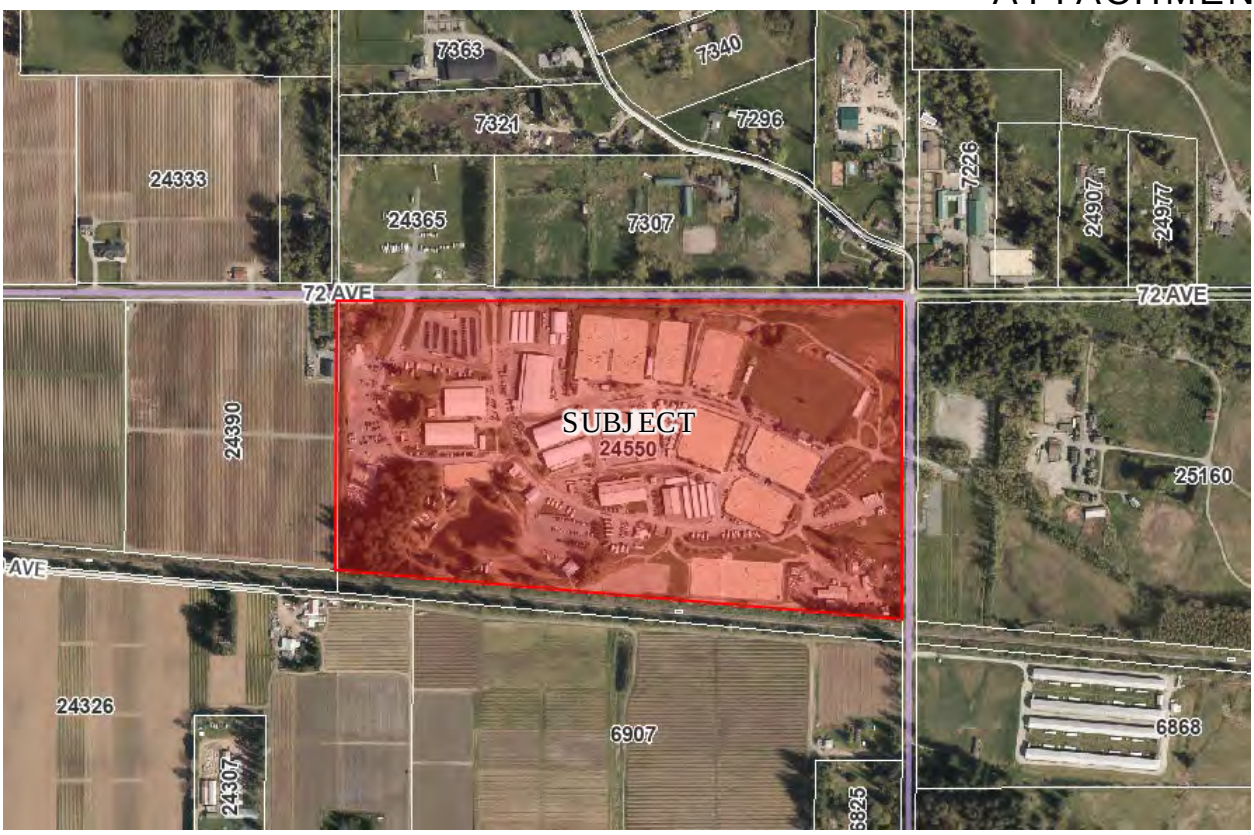
Pursuant to Section 20 of the ALC Act, the proponent has submitted a non-farm use application for the identification and adjustment of liquor service areas. Consideration of the application by Council is required prior to it being forwarded to the ALC for consideration. Should the ALC approve the non-farm use application, the applicant will need to apply for and obtain all necessary permits.

Respectfully submitted,

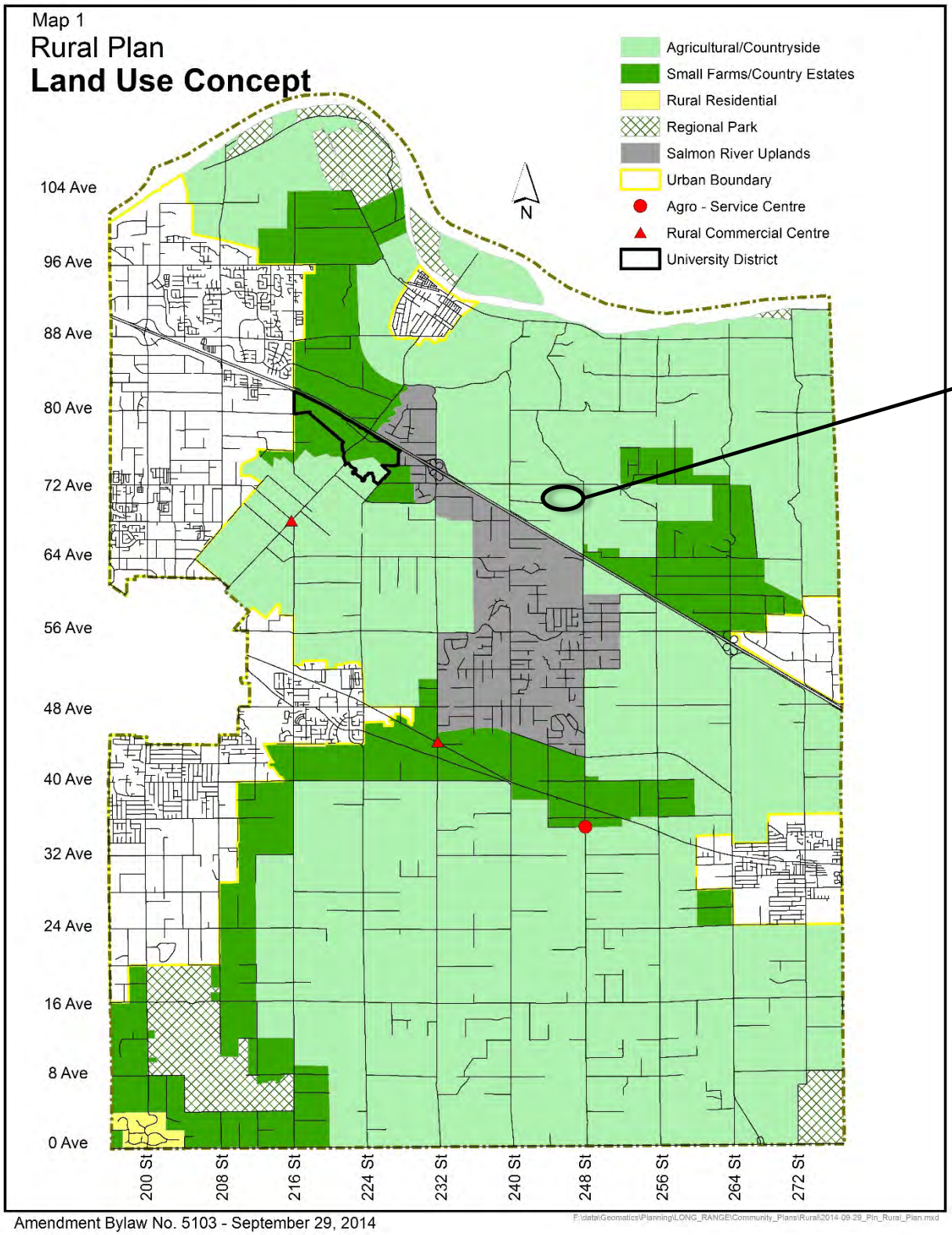
Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

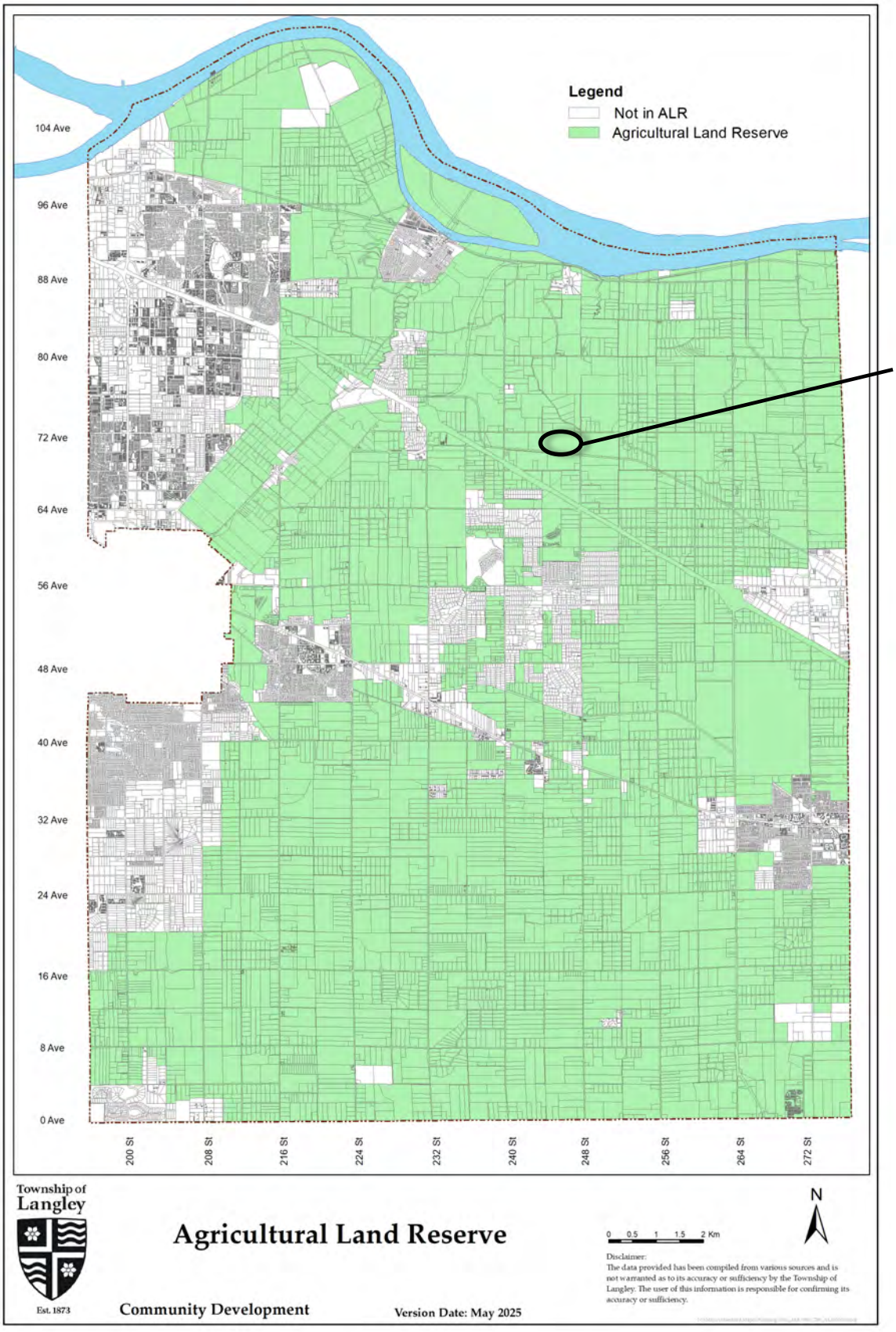
ATTACHMENT A Maps and Graphics

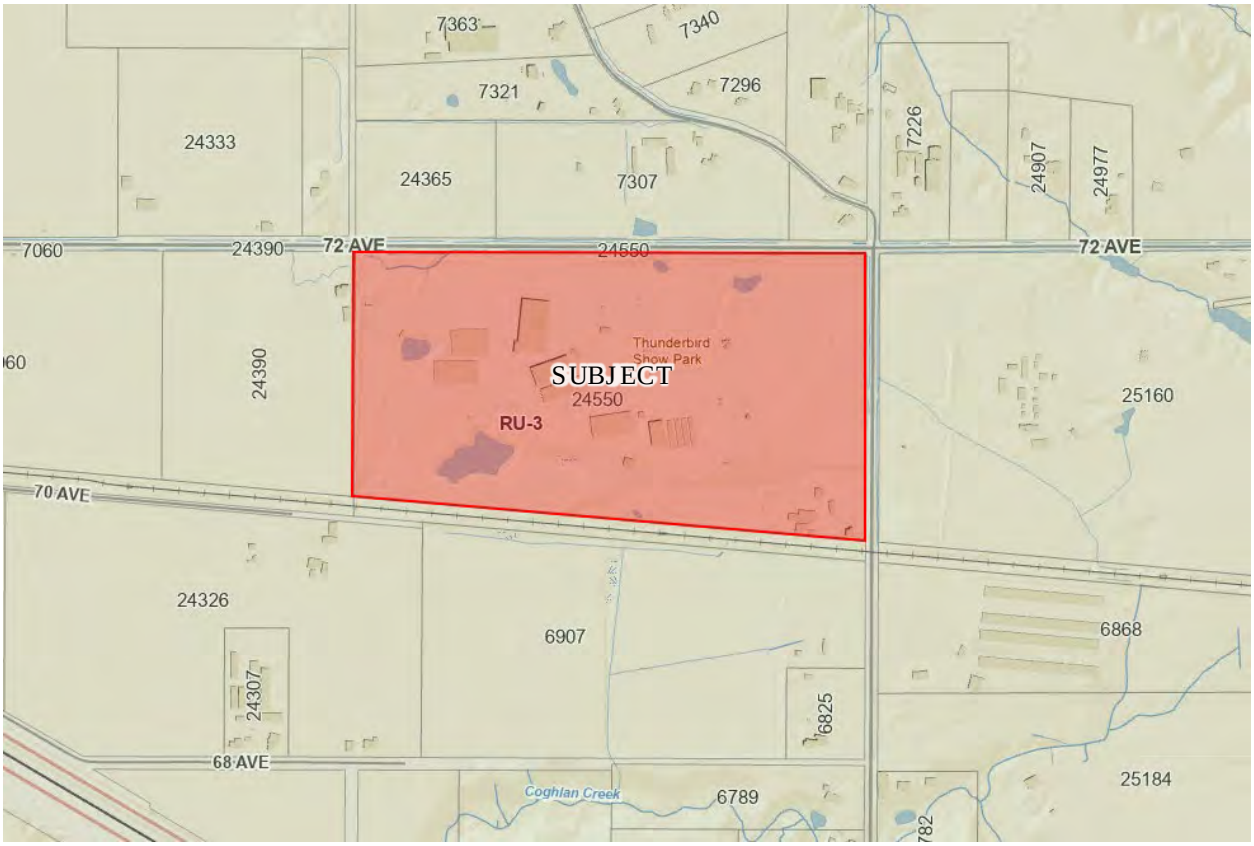
ATTACHMENT A



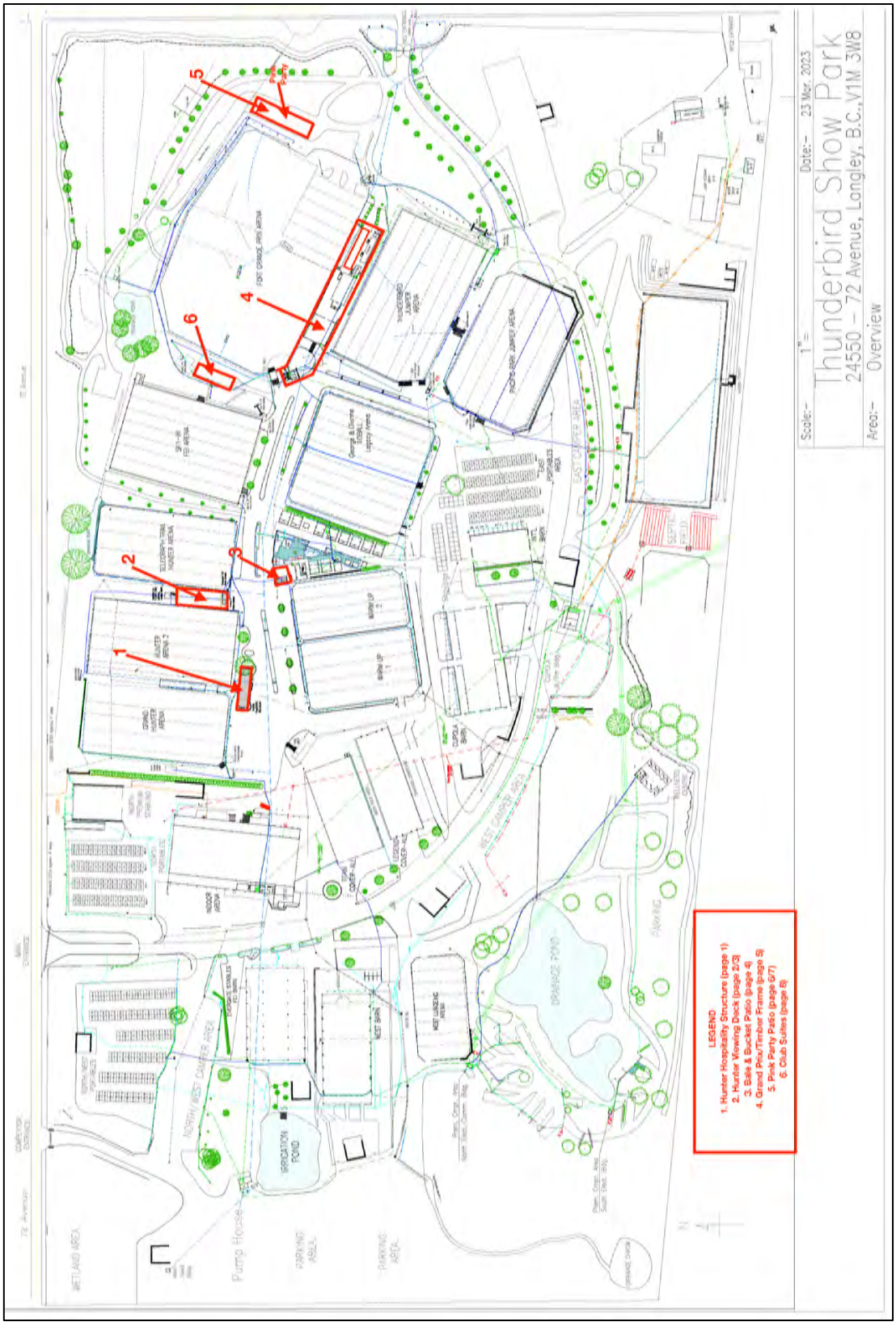
AERIAL CONTEXT MAP


Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Amendment Bylaw No. 5103 - September 29, 2014
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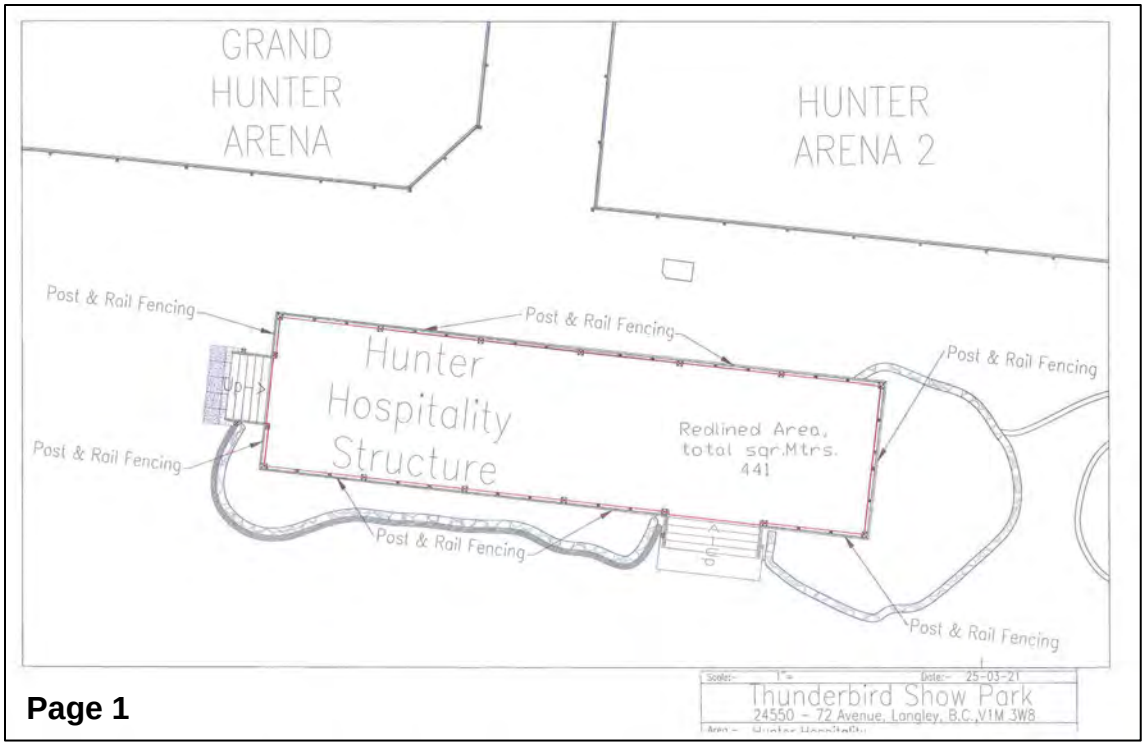

Legend
Not in ALR
Agricultural Land Reserve
SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: May 2025
0 0.5 1 1.5 2 Km
N
Disclaimer:
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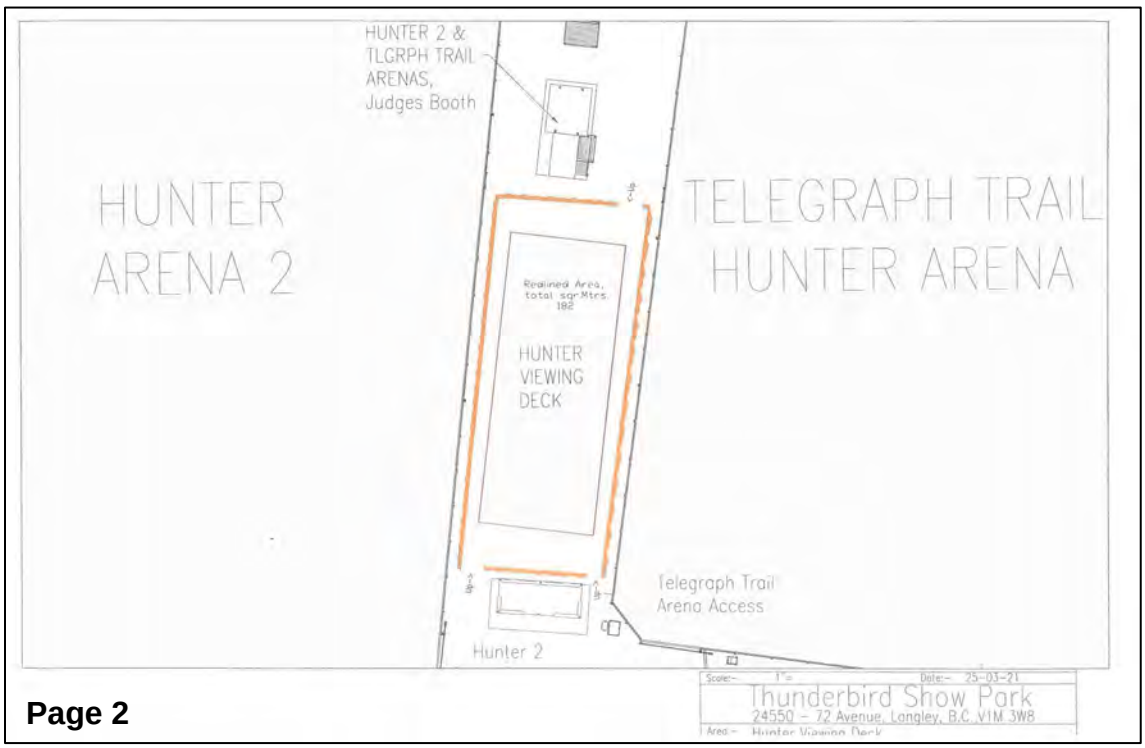
ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

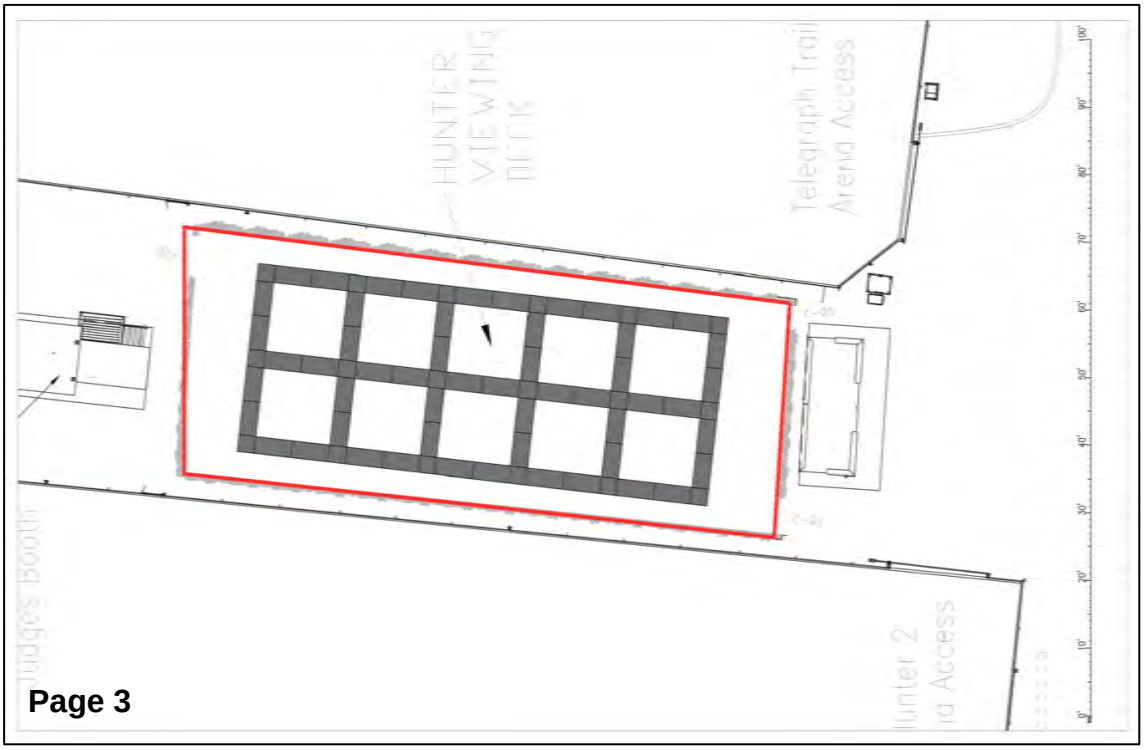


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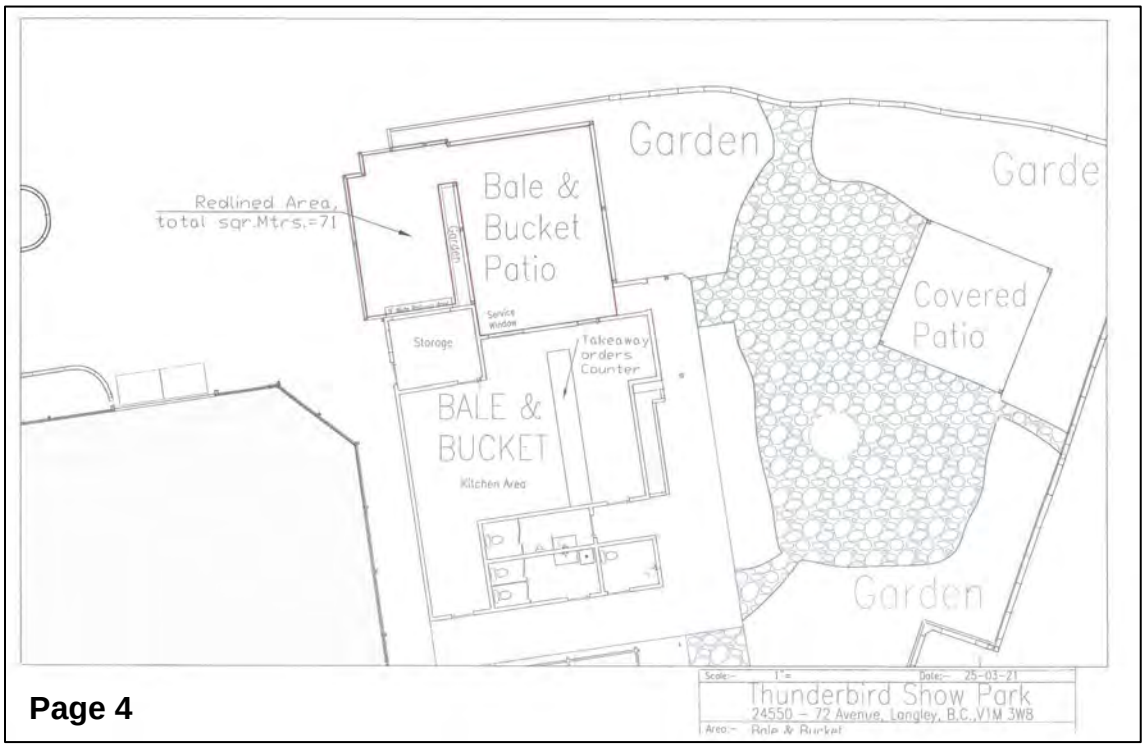


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SERVICE AREAS – SUBMITTED BY APPLICANT

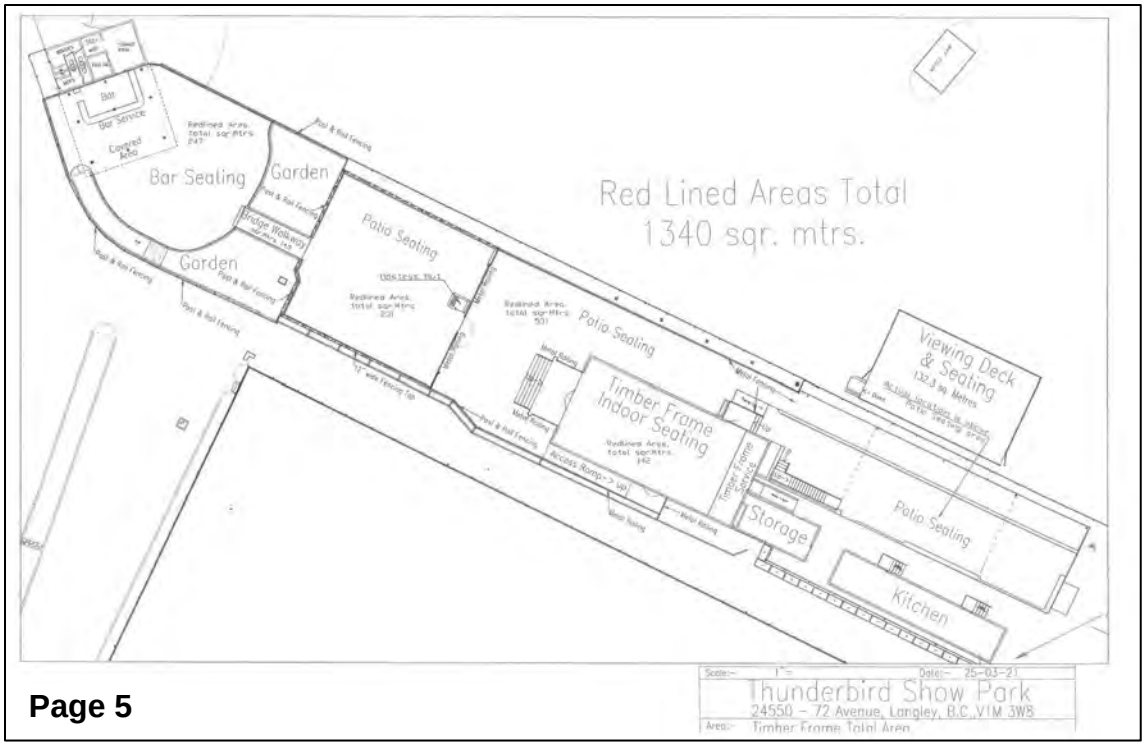


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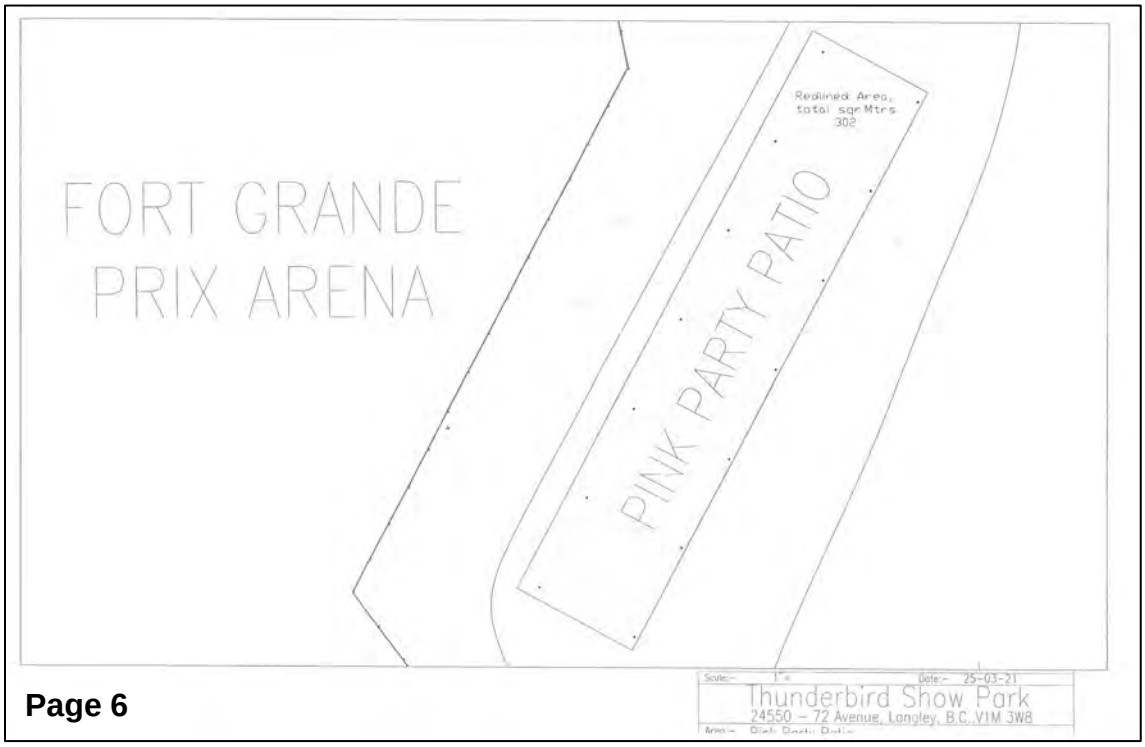


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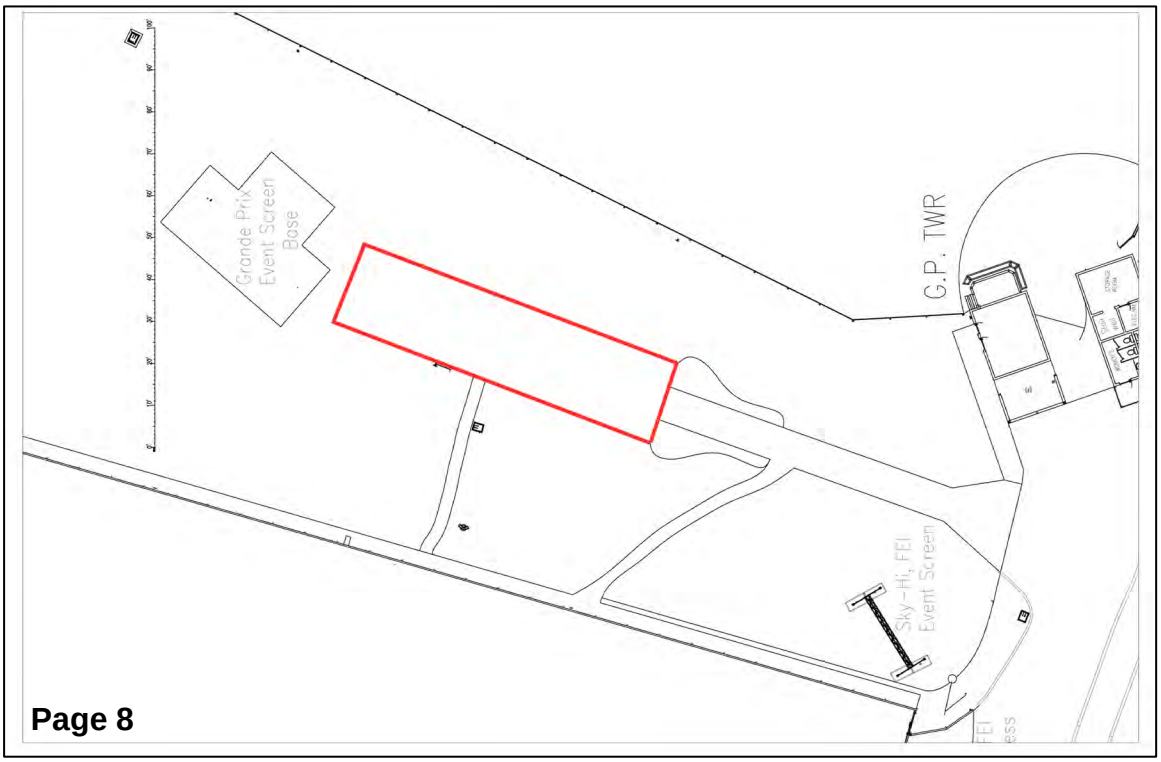
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SERVICE AREAS – SUBMITTED BY APPLICANT





SERVICE AREAS – SUBMITTED BY APPLICANT

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 – REGULAR MEETING	**REPORT:**	26-49
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-13-0094
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100477 (DHINDSA / 21504 SMITH CRESCENT)		

PROPOSAL:

Subdivision within the Agricultural Land Reserve (ALR) of a 6.0 ha (14.85 ac) parcel located at 21504 Smith Crescent into three (3) rural lots.

RECOMMENDATION SUMMARY:

That Council not authorize referral of the subdivision application for the property located at 21504 Smith Crescent to the Agricultural Land Commission (ALC).

RATIONALE:

The application does not comply with the provisions of the Township's Zoning Bylaw.

RECOMMENDATION:

That Council not authorize referral of the subdivision application submitted by Sarabjit Sidhu on behalf of the owners of the property located at 21504 Smith Crescent within the Agricultural Land Reserve as the application does not comply with the minimum parcel size provisions of Rural Zone RU-3 of the Township's Zoning Bylaw.

EXECUTIVE SUMMARY:

The applicant, pursuant to Section 21(2) of the ALC Act, has applied to subdivide a 6.0 ha (14.85 ac) property into three (3) rural lots. The proposed lots are 2.0 ha (4.95 ac).

The subject property is located at 21504 Smith Crescent, within the ALR, designated Agricultural/Countryside in the Rural Plan (adopted in 1993) and zoned Rural Zone RU-3, both of which require minimum lot size of 8.0 ha (19.8 ac). Staff recommend that Council not forward the application to the ALC for consideration as the proposed lot sizes do not comply with the Rural Plan or Rural Zone RU-3 zoning.

PURPOSE:

To provide Council with information and a recommendation with respect to an ALR subdivision application submitted under Section 21(2) of the ALC Act.

REFERENCE:

Owner:	Harvinder and Harjinder Dhindsa 21504 Smith Crescent Langley, BC V2Y 2R4
Agent:	Sarabjit Sidhu 11674 – 232A Street Maple Ridge, BC V2X 2K5
Legal Description:	Lot "C" (M97502) District Lot 22 Group 2 New Westminster District Plan 2424
Location:	21504 Smith Crescent
Area:	6.0 ha (14.85 ac)
Existing Zoning:	Rural Zone RU-3 (minimum lot size of 8.0 ha (19.8 ac))
Rural Plan:	Agricultural/Countryside
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

- The property is located in the ALR, designated Agriculture in the OCP, Agricultural/Countryside in the Rural Plan and zoned Rural Zone RU-3.

DISCUSSION/ANALYSIS:

- An application has been submitted pursuant to Section 21(2) of the ALC Act to subdivide a 6.0 ha (14.85 ac) property into three (3) rural lots, each proposed to be 2.0 ha (4.95 ac) in area.
- The proposal seeks to recreate a historic three-lot configuration of the subject property; however, the consolidation of these lots was a condition of a 1975 British Columbia Land Commission approval related to the exclusion of neighbouring lands to the south from the ALR.
- The proposed subdivision would result in parcels of approximately 2.0 ha (4.95 ac), which does not comply with the minimum parcel size requirements of the RU-3 Rural Zone or the Agricultural/Countryside designation of the Rural Plan (both of which require a minimum parcel size of 8.0 hectares (19.8 acres)) and is inconsistent with the conditions established in 1975.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning
North:	Smith Crescent, beyond which are multiple properties with existing farms	Agricultural/Countryside	Rural Zone RU-3

South:	Multiple properties with existing dwellings and farms	Agricultural/Countryside	Rural Zone RU-3
East:	A property used for light industrial	Rural Commercial Centre	Comprehensive Development Zone CD-167
West:	Multiple properties with existing dwellings and farms	Agricultural/Countryside	Rural Zone RU-3

Policy Considerations:

- The subject site is located within the ALR and designated Agricultural/Countryside in the Rural Plan.
- Staff recommend that Council not authorize referral of the subdivision application as the application does not comply with the minimum parcel size provisions of Rural Zone RU-3 of the Township's Zoning Bylaw.

Respectfully submitted,

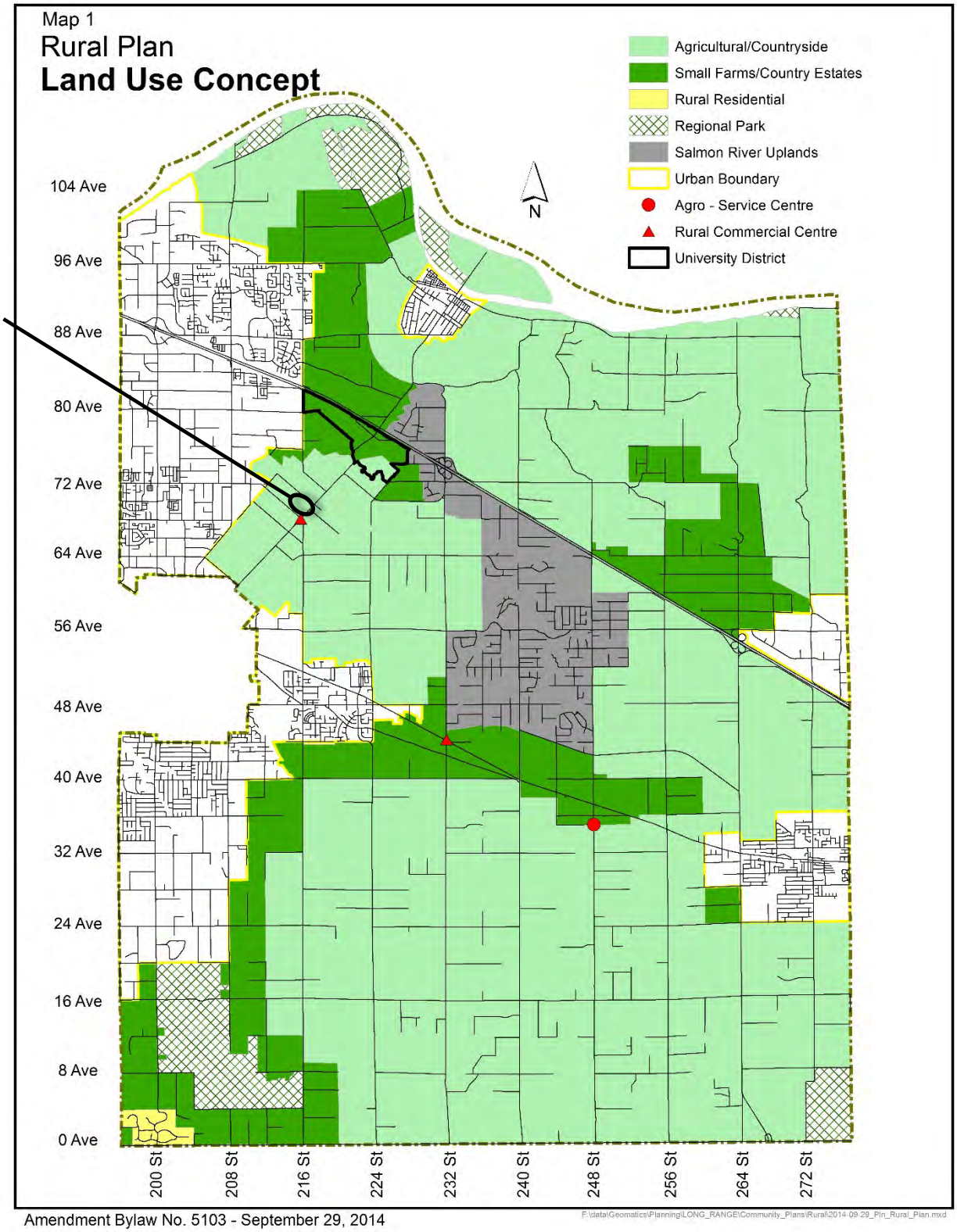
Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

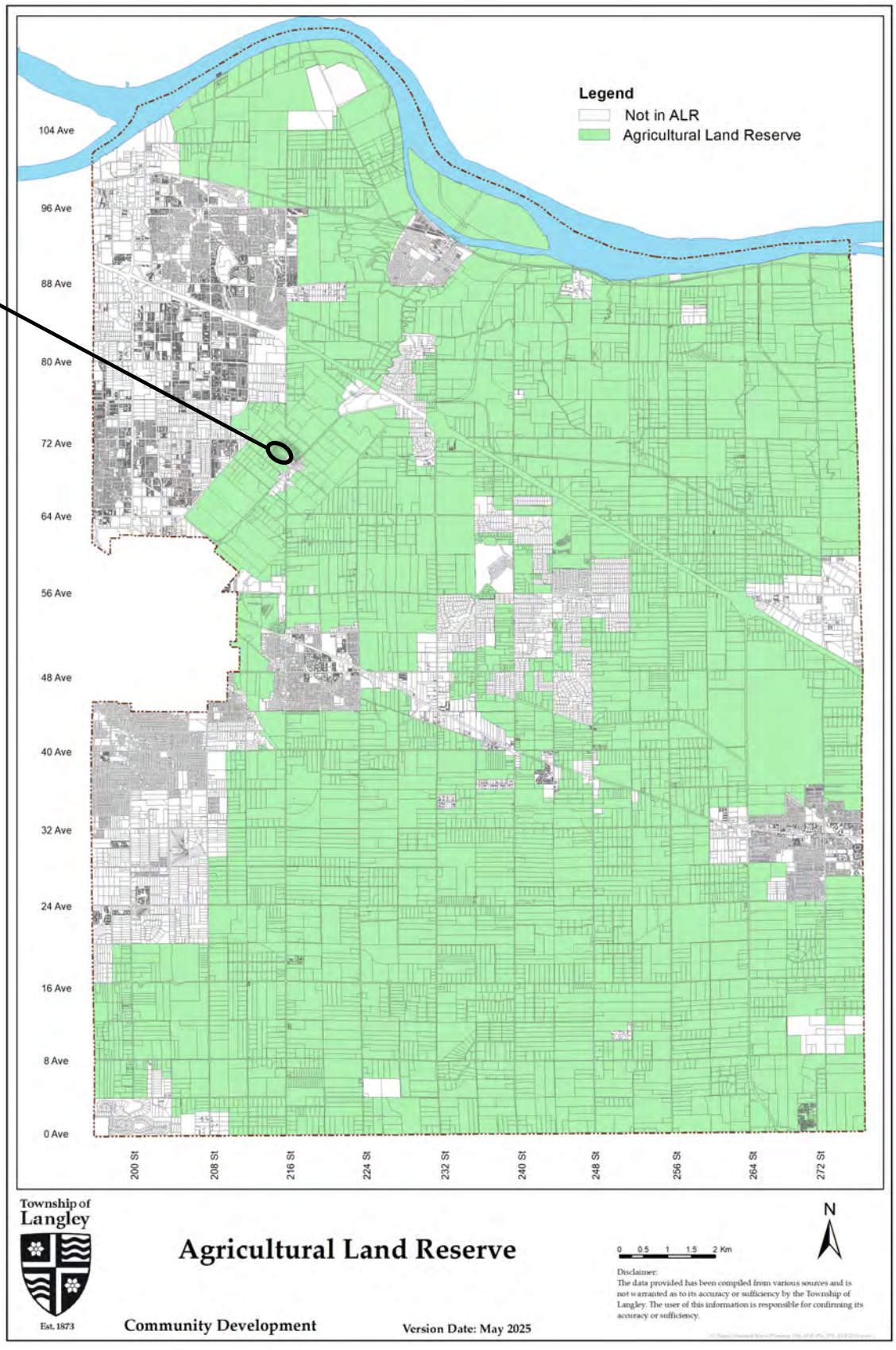
ATTACHMENT A

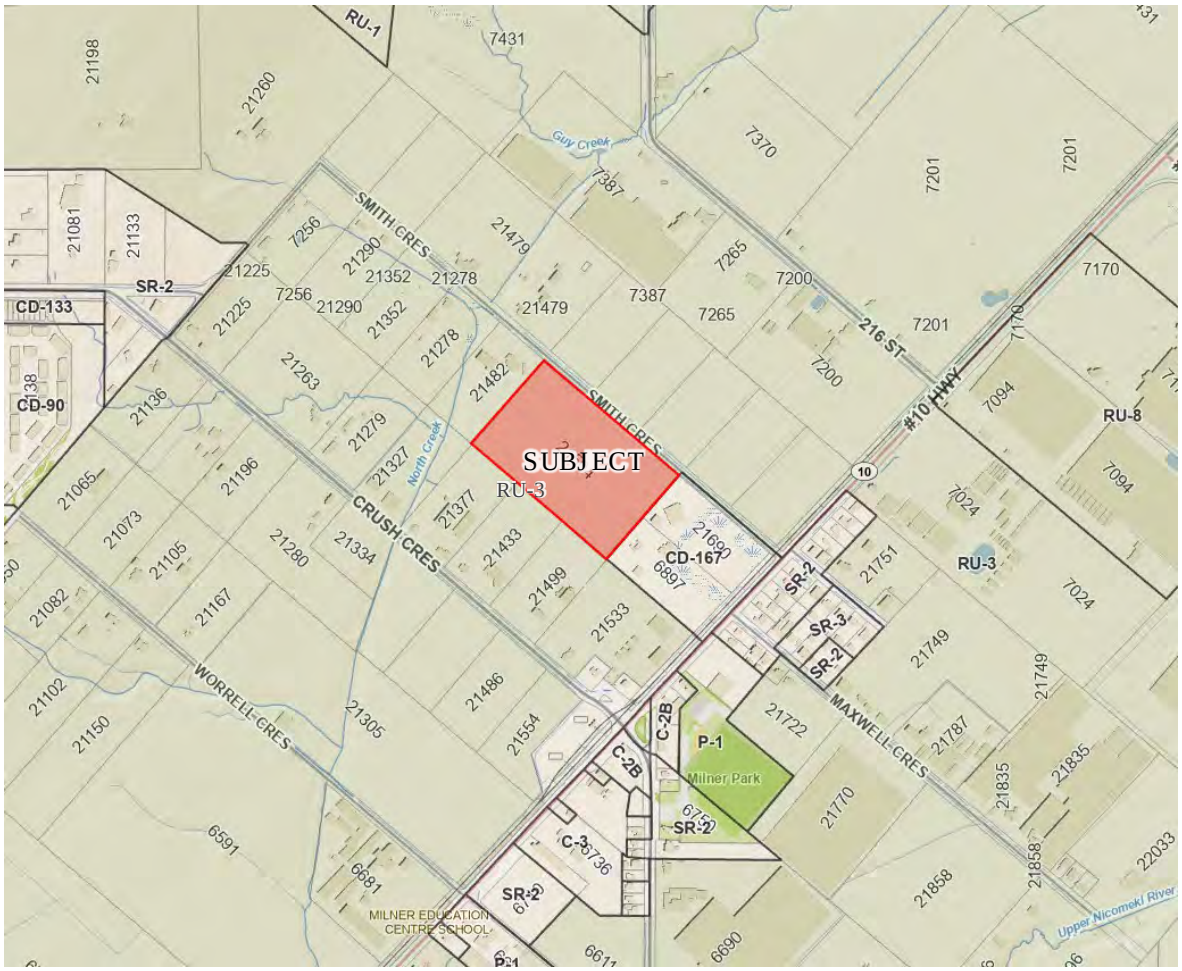


AERIAL CONTEXT MAP

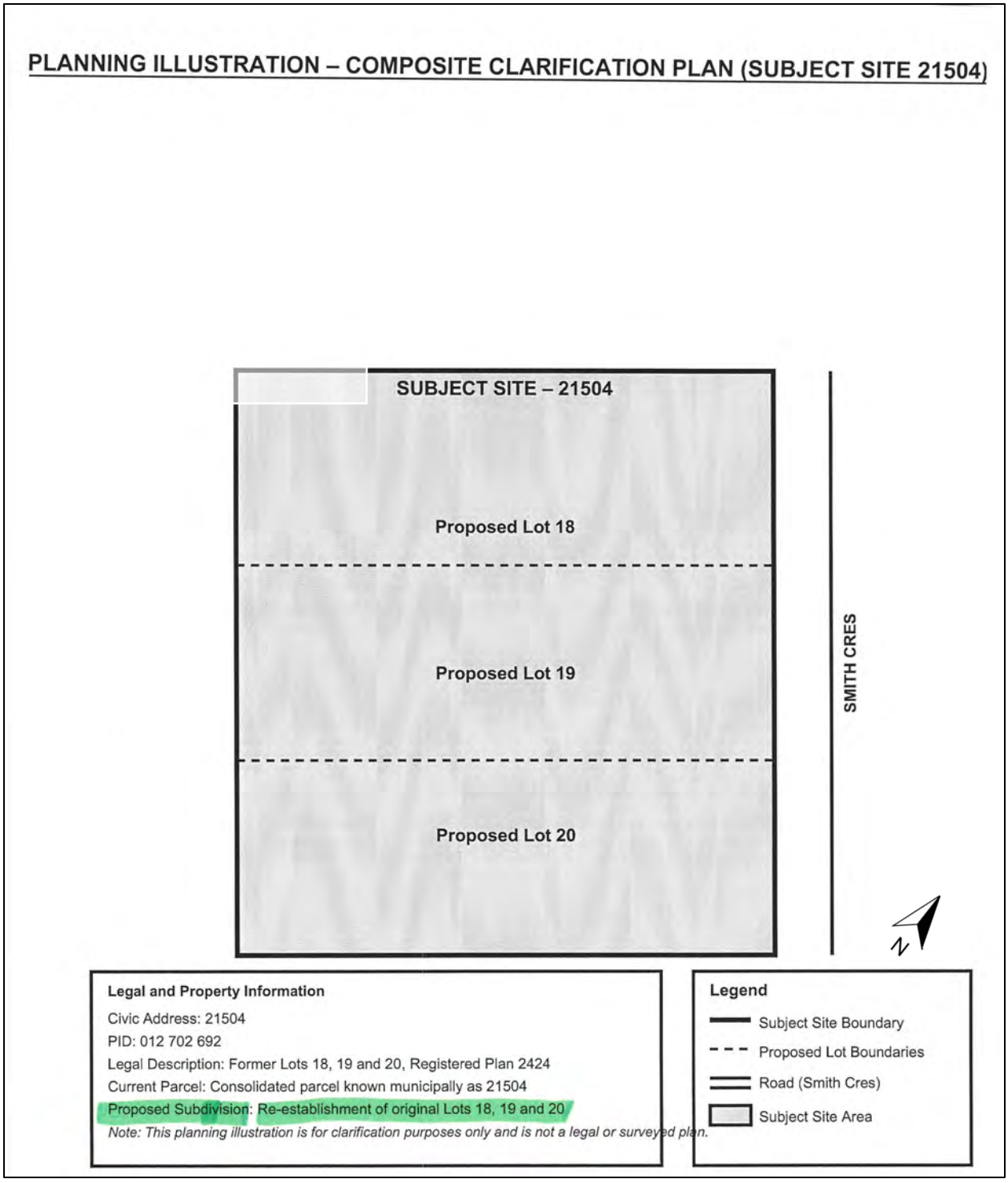


Amendment Bylaw No. 5103 - September 29, 2014


SUBJECT
Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
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N
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ZONING BYLAW NO. 2500



- North arrow added by staff

SITE PLAN – SUBMITTED BY APPLICANT

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 - REGULAR MEETING	**REPORT:**	26-54
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00014
SUBJECT:	BROOKSWOOD-FERNRIDGE COMMUNITY AND NEIGHBOURHOOD PLAN UPDATES		

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (BFCP Update 2026) Bylaw No. 6210.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008 Amendment (Booth Update 2026) Bylaw No. 6217.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009 Amendment (Fernridge Update 2026) Bylaw No. 6218.

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010 Amendment (Rinn Update 2026) Bylaw No. 6219.

That Council authorize staff to schedule the required Public Hearing for proposed Bylaws No. 6210, 6217, 6218 and 6219.

EXECUTIVE SUMMARY:

Proposed Bylaws No. 6210, 6217, 6218 and 6219 update the Brookswood-Fernridge Community Plan and the Booth, Fernridge and Rinn Neighbourhood Plans based on Council direction, community and industry feedback and provide required policy clarification and housekeeping amendments.

The scope of this update includes items pertaining to the securing of school and park sites for the purposes of development, clarification regarding the Semiahmoo Trail, development approval information related to groundwater protection, neighbourhood forest fire hazard reduction and maximum lot coverage as well as other considerations related to small-scale multi-unit housing. Edited “red-lined” versions of the draft updated plans are provided as Attachments A through D to this report to illustrate the proposed changes (excluding corrected punctuation or minor housekeeping items).

Staff recommend Council give first and second reading to proposed Bylaws No. 6210, 6217, 6218 and 6219 and authorize staff to schedule the required Public Hearing.

PURPOSE:

This report presents an overview of proposed amendments to the Brookswood-Fernridge Community Plan and the Booth, Fernridge and Rinn Neighbourhood Plans based on Council directions, community and industry feedback and to clarify plan policies and make necessary housekeeping amendments.

BACKGROUND/HISTORY:

At the November 18, 2024 Regular Meeting, Council considered Report 24-224 pertaining to proposed Bylaw No. 6057 and passed the following associated motion:

> *"That Council hereby directs staff to report to Council with draft bylaw amendments to the Booth Neighbourhood Plan Bylaw No. 6008 to remove the duplication of the proposed Semiahmoo Trail along 196 Street."*

At the July 21, 2025 Regular Meeting, Council passed the following associated motion:

> *"That the open designation of School and Park sites in the (Booth, Fernridge, and Rinn) Neighborhood Plans constitutes the securing of these sites for the purposes of development, and that staff report to Council with potential amendments to the applicable bylaws and/or Council Policies that outline the open designation of the School and Park sites do in fact constitute securing said sites."*

DISCUSSION/ANALYSIS:

Current updates to the Brookswood-Fernridge Community Plan (BFCP), Booth Neighbourhood Plan (BNP), Fernridge Neighbourhood Plan (FNP) and Rinn Neighbourhood Plan (RNP) have been identified through direction from Council, community and industry feedback, required policy clarification and minor housekeeping amendments. Draft plan updates are illustrated in edited "red-lined" versions of BFCP (Attachment A), BNP (Attachment B), FNP (Attachment C) and RNP (Attachment D).

Key changes are summarized as follows:

A. Council Direction

Semiahmoo Trail
The BFCP and BNP describe the importance of greenways and trails for active transportation and wildlife connections. The BNP has been updated to clarify that the 7.0 metre wide Semiahmoo trail and 5.5 metre wide Neighbourhood Edge Greenway are to be situated within (not in addition to) a 30 metre wide Ecological Greenway.

Prerequisites for Development
Section 9.0 "Growth Management and Change", Subsection 9.1 "General Prerequisites" in each neighbourhood plan has been amended to delete the requirement for provision of school/park sites as a prerequisite for development. Instead, lands designated for school and park purposes in the respective land use plans constitutes the securing of these sites for the purposes of development, as directed by Council on July 21, 2025.

B. Community and Industry Feedback

Groundwater Protection and Management
Appendix A - Development Approval Information for Groundwater Protection and Management has been deleted from each neighbourhood plan. Section 5.2, Policy 6 has been revised to clarify requirement based on a professional reliance model where a Qualified Professional Hydrogeologist or Engineer would provide an unqualified statement that a

proposed development would not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. The statement could also include recommendations on aquifer protection measures and mitigation of any impacts.

Neighbourhood Forest Fire Hazard Reduction
Development Permit Area D – Neighbourhood Forest Fire Hazard Reduction is no longer considered necessary and is recommended for deletion from the BFCP for the following reasons:

- A Community Wildfire Resiliency Plan (CWRP) for the Township was completed in 2023, after the adoption of the BFCP in 2017. The CWRP indicates that the majority of the Township's Wildland-Urban Interface is classified as Low or Very Low wildfire threat.
- The Fire Department has been implementing several of the recommendations in the CWRP, such as:
    - creating a FireSmart Coordinator position to lead implementation of the CWRP
    - promoting FireSmart approaches for wildfire risk reduction to homeowners, businesses and stakeholders; training 86 career suppression staff, 62 are certified to Structural Protection Program-Wildland Fire Fighter 1 (SPP- WFF1), 24 are certified to Structural Protection Program - 115 (SPP-115)
    - purchasing a structural protection unit trailer and equipment for wildland firefighting purposes
- New Fire Hall No. 5 (Brookswood) is under construction and expected to open in 2026. Fire Hall No. 5 will be staffed based on a composite model - one full-time crew as well as paid call members. It has been future-proofed and can accommodate an additional 1.5 full-time career suppression crews. Fire Hall No. 5 represents a significant advancement in emergency response capability, operational effectiveness, public safety coverage and community resilience.

Maximum Lot Coverage
At the June 10 2024 Regular Meeting for Public Hearing for proposed updates to the BNP, FNP and RNP, Council passed the following amendment prior to adoption of Bylaws No. 6008, 6009 and 6010:

> AMENDMENT #3
> *"That Section 4.2, Policy 4c be added to in each Neighbourhood Plan to read as follows: For lands designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of 28.5% will be applied to new development with the intent to be a reduced lot coverage."*

This amendment made the BNP, FNP and RNP inconsistent with Section 402 of the Township of Langley Zoning Bylaw which establishes a maximum lot coverage of 35% for Residential Zones R-1B, R-1C, R-1D and R-1E. It is recommended that minimum lot coverage be reverted to 35%. The neighbourhood plans have been amended to delete Section 4.2, Policy 4c to restore compliance with the Zoning Bylaw.

C. Policy Clarification

Small-Scale Multi-Unit Housing (SSMUH)
The SSMUH policies in the BFCP and Booth, Fernridge and Rinn NPs pre-date Township-wide SSMUH policies which were undertaken as part of the 2025 OCP update and included updates to the Aldergrove, Fort Langley, Murrayville, Northwest Langley and Walnut Grove CPs and the Smith, Williams and Yorkson NPs. The proposed bylaws will bring BFCP, BNP, FNP and RNP into alignment with other Township plans and policies regarding SSMUH. SSMUH Development Permit Area and Guidelines (Bylaw No. 6116) will apply in the Brookswood-Fernridge Community.

Fernridge NP – Western Toad Ponds
Section 6.1.3 Nature Park Spaces in the Fernridge NP has been updated to clarify the Township's policies pertaining to an Endangered Species Connection between two Western Toad ponds and to align NP policies with funding provisions in the Brookswood-Fernridge Greenway Amenity Policy (BFGAP).

D. Housekeeping Items

Community Amenity Contributions (CACs)
All references to CACs have been deleted and replaced with "applicable bylaws and policies", as funding mechanisms may change over time. Specific funding sources for amenities are identified where applicable as in the case of BFGAP eligible greenways.

Consequential Amendments
As part of this update, the CP and NPs have been reviewed to ensure alignment between plan policies and mapping, as appropriate.

Mapping
Maps in all four plans have been reviewed for accuracy and consistency with updated plan policies and have been revised in accordance with the Township's new map templates and symbology.

Greenway maps have been updated to ensure consistency between NPs and the BFGAP and Parks and Open Space maps have been made consistent with NPs.

Grammar, Document Formatting and Correcting References
The BFCP, BNP, FNP and RNP have been reviewed for housekeeping updates associated with grammar, formatting and references and appropriate edits have been made. These are not shown in the "red-lined" documents in Attachments A through D.

Applicable Policies:

Approved in 2023, Brookswood-Fernridge Greenway Amenity Policy (BFGAP) No. 07-235 provides a means of providing amenities in Brookswood-Fernridge. The BFGAP (Attachment E) has been updated in tandem with the BFCP and neighbourhood plans to ensure consistencies

in policy and mapping, with updated deemed land costs and construction costs. Council will consider approval of the revised policy at the same time as proposed Bylaws No. 6210, 6217, 6218 and 6219 are brought forward for final reading.

Respectfully submitted,

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

ATTACHMENT A	Red-lined (edited) version of Brookswood-Fernridge Community Plan
ATTACHMENT B	Red-lined (edited) version of Booth Neighbourhood Plan
ATTACHMENT C	Red-lined (edited) version of Fernridge Neighbourhood Plan
ATTACHMENT D	Red-lined (edited) version of Rinn Neighbourhood Plan
ATTACHMENT E	Updated Brookswood-Fernridge Greenway Amenity Policy No. 07-235

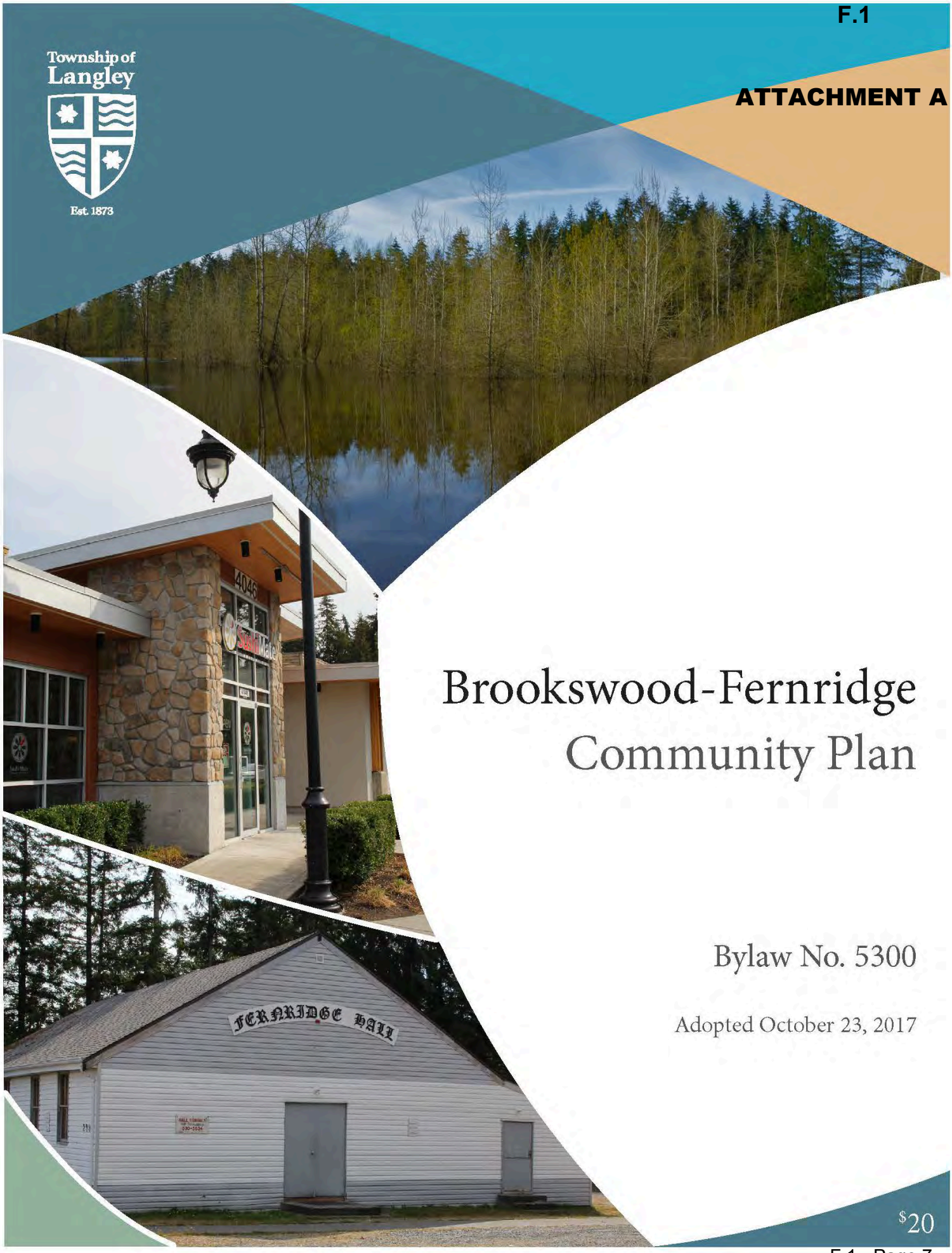
This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
ENGINEERING DIVISION	R. Welfing
FIRE DIVISION	J. de Roy

ATTACHMENT A

Township of Langley

Est. 1873

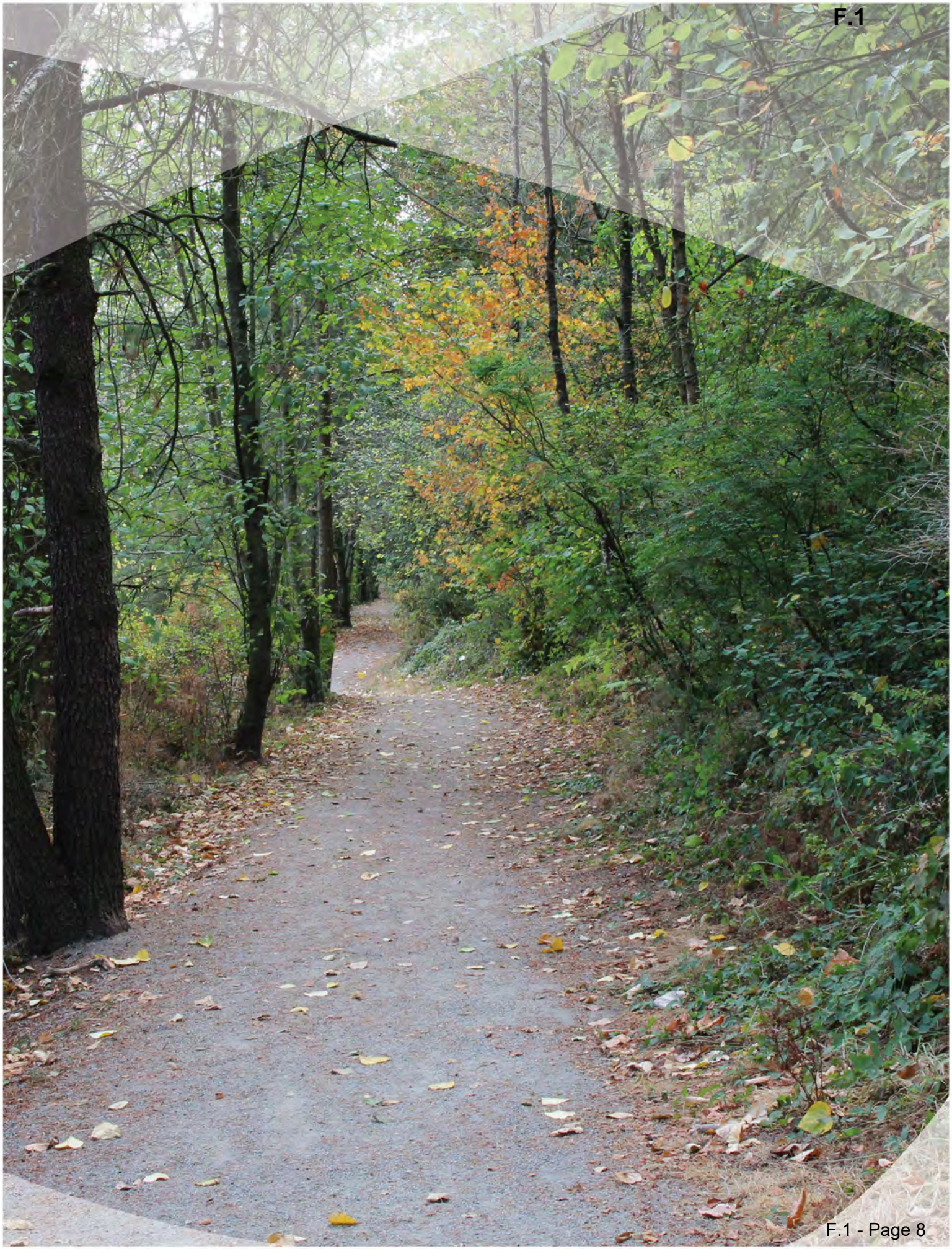


Brookswood-Fernridge Community Plan

Bylaw No. 5300

Adopted October 23, 2017

$20



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300

Adopted by Council October 23, 2017

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
5680 (Brookswood Brewing Company Ltd.)	Text	February 8, 2021
5798 (Booth, Fernridge and Rinn)	Text/Map	July 24, 2023
6007 (Small-Scale Multi-Unit Housing)	Text/Map	June 10, 2024
6008 (Booth Neighbourhood Plan)	Text	June 10, 2024
6009 (Fernridge Neighbourhood Plan)	Text	June 10, 2024
6010 (Rinn Neighbourhood Plan)	Text	June 10, 2024
6057 (Fernridge Crescent Area)	Text/Map	January 27, 2025

BROOKSWOOD-FERNRIDGE COMMUNITY PLAN

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1. INTRODUCTION

This document sets out the vision, guiding principles, and policies that will shape growth and development in Brookswood-Fernridge over the next 20 to 25 years. It provides an overall development framework for the community and establishes polices related to community framework and character, land use, open space and community amenities, the environment, mobility and transportation, and utilities and services.

The Brookswood-Fernridge Community Plan forms part of the Township of Langley Official Community Plan (OCP), which provides the long-term vision for sustainable growth and development in the Township as a whole. More detailed neighbourhood plans, which apply to portions of a Community Plan area, must be consistent with the policies delineated in the Community Plan.



Township of Langley Planning Framework

1.1 COMMUNITY PLAN AREA

Brookswood-Fernridge is located in the southwestern portion of the Township of Langley, immediately east of the City of Surrey and south of the City of Langley. The Plan area encompasses about 1,440 hectares (3,558 acres), extending from 44 Avenue to 16 Avenue and from 196 Street to the east of 212 Street.



Township of Langley
Community Plan Areas

1.2 HISTORICAL CONTEXT

The boundaries for the Brookswood-Fernridge Plan area fall within the asserted traditional territories of the Coast Salish peoples, where early villages, seasonal occupational sites, places of spiritual significance, and natural resource procurement sites existed throughout the area now encompassed by Langley and its neighbouring Fraser Valley municipalities. In addition to the presence of a documented early travel route that connected Semiahmoo Bay to the Fraser River through the north end of Brookswood-Fernridge, called the Semiahmoo-Langley trail, known archaeological sites within the greater vicinity of the Plan area boundaries indicate early use and possible habitation of the area by local First Nations dating back several millennia.

European settlement in Brookswood-Fernridge occurred gradually beginning in the late 1880s, when the area's open meadowlands, fertile soil and heavily timbered forests drew settlers to the Campbell Valley area. Some fifty ranchers settled in this area, even though less than 10% of their land was cultivated. These first settlers were closely tied to the logging industry, and some brought their established land-clearing skills from the timber industry to support their farming efforts. Glenwood was one of the first of these areas to be settled by those who established farms and sawmills to take advantage of the abundant first growth timber. One of the earliest documented local institutions in the area was the first Glenwood School built in 1891 at North Bluff (16 Avenue) and Johnson-Townline (216 Street). Subsequent adaptations of this one-room school were built on other sites in the vicinity over the decades that followed to meet the gradually increasing demands of a growing population, up to the initial construction and expansion of the existing Glenwood School that serves the community today.

By the turn of the twentieth century, the numerous small logging operations in the area began to benefit from a growing local market and improved transportation links. The Great Northern Railway (GNR) line completed in South Langley in 1909 was of great importance for lumber transport, and the Fernridge Lumber Company established a spur line to the railway that ran through the north end of Brookswood within a year of its arrival. The British Columbia Electric Railway (BCER) that ran through the middle of Langley opened in 1910 and supported the lumber mills by allowing them to install spurs anywhere along the line.

Early farms in the area were initially served by road infrastructure that ran on a predominantly north-south axis, with small sections of road that provided east-west access to individual farms. Maps of the area show that by 1915 there were two key roads serving the Brookswood-Fernridge area. The longest roads were Rinn Road (208 Street) that extended from the international border to Old Yale Road, and Griffith Road (200 Street) that extended from the international border to 36 Avenue. Griffith Road subsequently became known as Hunter Road after Hunter Station on the BCER line where it crossed what is now 200 Street. Many of these early street names originally named after early landowners in the area were re-named post-1918 to honour soldiers from Langley who served in the First World War.

The period between the First and Second World Wars was tumultuous, as many communities experienced a short but prosperous development boom followed by the devastating stock market crash of 1929. In the small community of Fernridge in the southwest corner of Langley, a post office, general store, and gas station were established along 24 Avenue to serve the local population by residents Noel and Lillian Booth who ran a fleet of buses that acted as mobile stores around the community. The Fernridge Hall was constructed in 1921 when the economy was still in a fragile state, but communities were developing quickly as soldiers returned from the war and established larger families, and the need for community facilities was on the rise. Additional facilities that served the growing community in the decades that followed included the Brookswood Community Hall, originally known as the Brookswood Club Association Hall, built in the 1930s by Fred Brooks on 200 Street south of 44 Avenue. This building was converted to the Langley Playhouse in 1972 and has become a cultural landmark for the neighbourhood and Township. St. Paul's Anglican Church, built c.1947, is representative of the post-war development in Brookswood and its longstanding function as a church continues to serve the area today as the Life Tabernacle.

By 1958 road infrastructure in the area had expanded. Henderson Road (16 Avenue) and Wix Road (24 Avenue) provided longer east-west axis roads serving Fernridge, while shorter road sections, such as McInnis (32 Avenue), Bradshaw (40 Avenue), and Fisher (44 Avenue), similarly served Brookswood.

Significant urban residential development in Brookswood-Fernridge began in the late 1960s after the construction of the Port Mann Bridge, which allowed easier access to the Vancouver area for commuters. Developments prior to 1987 required a minimum lot size of 930 m^2 (10,000 ft^2) based on servicing by a community water system and individual septic systems. In 1987, a Community Plan for the area was adopted by Township Council that provided for smaller lot sizes (650 m^2 / 7,000 ft^2) and some multi-family dwellings, subject to all new development being fully serviced with both community water and sewer systems. An area east of 208 Street around 44 Avenue was developed in the mid-1990s, utilizing sewer capacity available in a sewer main running through the City of Langley.

1.3 EXISTING CONDITIONS

Brookswood-Fernridge currently consists of two distinct areas: the northern area that was developed between the late 1960s and mid-1990s for urban uses and the southern area that has not yet been developed for urban uses.

The developed area of the community east and west of 208 Street generally consists of 930 m^2 (10,000 ft^2) to 650 m^2 (7,000 ft^2) single detached residential lots. The developed area also includes two commercial ~~precincts~~ villages. The larger commercial area, Brookswood Village, is located near the intersection of 200 Street and 40 Avenue and includes a grocery store, drug store, restaurants, and professional offices. The other commercial area is located along the west side of 208 Street between 40 Avenue and 42 Avenue.



The undeveloped area generally consists of suburban residential lots of about 0.4 to 2 hectares (1 to 5 acres) in size. Other land uses in the undeveloped area include farms, manufactured home parks, and vacant lands. A commercial area exists at the intersection of 200 Street and 24 Avenue and includes a grocery store, pub, and gas station.

The lands to the east and south of the Brookswood-Fernridge area are currently being used for residential and agricultural purposes, with the exception of Campbell Valley Regional Park. All of these lands are located in the Agricultural Land Reserve (ALR), a provincial zone in which agriculture is recognized as the priority use. The lands to the north are located in the City of Langley and are currently being used primarily for residential purposes, except for Alice Brown Elementary School and the BC Hydro right-of-way/off-leash dog park. The lands to the west are located in the City of Surrey and are currently being used for residential and agricultural purposes. The majority of the lands to the west are located within the City of Surrey Campbell Heights Local Area Plan, which provides for the development of a 798 hectares (1,971 acres) business/light industrial park.

1.3.1 POPULATION CHARACTERISTICS

The current population of the Brookswood-Fernridge area is estimated to be 13,280. The average number of persons per household in the community is 2.7, slightly less than the 2.8 Township-wide average. The median age in Brookswood-Fernridge is 44 years, which is higher than the median age in the Township as a whole (40 years).*

1.3.2 HOUSING

There are approximately 4,700 occupied dwellings in Brookswood-Fernridge. Of these dwellings, 85% are single-detached dwellings, 14% are moveable dwellings (e.g. manufactured homes), and 1% are apartment dwellings. Nearly 60% of the dwellings in Brookswood-Fernridge were built in the 1960s and 1970s. Approximately 88% of the dwellings in Brookswood-Fernridge are owner-occupied, which is slightly higher than the Township as a whole (85% owner-occupied).†

1.3.3 EMPLOYMENT AND BUSINESS

Approximately 61 hectares (150 acres) of land in Brookswood-Fernridge are currently being used for employment purposes (e.g. commercial and institutional uses). The commercial zones are generally clustered around the intersections of 200 Street and 40 Avenue, 200 Street and 24 Avenue, as well as along 208 Street between 40 Avenue and 42 Avenue. A neighbourhood commercial zone is located on the southwest corner of 208 Street and 24 Avenue. There is no existing industrial land in Brookswood-Fernridge.

1.3.4 OPEN SPACE AND COMMUNITY FACILITIES

Approximately 46.5 hectares (115 acres) of public park space exist in Brookswood-Fernridge. Existing public parks include:

- Noel Booth Community Park on 36 Avenue near 202 Street
- Brookswood Park on 200 Street and 40 Avenue
- Bell Park on 38 Avenue near 205 Street
- East Brookswood Park on 212 Street and 42 Avenue
- Dale Ball Passive Park on 208 Street and 36 Avenue
- Wiser Natural Park on 196A Street north of 40 Avenue
- The Rees-Callard Natural Park on 202 Street south of 32 Avenue
- Brookswood Skateboard Park on 208 Street and 42 Avenue
- Zazulak Park on 44B Avenue near 197A Street

Additionally, there are approximately 18 hectares (45 acres) of existing conservation area in Brookswood-Fernridge, primarily around watercourses. Surrounding area parks include Campbell Valley Regional Park, an off-leash dog park in the City of Langley, and Latimer Park in the City of Surrey.

The George Preston Recreation Centre on 208 Street has an ice/dry floor arena, curling facility and multi-purpose rooms. The Brookswood Library is located at 40 Avenue near 200 Street and the Langley Lawn Cemetery is located on 208 Street.

* Source: Statistics Canada (2011 Census and 2011 National Household Survey)
† Source: Statistics Canada (2011 Census and 2011 National Household Survey)

There are three (3) elementary schools in Brookswood-Fernridge: Belmont (on 40 Avenue), Noel Booth (on 35 Avenue), and Glenwood (on 24 Avenue). St. Catherine's, a private elementary school, is located on 32 Avenue. Langley Fundamental Middle and Secondary School is located on 212 Street, and Brookswood Secondary School is located on 208 Street.

Privately operated community facilities in Brookswood-Fernridge include a rod and gun club, an equestrian club, a seniors' hall, a small playhouse, and the Fernridge Community Hall. There are also seven (7) churches located throughout the community.

1.3.5 ENVIRONMENT



The Brookswood-Fernridge area includes four (4) watersheds (or drainage basins). The northern portion of Brookswood-Fernridge is in the Anderson Creek, Murray Creek, and Pleasantdale Creek watersheds, which flow north into Nicomekl River and eventually into Boundary Bay. The southern portion of Brookswood-Fernridge is in the Little Campbell River watershed, which flows west to Semiahmoo Bay. These watersheds contain natural, constructed, and roadside watercourses that sustain populations of a variety of fish. Non-fish bearing watercourses in these watersheds provide a source of food and nutrients and/or cool water to downstream fish populations. There are also a few small lakes and ponds in the area.

Nearly all of the Brookswood-Fernridge area is underlain by the Brookswood Aquifer. The relatively flat ground surface of the uplands, together with the sand and gravel materials, permits relatively high infiltration rates. This unconfined aquifer is highly vulnerable to possible contamination from various sources, including septic system discharges, polluted stormwater runoff, and both agricultural and anthropogenic activities (e.g. use of lawn fertilizer and manure, fuel spills, and pesticide use).

Brookswood-Fernridge is characterized by a large number of mature coniferous trees. Based on land cover mapping completed by the Langley Environmental Partners Society (LEPS) in 2002, the Brookswood-Fernridge area contains 37.5% of all coniferous forest in the Township of Langley. There are 122 confirmed wildlife species within the Brookswood-Fernridge area, including nine (9) red (extirpated, endangered, and threatened) or blue (special concern) listed species.

1.3.6 MOBILITY AND TRANSPORTATION

Brookswood-Fernridge has an existing system of arterial, collector, and local roads largely based on a grid. The major north-south arterial roads in Brookswood-Fernridge are 200 Street and 208 Street. The major east-west arterial roads are 16 Avenue, 24 Avenue, 32 Avenue, and 40 Avenue. As identified in the Highway and Traffic Bylaw, the designated truck routes in and immediately adjacent to Brookswood-Fernridge include 200 Street, 16 Avenue, and portions of 32 Avenue, 36 Avenue, 40 Avenue, 205 Street, and 208 Street.

TransLink provides bus service through Brookswood-Fernridge. Two community shuttle routes (the C60 and C61) cover the northern portion of the area while another community shuttle route (the C63) serves the southern portion of the area. The 531 bus provides half-hour service through Brookswood-Fernridge from White Rock Centre to Willowbrook via Langley Centre along 32 Avenue and 200 Street.

Most of the roads in Brookswood-Fernridge do not have sidewalks. There are some walkways between roads or between roads and parks in the developed area. A commuter bike route currently exists in Brookswood-Fernridge along 40 Avenue. There are also several existing community and recreational bike routes in Brookswood-Fernridge.

1.3.7 UTILITIES AND SERVICES

Most properties in Brookswood-Fernridge are currently serviced by a municipal water system. The municipal water system in Brookswood-Fernridge is supplied by both groundwater from the Brookswood Aquifer and water from Metro Vancouver. Many properties in the undeveloped area are serviced by private wells where the municipal water system is limited. There are currently three active municipal wells in the Brookswood Aquifer.

Most of Brookswood-Fernridge is serviced by on-site private systems (e.g. septic systems). The Phase 1 area east of 208 Street ('Cedar Ridge') is serviced by a sewer system that connects to the City of Langley's sanitary sewer network. A gravity trunk main sewer was installed through the Brookswood-Fernridge area as part of the development of the High Point area (southwest corner of the Township). Some parts of Brookswood-Fernridge have connected to this sewer system through Local Area Services.

The majority of the drainage system in the developed area is managed by infiltration swales, infiltration trenches, dry wells, and rock pits. The system was designed to contain a five-year storm event with overland flow routes for a major 100-year storm event.

Fire Hall 5, which serves Brookswood-Fernridge and the surrounding rural areas, is located on 32 Avenue at 204 Street. A Community Policing Office is located near 200 Street and 41 Avenue.

1.4 POLICY CONTEXT

The Brookswood-Fernridge Community Plan is informed and shaped by the broader policy context of the Metro Vancouver Regional Growth Strategy, the Township's Sustainability Charter, the Township's Official Community Plan, and various other Township plans, strategies, and policies. The Brookswood-Fernridge Community Plan fits within this policy context that respects the distinctive character of the community.

1.4.1 REGIONAL GROWTH STRATEGY

In ~~2011~~2023, Metro Vancouver adopted Metro2050: Regional Growth Strategy (RGS) ~~Metro Vancouver 2040: Shaping Our Future, a Regional Growth Strategy (RGS)~~ for the entire Metro Vancouver region. The RGS represents a collective vision on how the region will accommodate the additional 1 million people that are anticipated over the next 25 years. Approximately ~~90,000~~ 85,000 additional residents are anticipated in the Township of Langley over the next 25 years.

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 Brookswood-Fernridge area is located within the UCB and is designated as 'General Urban' in the RGS. General Urban areas are intended for residential neighbourhoods and centres, and are supported by commercial, institutional, recreational, and park uses.

1.4.2 SUSTAINABILITY CHARTER

In 2008, Township Council adopted the Sustainability Charter with a vision to build a legacy for future generations by leading and committing the community to a lifestyle that is socially, culturally, economically, and environmentally balanced. The Sustainability Charter outlines a number of social/cultural, economic, and environmental goals and objectives.

1.4.3 OFFICIAL COMMUNITY PLAN

In 2016, Township Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the Township as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. The 2016 OCP was updated in December of 2025.

The OCP also provides general policy direction on land use and community structure as well as on urban community and neighbourhood design. The Brookswood-Fernridge area is located within the Urban Development Area and is designated for 'Urban' in the OCP. Urban areas are intended for residential neighbourhoods and centres, supported by commercial, institutional, recreational, and park uses.

1.4.4 OTHER PLANS, STRATEGIES AND POLICIES

Other Township plans, strategies, and policies that have informed the Brookswood-Fernridge Community Plan include the following:

Age-Friendly Strategy: Approved by Council in 2014, the Age-Friendly Strategy helps the Township meet the needs of its older residents, while providing a physical and social

environment that works for residents of all ages. The Age Friendly Strategy is an important social component to ensure that community development is accessible and inclusionary for all ages and that the built environment reflects these values.

Anderson Creek and Fernridge Integrated Stormwater Management Plans (ISMPs): Both completed in 2014, these ISMPs provide direction on preserving and improving the overall environmental health of the Anderson Creek watershed and the Fernridge watershed (part of the Little Campbell River watershed).

Anderson Creek Terrain Stability and Channel Morphology Assessments; Anderson Creek Geotechnical Review; and Anderson Creek Slope Stability Assessment: Completed in 2006, 2012, and 2016 respectively, these reports contain site specific and general recommendations for mitigating potential slope instability that could result from future development adjacent to Anderson Creek.

Cycling Plan: Endorsed by Council in 2015, the Cycling Plan identifies the eventual cycling network and the ultimate cycling infrastructure in the Township.

Employment Lands Study: Completed in 2010, the Employment Lands Study provides an assessment of the future demand for employment lands in the Township.

Heritage Strategy: Endorsed by Council in 2012, the Heritage Strategy outlines strategic goals and actions for heritage to 2022.

Housing Action Plan: Endorsed by Council in 2013, the Housing Action Plan guides decision-making related to market and non-market housing.

Manufactured Home Park Redevelopment Policy: Updated by Council in 2015, this Policy, among other items, states that community plans must consider the need for manufactured home parks as a residential land use and outlines the assistance that should be considered to tenants upon the redevelopment of a manufactured home park.

Master Transportation Plan: Endorsed by Council in 2009, this Plan guides the development of the Township's transportation system in an effective and economical manner that accommodates projected population and employment growth.

Parks and Recreation Master Plan: Adopted by Council in 2002, this Plan provides principles and guidance for parks and recreation services in the Township.

Water Management Plan: Endorsed by Council in 2009, this Plan provides a series of recommendations to better protect aquifers in the Township.

Wildlife Habitat Conservation Strategy: Adopted by Council in 2008, this Strategy ensures that wildlife habitat planning and management is incorporated into the community and neighbourhood planning process.

1.5 PLANNING AND ENGAGEMENT PROCESS

The original Brookswood-Fernridge Community Plan was adopted by Township Council in 1987. This Plan provided for a population of about 35,000 people, with 30,000 living in single detached dwellings, 3,000 living in townhouses or mobile homes, and 2,000 living in apartments.

In April 2016, the Township launched a planning and engagement process to update the 1987 Community Plan to provide opportunities for growth and redevelopment in the undeveloped areas while maintaining existing land uses and densities in the developed areas of the community. The engagement approach applied to the Community Plan update included consultation with the following:

- The general public, including:
  - residents and property owners within the Brookswood-Fernridge area
  - residents and property owners within the rural surrounds
  - business owners and workers
  - other interested individuals

- The Community Planning Team (CPT), comprised of individuals representing various stakeholder groups, including:
  - residents and property owners within the Brookswood-Fernridge area
  - residents and property owners within the rural surrounds
  - non-profit community associations, business owners, the development community, and environmental groups

- External agencies and Township Advisory Committees, including:
  - City of Surrey and City of Langley
  - Agricultural Land Commission, Langley School District No. 35, TransLink, Metro Vancouver, and Fraser Health
  - Langley Environmental Partners Society, Little Campbell Watershed Society, Save the Little Campbell Committee, and Nicomekl Enhancement Society
  - Brookswood Village Merchants Association
  - Urban Development Institute and Greater Vancouver Homebuilder's Association
  - Agricultural Advisory and Economic Enhancement Committee, Heritage Advisory Committee, Recreation, Culture, and Parks Advisory Committee, and Seniors Advisory Committee



The Community Plan update process involved five key phases of planning and engagement work. **Phase 1** (April – July 2016) involved raising awareness of the Community Plan update, communicating the scope and timeline of the Plan update, and providing an early opportunity to gather input on community values, key issues, and opportunities. Public engagement activities in Phase 1 included community dialogue sessions (a series of small group conversations), an open house, and a CPT meeting.

Phase 2 (September – November 2016) involved the compilation of background research on existing conditions and Township policies into a Community Profile. This Profile served as key input for public engagement in this phase, which focused on the collaborative development of the draft vision and guiding principles for the updated Community Plan. Public engagement activities in Phase 2 included community workshops (a series of smaller group meetings), an open house, and a CPT meeting.

Phase 3 (December 2016 – March 2017) involved incorporating the background research and engagement feedback received in previous phases in the development of ideas, opportunities and options for land use and strategic policy directions in the undeveloped areas. Public engagement activities in Phase 3 included a CPT meeting and co-design workshop, online engagement, and an open house.

Phase 4 (April – May 2017) involved integrating the consultation feedback received in the previous phases and additional technical analysis in the preparation of a preliminary draft land use plan and associated polices and design guidelines. Technical analysis in this phase included the preparation of a general servicing concept for an integrated transportation network and utility systems. Public engagement activities in Phase 4 included a CPT meeting, a series of community workshops, and an open house.

Phase 5 (June – July 2017) involved assembling and synthesizing all of the background research, technical analysis, and consultation feedback received in the previous phases into a final draft Community Plan. Phase 5 also involved the bylaw process.

A variety of communication techniques were used throughout the Community Plan update in order to raise awareness of the process and public engagement events. These communications included flyer / postcard mailouts to property owners and tenants within the community and rural surrounds, newspaper advertisements, email updates, and a project

webpage that served as the key source of public information for the Community Plan update process.

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On October 23, 2017, Council adopted the new Community Plan and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge, and Rinn.

In January 2019, Council endorsed Terms of Reference for the NPs. While the planning process for the NPs was impacted by the COVID-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, ask-a-planner sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the British Columbia government amended the Local Government Act to require municipalities to permit small-scale multi-unit housing (SSMUH) options that are ground oriented and compatible in scale and form in single-family neighbourhoods. In early 2024, Council directed staff to revise the NPs to align with the new provincial legislation. The Community Plan was revised as part of the effort to update the NPs.



2. VISION AND GUIDING PRINCIPLES

Vibrant, social, sustainable, and livable communities are the result of careful planning and thoughtful design. Designing such communities begins with an established Vision statement for the community and a set of Guiding Principles to support the Vision and 'set a direction' for Community Plan policies. The Vision and Guiding Principles are an outcome of community input, policy and technical analysis, and best planning practices.

2.1 VISION

Expressed in broad terms, the Vision describes the desired future state of the community. It serves as an inspiring statement that anticipates what Brookswood-Fernridge will be like in 20 to 25 years. All of the guiding principles, policies, and guidelines set forth in this Community Plan contribute to the realization of the Vision.

Developed in consultation with the Brookswood-Fernridge community and based on the distinct context and opportunities for growth and change, the following Vision statement serves as a foundation of the Brookswood-Fernridge Community Plan.

Vision:

Brookswood-Fernridge is a liveable and tranquil community, known for its towering conifers and small town feel. It has celebrated its history and protected its natural environment through carefully balanced growth and change. Highly walkable and interconnected, it is a complete community providing the right mix of housing for all of its residents. It contains civic, commercial and cultural spaces that support a strong sense of community and a high quality of life.



Artist's rendering of Fernridge neighbourhood centre and surrounding areas in 2042
(location of parks and schools are conceptual)

2.2 GUIDING PRINCIPLES

Guiding principles are broad statements that provide direction for the development of more detailed policies and guidelines. They express a common understanding of how to ultimately realize the community's Vision.

The guiding principles that shaped the development of the policies and design guidelines in this Community Plan are listed below.

Guiding Principles:

1. **Foster a distinct identity and character.** Maintain the existing character and close-knit feel of the developed areas, and establish new neighbourhoods that respect and complement the identity, form, and scale of the developed areas.
2. **Protect the natural environment.** Balance development with the protection of the natural environment, including the aquifer, watercourses, trees, and wildlife habitat, that sustains many essential biological, hydrological, and geological functions.
3. **Commemorate the history of place.** Celebrate heritage by encouraging the retention of buildings with historic significance and incorporating rural characteristics and local history into the public realm.
4. **Build a livable community pattern.** Locate complementary land uses and housing forms together and provide appropriate transitions where different land uses and densities interface.
5. **Integrate effective urban design.** Build attractive, inviting, and pedestrian-oriented buildings, streets, and public spaces.
6. **Cultivate vibrant centres.** Develop and improve community and neighbourhood centres to meet local and daily needs, provide employment opportunities, and serve as community focal points.
7. **Provide housing choices.** Retain existing housing types and lot sizes in developed residential areas and provide an appropriate range of housing options in mixed-use centres and new neighbourhoods.
8. **Support transportation diversity.** Establish a multi-modal transportation system that accommodates pedestrians, cyclists, equestrians, public transit, and automobiles and allows for the safe movement and delivery of people and goods.
9. **Establish public spaces and community services.** Accommodate parks, natural open spaces, community and cultural facilities and other public spaces connected through a network of multi-use trails.
10. **Develop utility infrastructure.** Service new neighbourhoods with municipal water and sewer systems and manage stormwater using both storm sewers and best management practices that replicate natural processes.
11. **Promote health and safety.** Promote neighbourhood designs that support active lifestyles, public safety, and crime prevention.
12. **Ensure benefits from growth.** Use growth and development to provide benefits and amenities for all residents.
13. **Engage citizens in plan implementation.** Provide and encourage active citizen involvement in the implementation of the plan.
14. **Phase new development.** Employ neighbourhood planning processes to initiate development in new neighbourhoods.



3. COMMUNITY FRAMEWORK, CHARACTER, AND IDENTITY

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This section of the Brookswood-Fernridge Community Plan describes the planning concept of complete communities and its counterpart, transit oriented communities – a combined and comprehensive policy framework that is the foundation for this Plan – and defines the key land use strategy of the community land use pattern. Complete communities are a cornerstone of the vision and policies of the Township of Langley Official Community Plan (OCP). Combined with technical and policy analysis, consultation input and feedback, and best practices, this policy framework underpins the Vision statement and Guiding Principles of this Community Plan, informing policies that delineate a community structure and the character and identity of the community as it grows and changes over time.

3.1 COMMUNITY FRAMEWORK – PLANNING, DESIGN, AND STRUCTURE CONSIDERATIONS

3.1.1 COMPLETE COMMUNITIES

The built environment of any community includes the buildings and infrastructure that support human settlement, ranging in scale from individual buildings to open and green spaces to residential ~~precincts~~ areas and commercial ~~district~~ villages. The built environment also includes supporting infrastructure, such as water supply, energy, and transportation networks.

As stipulated in ~~the OCP~~ Section 1, the built environment for the Brookswood-Fernridge community is distinct from other communities in the Township of Langley in terms of its history, character, density, land use, and ultimate development capacity. The development of the built environment in Brookswood-Fernridge is intended to establish a sustainable spatial pattern based on the community design principles of centres, walkability, and viable transit.

In keeping with the Guiding Principles set out in Section 2, a complete community forms the foundation on which growth and change occur, and contributes to the sustainable built environment in the Brookswood-Fernridge community. A complete community is a place that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play locally.

A complete community is one that offers homes that are located near shops, schools, recreation, work, and other daily destinations, as well as provides safe and convenient opportunities to walk, cycle or take public transit. This helps to reduce the time and money spent on driving, to reduce greenhouse gas emissions, and to make efficient use of land and services. Inherent in this planning concept is sufficient housing to generate a population base that can support commercial services, community amenities, utilities, and public transit.

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3.1.2 TRANSIT ORIENTED COMMUNITIES

A transit-oriented community, a subset of the complete communities, also informs the foundation for guiding growth and change. A transit-oriented community prescribes an organizing and spatial framework for the arrangement of urban settlements that are predicated on growth centres and corridors. A transit-oriented community is a place that, by its spatial arrange and design, contributes to people driving less and walking, cycling, and taking transit more. A transit-oriented community is actually a walking and cycling friendly set of neighbourhoods that are focused around frequent transit.

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3.1.3 CENTRES AND CORRIDORS STRATEGY

According to Section ~~2.4~~ 2.3 of the OCP, centres are a starting point for developing the spatial pattern for the Brookswood-Fernridge community and serve as the policy manifestation of a complete, and transit-oriented community. Centres offer a mix of commercial, employment, residential, medical, educational, and recreational amenities that support the daily needs of residents and workers and serve as important community gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in an organizational spatial hierarchy within the community.

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Corridors are the connective tissue of the community and its neighbourhoods. Corridors serve as conduits that link together key destinations and the centres that they are located within.

The cohesive and integrative spatial arrangement and pattern of the different components in centres and corridors help create synergies among land uses and environmental features, activate the public realm, and create opportunities for housing and mobility choice.

A Hierarchy of Centres

The Brookswood-Fernridge community will be comprised of multiple centres, each varying in size and scale, and serving a specific purpose or function. The Neighbourhood Centre is relatively modest in size, scale, and function, and consists of smaller and/or fewer retail shops and offices that serve the day-to-day needs of the local neighbourhood. The Community Centre is made up of a range of services that meet both daily needs that serve the immediate area, but also includes community-wide features that provide for the wider area such as a broader range of housing types, and both convenience and comparison retail services and recreational amenities.

The 5- to 10-minute walking radius (400 to 800 metres) is the standard indicator for informing the configuration and distribution of land uses in a centre. Ideally, most of the daily needs and services in the neighbourhood are within this walking radius for most residents in a community. Typically, non-residential uses, such as retail and office uses and community amenities, are clustered at the 'hub' of centres. These non-residential clusters are also highly accessible to surrounding residents.

A Mix of Uses

A mix of uses in a walkable centre provides residents with opportunities to live, work, meet their daily needs, and access key services within their community. Mixing uses is not simply a matter of varying land use on a block-by-block basis, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mix provides community and neighbourhood focal points, which help to create a sense of place.

A mix of uses has an important effect on the function of transportation networks in a community. Mixed uses allow non-vehicular transportation (e.g. walking and cycling) to become viable options for residents. This in turn helps to reduce traffic congestion, as trips that might otherwise be taken by car are either reduced or eliminated.

3.2 COMMUNITY AND NEIGHBOURHOOD CENTRES

Community and Neighbourhood Centres are the key organizing elements for the built environment in the Brookswood-Fernridge area. Each centre will include the elements necessary to contribute to the building of a complete community. The intent of these policies is to establish the spatial framework for the continued development of the community and to promote a distinct community identity.



Illustrative concept of Booth commercial village

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Policies:

1. Foster a complete, transit-oriented community in Brookswood-Fernridge by organizing the land use pattern for the area around a series of distinct and compact Community and Neighbourhood ~~Activity Precincts or~~ Centres, as delineated on Map 1, that function as focal points of the Brookswood-Fernridge community and where much of the development intensity will be focused.
2. Design centres to be walkable, using approaches such as clear street grids, 'fine-grained' street, and block patterns that contribute to energy efficient design, create direct connections throughout the centres and areas beyond that accommodate a range of travel modes, ensuring convenient access to neighbourhood and community destinations. Incorporate public open spaces and, in the Commercial Village land use designation, commercial and mixed-use buildings with retail uses that flank public spaces and rights-of-way.
3. Encourage and direct investments and activities to Community and Neighbourhood ~~Activity Precincts~~ Centres that will enable those areas to flourish as compact, mixed-use neighborhoods. Activity Precincts will be designed to accommodate the community's new commercial business areas, housing, institutional, cultural, and park and open spaces, thereby providing services and employment close to housing, and promoting efficient use of public services, including current and future transit, with housing options for a variety of households and stages of life.
4. Allow local-serving commercial businesses ~~in Precincts~~ (in the Commercial Village land use designation) that support~~s~~ the overall function and character of the centre.
5. Integrate as many compatible land use elements in the ~~Activity Precincts~~ Centres to uphold the goal of building complete, transit-oriented communities, as indicated on the Land Use Plan (Map 2).
6. Support convenient access to healthful and affordable food in the centres by providing space to accommodate farmers' markets and community gardens.

7. Cultivate a distinct identity in Community and Neighbourhood Activity ~~Precincts~~Centres that provides residents with a sense of place and differentiates Brookswood-Fernridge from other communities within the municipality and areas throughout the region.



Illustrative concept of Fernridge neighbourhood centre

3.3 NEIGHBOURHOOD AREAS BEYOND THE CENTRES

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Neighbourhoods beyond the ~~Activity Precincts or c~~Centres are key organizing elements of the larger spatial structure at the community scale. These areas beyond will consist primarily of residential uses with a variety of housing types and a street network that connects residents, jobs, services, and amenities through various modes of travel. The following policies are intended to guide the development of neighbourhoods in areas beyond the centres that provide quality of life through convenient access to amenities such as local services, parks and open space, and to foster a distinct identity through the integration of natural features and small town characteristics in the built environment.

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Policies:

1. Foster a complete, transit oriented community in Brookswood-Fernridge by designing a series of distinct neighbourhoods in areas beyond the ~~Activity Precincts~~ Community and Neighbourhood Centres that provide residents access to schools, parks, open space, and other local services and amenities, as well as pedestrian and cycling connections within neighbourhoods and areas beyond.
2. Consider limited commercial uses outside of the ~~Activity Precincts~~ Community and Neighbourhood Centres to support the surrounding area with services, yet with the goal of upholding the residential character, as indicated on the Integrated Community Concept (Map ~~21~~) or through a neighbourhood plan.
3. Establish a distinct identity through natural features and place-making elements for neighbourhoods that provide visual interest and a sense of place or belonging for residents.

4. Support healthy and active neighbourhoods by providing ready access to parks, open spaces, trails, greenways, and services that make it easy for residents to have physical activity and a means to meet many of their daily needs.
5. Establish street and block patterns that contribute to energy efficient neighbourhood design and create direct connections throughout the neighbourhood and areas beyond that provide for a range of travel modes, ensuring convenient access to local and community destinations.

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3.4 RESIDENTIAL CLUSTER DEVELOPMENT

3.5 COMMUNITY CHARACTER AND IDENTITY

Cultivating a distinct community character and identity provides residents with a strong sense of place and differentiates the area from other communities in the municipality. Brookswood-Fernridge consists of distinctive areas with towering conifers and a small town feel as key characteristics of the whole community. Elements of small town character include low scale buildings, social interaction, walkability, and natural features and open spaces, both within and along the edges of the community. As growth and change occur in some parts of the community, these and other local character elements should be integrated into the design of new ~~neighbourhoods and centres~~ Community and Neighbourhood Centres. The following policies aim to ensure that the Community and Neighbourhood Centres, ~~community, the centres,~~ and neighbourhoods beyond the centres are designed to foster a distinct identity.

Policies:

1. Establish and integrate the character and identity of the Community and Neighbourhood Centres, and areas beyond the Centres ~~community, neighbourhoods, and centres~~ through:
   a. the preservation of unique natural features, the natural beauty, and distinctive natural heritage, such as, but not limited to, sightlines and viewscapes, watercourses and associated conservation areas, lakes, ponds, treed boulevards, and significant tree stands (existing and next generation), specifically coniferous
   b. the integration of natural features into the design of the built environment such as new developments, parks, trails and road boulevards
   c. quality landscape architecture and urban design that reflect small town and/or rural character elements and create attractive roads and streetscapes, parks, greenways and other public spaces, including accommodating equestrians on some trails, especially those near the Agricultural Land Reserve and the Campbell Valley Regional Park

d. strong gateways, landmark and edge conditions

e. street names and/or signage that reflect local history and/or natural features

f. public art that is integrated within public places

g. the identification of historical resources, and development of interpretive features about such sites and the broader area



h. the retention and enhancement of the urban forest and tree canopy to the greatest extent possible by retaining mature and significant trees, and integrating the next generation of trees through development and in the design of public spaces

i. the design of 200 Street as a "Great Street" with, for example, wider boulevard, treed centre medians and other unique place-making features, particularly for the section between ~~the Community Commercial Village at 40 Avenue and the Neighbourhood Commercial Village at 24 Avenue~~ 33A Avenue and 27 Avenue.

j. the consideration of supplementary scale and massing guidelines (e.g. height, coverage and setbacks) for single family dwellings



200 Street as a "Great Street" to enhance community character and identity

2. Design the built environment to promote walkability and social interaction through:

   a. fine-grained and well-connected streets, greenways and trail networks

b. buildings that face sidewalks and streets, rather than rear yards, driveways, and parking areas, to provide casual surveillance and a continuous sidewalk

c. sidewalks and trails that incorporate street furniture, lighting, and other amenities to enhance the pedestrian experience

d. centres and neighbourhoods that incorporate public gathering places, such as parks and plazas

e. building design elements such as extended front porches or ‘stoops’ for all ground-oriented residential uses

f. building façades that are visible from public streets, lanes, walkways, parks, and trails to provide architectural interest

g. public pedestrian connections and access integrated in larger multi-family development sites



4. LAND USE

Land use designations and their corresponding policies help achieve the overall Vision of the Community Plan by identifying the intended use of land. These designations, shown on the Land Use Plan (Map 2), are intended to guide growth and change in Brookswood-Fernridge over the next 20 to 25 years.

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The designations shown on Map 2 include residential, commercial, employment and institutional land uses. Approximately 1,050 hectares (2,600 acres) of land is designated for residential uses (including the mixed use Commercial Village areas), representing approximately 73% of the total Community Plan area. Of these residential land uses, approximately 91% is designated for single family, 6% is designated for multi-family and mixed use, and 3% is designated for manufactured home parks. The Land Use Plan for the entire Brookswood-Fernridge Community Plan area accommodates an ultimate projected population of 59,900 at build-out. The approximate build-out populations of the individual neighbourhoods are as follows:

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- Rinn – 8,000
- Booth – 18,500
- Fernridge – 10,000
- Glenwood – 3,600

4.1 GENERAL RESIDENTIAL LAND USE POLICIES

The following policies apply to all land use designations that accommodate a residential use:

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Policies:

#6007 06/10/24 #6057 01/27/25

1. Calculate development density for lands designated as Single Family 1, Small-Scale Multi-Unit Housing 1, Small-Scale Multi-Unit Housing 2, Small-Scale Multi-Unit Housing 3, rowhouse developments on lands designated as Rowhouse/Townhouse and Fernridge Crescent Area, based on minimum lot sizes and other relevant plan policies of said Land Use Designations.

2. Calculate development density for lands designated as ~~Rowhouse / Townhouse,~~ Apartment, Manufactured Home Park, Commercial Village, Employment and Institutional, based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw, in relation to developable land area. ~~Land areas (undevelopable areas)~~ Undevelopable lands include areas dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley Official Community Plan, Bylaw 1979 No. 1842) lands to accommodate rainwater detention ponds, and easements/rights-of-way for electrical transmission, gas pipelines and other utilities~~, are not considered developable land area nor are they included in FSR calculations for determining development density~~.

3. Calculate development density for townhouse developments on lands designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area, which includes all lands except lands below top of bank of watercourses.

4. Encourage a variety of tenures (e.g. ownership and rental).

5. Encourage a variety of housing sizes (e.g. number of bedrooms) and floor layouts (e.g. master bedroom on the ground floor).

6. Encourage innovative building design and forms that optimize the use of sites by preserving green space.

7. Require new single family developments to enter into an exterior design control agreement. ~~The agreement should address the following general guidelines for new developments:~~ Where small-scale multi-unit housing (SSMUH) is a permitted use, the agreement must comply with the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) specified in Schedule 4 of the Official Community Plan. Otherwise, the agreement should address the following general guidelines for new developments: **(PENDING ADOPTION OF BYLAW NO. 6116)**

    a. retain existing significant trees, especially coniferous trees

    b. incorporate a high quality design and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings)

c. require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks

d. encourage all visible building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails

e. provide a strong street presence through street facing buildings that include elements such as extended front porches. Single family dwellings should not back onto a public road.

f. encourage single family dwellings located on corner lots to address both street edges and have the front door face the intersection

8. Permit seniors housing facilities (e.g. community care facilities, assisted living residences, and supportive housing) within any residential land use designation, subject to the facility being consistent with the policies specific to that land use designation.

9. Require adaptable housing design features in a minimum of 10% of apartment units and 5% of all other housing units, as required in the Official Community Plan.

4.2 SINGLE FAMILY 1

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The Single Family 1 land use designation accommodates single family dwellings with a minimum lot size of 0.8 hectares (2 acres), except for properties with frontage on 208 Street north of 28 Avenue where limited infill subdivision may be considered. The intent of these policies is to ensure that larger lot, low-density single family housing is provided for lands that are encumbered by steep ravines and escarpments, lake-front habitats, and equestrian supportive properties adjacent to the Campbell Valley Regional Park.

#5798 07/24/23

Policies:

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1. Accommodate single family dwellings on a minimum lot size of 0.8 hectares (2 acres) within areas designated Single Family 1.

2. Consider infill subdivision of properties with frontage on the west side of 208 Street and the north of 28 Avenue subject to:

   a. each new lot having a minimum useable area (e.g. land area beyond the natural boundary of the lake) of 2,000 m^2 (0.2 hectare or 0.5 acre)

   b. each new lot having a minimum frontage of 45 metres (148 feet)

   c. no increase in the number of lots with access to the lake

   d. no increase in individual lot access to 208 Street

   e. accommodation of a road centreline realignment of 208 Street that incorporates the entire and required cross-section of the arterial road on the west (urban) side and none on the east (rural/ALR) side

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4.3 SMALL-SCALE MULTI-UNIT HOUSING 1 (SSMUH 1)

The Small-Scale Multi-Unit Housing 1 (SSMUH 1) designation accommodates a variety of ground oriented housing types with a minimum lot size of ~~3,642~~ 3,716 m^2 (~~0.90 acre~~40,000 ft^2).

Policies:

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of ~~3,642~~ 3,716 m^2 (~~0.90 acre~~40,000 ft^2) within areas designated Small-Scale Multi-Unit Housing 1 (SSMUH 1).

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4.4 SMALL-SCALE MULTI-UNIT HOUSING 2 (SSMUH 2)

The Small-Scale Multi-Unit Housing 2 (SSMUH 2) designation accommodates a variety of ground orientated housing types with a minimum lot size of 650 m^2 (7,000 ft^2) within the Booth, Fernridge, Rinn and Glenwood Neighbourhood Plan Areas as shown on Map 10, and minimum lot size of 930 m^2 (10,000 ft^2) in the remainder of the Brookswood-Fernridge Community Plan area.

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Policies:

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 650m^2 (7,000 ft^2) within areas designated Small-Scale Multi-Unit Housing 2 (SSMUH 2).
2. Permit the area that is both east of 208 Street and north of 43 Avenue to be used as single family dwellings on a minimum lot size of 650 m^2 (7,000 ft^2), despite Policy #1 of this subsection.
3. Incorporate a variety of dimensional measures (e.g., sufficient building setbacks to accommodate medium to large trees on development sites, existing and new generation of tree plantings) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5).
4. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

~~5. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.~~

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4.5 SMALL-SCALE MULTI-UNIT HOUSING 3 (SSMUH 3)

The Small-Scale Multi-Unit Housing 3 (SSMUH 3) designation accommodates a variety of ground oriented housing types with a minimum lot size of 465 m^2 (5,000 ft^2).

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Policies:

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 465m^2 (5,000 ft^2) within areas designated Small-Scale Multi-Unit Housing 3 (SSMUH 3).
2. Incorporate a variety of dimensional measures (e.g., sufficient building setbacks to accommodate medium to large trees on development sites, existing and new generation of tree plantings) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5).
3. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

~~4. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.~~

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4.6 FERNRIDGE CRESCENT AREA

The Fernridge Neighbourhood includes street crescent known as the "Fernridge Crescent Area" that generally includes the properties on Fernridge Crescent. The minimum lot size is 10,000 ft^2 for properties designated in the Fernridge Crescent Area.

Policies

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 929 m^2 (10,000 ft^2) within areas designated Fernridge Crescent Area.
2. Incorporate a variety of dimensional measures (e.g. sufficient building setbacks to accommodate medium to large trees on development sites, both existing and new trees) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5).
3. Incorporate and apply a rear-loaded, street and lane block and lot pattern, if feasible, due to the unique layout and irregular shaped lots of the Fernridge Crescent Area.

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4.7 TRADITIONAL BROOKSWOOD

Brookswood-Fernridge includes an area that was developed for urban uses from the late 1960s through mid-1990s. This established area, known as "Traditional Brookswood," is generally bounded by 196 Street (west), City of Langley municipal boundaries (north), 208 Street (east) and 33A Avenue, 36 Avenue and 42 Avenue (south), and is predominantly comprised of 9~~30~~29 m^2 (10,000 ft^2) single detached residential lots. The minimum lot size is 10,000 ft^2 for properties designated Traditional Brookswood.

Pursuant to the LGA, the Township must permit SSMUH in Traditional Brookswood, subject to the following conditions:

- Properties must be serviced by municipal water and municipal sewer.
- Payment of all applicable fees and charges, such as Development Cost Charges, ~~Community Amenity Contribution~~ Amenity Cost Charges, Greenway Amenity Fee and Planning Administration Fee.
- Issuance of relevant development and/or building permits.

Where no municipal water distribution or sewer collection system is fronting the property, sewer and water system expansion/extensions must follow the Local Area Services (LAS) Policy or Private Utility Extension Process. System expansion/extension of municipal water and sewer can only be considered when all the following conditions are met:

- there is sufficient capacity in the water and sewer systems;
- the applicable water and sewer systems to be extended are not identified for upsizing in the neighbourhood Engineering Servicing Plan(s) nor part of an active development application;
- the proposed expansion/extension does not result in operational or maintenance issues for the system or other Township of Langley infrastructure; and
- the cost of expansion/extensions is paid by the proponent (through private utility extension process with latecomer) or benefitting property owners (through LAS process).

4.8 ROWHOUSE / TOWNHOUSE

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The Rowhouse/Townhouse land use designation accommodates a range of fee simple rowhouses and strata townhouses. These compact housing forms are located within centres and provide residents with reasonable walking distances to commercial services and public amenities.



Policies:

1. Locate fee-simple rowhouse and strata townhouse developments in areas designated Rowhouse/Townhouse.
2. Locate rowhouse dwellings, in the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard, on lots with a minimum of 216m2 for internal lots, 259 m^2 for building end lots and 316m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse / Townhouse as delineated on Maps 1 and 2. ~~No accessory residential uses are provided for this development form.~~

~~3. Provide for Conventional Townhome (see Policy #2 below) land uses where all buildings and structures together, including townhomes with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all Plan areas designated Rowhouse / Townhouse as delineated on Maps 1 and 2.~~ The maximum density for townhouses in the Rowhouse/Townhouse Land Use Designation is 20 units per acre (UPA) based on developable land area.

~~4. Provide townhouse dwellings and notwithstanding the definition of "Townhouse" in the Township of Langley Zoning Bylaw, that take the form of either a conventional townhome building, a back-to-back courtyard townhome building, a stacked courtyard townhome building, a stacked back-to-back courtyard townhome building or a hybrid courtyard townhome building.~~

5. Consider accommodating townhouse mixed use where appropriate.

4.9 APARTMENT

The Apartment land use designation accommodates low-rise apartments incorporated in strategic locations in the Plan area. These denser housing forms shall be located within centres and provide residents with reasonable walking distances to commercial services and public amenities.

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Policies:

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 1.85 times the ~~net~~ developable land ~~lot~~ area for all permitted uses, for all plan areas designated Apartment as delineated on Maps 1 and 2. This density can be increased by 0.35 times the ~~lot~~ developable land area for buildings that are a minimum of five (5) storeys, up to a maximum of 2.2 times the ~~lot~~ developable land area, and 0.45 times the ~~lot~~ developable land area of buildings that are a maximum of six (6) storeys, up to a maximum of 2.3 times the ~~lot~~ developable land area.



2. Conceal ~~accessory~~ off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and predominantly below the finished grade of the site and, when required due to high water table, hidden from view, within the interior of the building's footprint, by active uses (e.g., dwelling units, indoor amenity spaces, group children's day care).

4.10 MANUFACTURED HOME PARK

The Manufactured Home Park land use designation supports the retention of historically-designated manufactured home parks. This includes the four existing manufactured home parks located south of 26 Avenue. The intent of these policies is to ensure the retention of the designated manufactured home parks and appropriate adherence to provincial and municipal policy in the redevelopment of non-designated manufactured home parks.

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Policies:

1. Retain manufactured home parks within areas designated Manufactured Home Park.
2. Provide for a maximum density as stipulated in the Township of Langley Zoning Bylaw.
3. Ensure that redevelopment of non-designated manufactured home parks complies with the Township of Langley Mobile Home Park Redevelopment Policy No. 07-121 and other relevant municipal policies and provincial statutes.

4.11 COMMERCIAL VILLAGE

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The Commercial Village land use designation accommodates vibrant centres that provide commercial services and other amenities for local residents and form the 'heart' of the neighbourhood and community. The Commercial Village area in the vicinity of 200 Street and 40 shall accommodate locally-serving commercial uses. Commercial Village areas in the new neighbourhoods of Booth, Fernridge and Rinn shall accommodate locally-serving commercial uses on the ground floor with one (1) to five (5) storeys of commercial uses, office uses or apartments above the ground floor in mixed-use building forms. The intent of these policies is to ensure that Commercial Village development is pedestrian-friendly, integrated into its

surrounding context and designed to maximize quality of experience for users and business owners and employees and quality of life for residents.



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Policies:

1. Encourage the Commercial Village area in the vicinity of 200 Street and 40 Avenue to function as neighbourhood commercial areas, providing convenient neighbourhood shopping facilities and service needs for common daily requirements.

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2. Brewing and distilling uses including lounge area subject to the Liquor Control and Licensing Act on Portion of Lot 1 Section 34 Township 7 New Westminster District Plan BCP18835.

The following policies only apply to Commercial Village designated areas in new neighbourhoods of Booth, Fernridge and Rinn:

3. Require locally-serving commercial uses (e.g. grocery stores, pharmacies, coffee shops, restaurants, neighbourhood pubs, and medical services) to be located on the ground floor, except where a neighbourhood plan has identified areas where ground floor commercial uses are not required.
4. Ensure all buildings (except gas stations) have a minimum height of two (2) storeys. Uses above the ground floor may include locally-serving commercial uses, office uses, or apartments.
5. Allow a maximum height of six (6) storeys.
6. Provide mixed-use commercial, residential, and recreational space on lands with a Commercial Village Land Use Designation as delineated on Maps 1 and 2. All buildings and structures together must not exceed a gross floor area of:
    a. 2.3 times the ~~net~~ developable ~~lot~~ land area for all permitted uses in Booth; and
    b. 1.85 times the developable land area for all permitted uses in Fernridge and Rinn.
7. Limit individual commercial units to a maximum floor area of 1,000 m^2 (10,764 ft^2), except for the following commercial uses:
    a. grocery stores
    b. pharmacies
    c. fitness centre
    d. group children's daycares
    e. office uses above the ground floor
8. Prohibit big box retail, drive-throughs, gas stations, vehicle sales, and vehicle servicing uses in the Commercial Village, except where a neighbourhood plan has provided more specific location and siting policies.
9. Prohibit vehicle servicing, repair, washing, sales or fuel dispensing facilities, hazardous liquid storage facilities, such as drycleaners, in the Commercial Village at 200 Street and 32 Avenue (see Section 8.2).
10. Include cultural, educational, recreational, and other assembly services and amenities in the Commercial Village.

4.12 SPECIAL HOUSING

To meet the needs of diverse residents at every stage of their lives, the housing stock in Brookswood-Fernridge should include a variety of housing forms and tenures. The Special Housing land use designation accommodates the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley Housing Action Plan, as amended or replaced from time to time. Policies specific to this Special Housing designation are as follows:

Special Housing Policies:

1. Support the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined in the Township of Langley Housing Action Plan, on lands with a Special Housing Land Use Designation as delineated on Map 1. A variety of these special forms of housing can be included on the same development site.
2. Design the form and character of the development to be compatible with adjacent (property line or across a street) uses.

4.13 CONVENIENCE COMMERCIAL

The Convenience Commercial land use designation accommodates small-scale, convenience commercial services for local residents. Convenience Commercial buildings may be located on local or main roads and shall be limited to lower impact uses such as professional offices, hair salons, and small coffee shops. Commercial retail units shall be provided on the ground floor with residential units permitted above. The intent of the policies is to promote live-work arrangements for local residents and ensure that Convenience Commercial developments are integrated into the overall community character.

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Policies:

1. Require small-scale commercial uses (e.g. convenience stores, coffee shops, and small restaurants) to be located on the ground floor.
2. ~~Permit all~~ All buildings ~~to~~ shall have a ~~maximum~~ height of two (2) storeys. Uses above the ground floor may include convenience commercial uses, small-scale office uses, or apartments.
3. Provide for accessory residential uses, in the form of townhouses or apartments, that have a maximum gross floor area of twice the gross floor area of the non-residential use contained within the same building.
4. Restrict individual commercial units to a maximum floor area of 500 m^2 (5,382 ft^2).
5. Prevent drive-throughs in the Convenience Commercial land use designation.
6. Consider through more detailed neighbourhood planning additional or expanded locations for Convenience Commercial uses to serve local residents.

4.14 INSTITUTIONAL

The Institutional land use designation accommodates educational facilities, recreation centres, civic buildings, community care facilities, and places of worship that are essential for a thriving community. The conceptual location of new elementary, middle, and secondary schools is shown on the Open Space and Community Facilities Map (Map 3) and will be monitored as the community grows and more detailed locational planning will be accommodated within neighbourhood plans. The intent of the following policies is to maintain existing community and educational facilities and to enhance accessibility to new facilities.

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Policies:

1. Accommodate institutional uses within areas designated Institutional. Ensure that new or expanded institutional developments are consistent with the form, scale, and character of adjacent land uses.
2. Consider the redevelopment of an existing institutional use provided the redevelopment is consistent with the policies of an immediately adjacent land use designation.
3. Consider new community facilities (e.g. group children's daycares, seniors' centres, and places of worship) in any land use designation (except for the ~~Single Family 2~~Traditional Brookswood area north of 36 Avenue on the east side of 200 Street and north of 33A Avenue on the west side of 200 Street) subject to:
    a. the site being located on a collector road (as opposed to a local road)
    b. the site having access to an adequate transportation network for the proposed size of the facility
    c. the site having adequate off-street parking and/or drop-off and pick-up space
    d. the proposed development being consistent with the form, scale, and character of adjacent land uses
4. Encourage new group children's daycare spaces to be located on or adjacent to school sites.
5. Allow new schools in any land use designation.

4.15 PARK AND OPEN SPACE

The Park and Open Space Land Use Designation accommodates parks and open spaces. The conceptual location of new parks and open spaces is shown on Map 2~~3~~ and will be monitored as the community grows, and more detailed locational planning will be accommodated within neighbourhood plans. The following policies aim to maintain existing green space and retain significant tree stands within these areas.

Policies:

1. Retain parks and open spaces within areas designated Park and Open Space.
2. Preserve significant tree stands and fields in order to accommodate wildlife.
3. Preserve parks and open spaces in association with forest and fish habitat.
4. Allow new parks and open spaces in any land use designation.

4.16 AQUATIC CONSERVATION

The Aquatic Conservation Land Use Designation indicates the conceptual extent of conservation areas around fish-bearing watercourses, which may include streamside wildlife habitat and vegetation.

Policies:

1. Protect areas designated Aquatic Conservation in accordance with the Streamside Protection and Enhancement Development Permit Area as per Schedule 3 of the Official Community Plan (OCP).
2. Preserve significant tree stands in order to accommodate wildlife. Favourable consideration shall be given to development projects which include provision for significant preservation of forests, such as clustered residential developments.

4.17 UTILITY

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The Utility Land Use Designation accommodates existing and future utility infrastructure and facilities, including stormwater detention ponds. The intent of the following policies is to encourage alternative uses of utility corridors, such as passive recreation and urban agriculture.

Policies:

1. Allow utility uses in areas designated Utility.
2. Encourage the hydro utility corridor north of 40 Avenue to accommodate other uses, such as passive recreation and urban agriculture.

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4.18 EMPLOYMENT

The Employment land use designation provides employment opportunities for community residents. Employment uses identified will permit a mix of light industrial, warehousing and distribution uses designed in such a way to be compatible with nearby residential uses.

Policies:

1. Permit employment uses, limited to the following:
    - Wholesale, warehouse and distribution
    - Indoor and outdoor storage
    - Scientific and technical research
    - Information technology
    - Restaurants
    - Brewery or distillery
    - Public works yards, maintenance and storage facilities
2. Where an above use is defined in the Zoning Bylaw 1987 No. 2500, the definition in said bylaw shall prevail above any other definition.
3. Provide a continuous landscape buffer (with the exception of site access points) at least ~~30~~ 20 metres wide, as shown on Map 1, to be established and maintained as part of Employment properties.



5. OPEN SPACE AND COMMUNITY AMENITIES

Parks, open spaces, and community amenities contribute to making Brookswood-Fernridge complete and support the physical, mental, environmental, social, and cultural health of the community. Access to parks, open space, and recreation areas can improve the health of residents and provide valuable urban wildlife and vegetation habitat. Recreational and cultural amenities such as heritage spaces, and art and performance venues contribute to civic identity, and create a sense of place, enrich lives, and inspire creativity and innovation.

The objective of the Community Plan policies is to preserve, provide, and enhance park land, open space, and community amenities for the health, educational, social, recreational, and cultural enjoyment of the community. The distribution of park, open space, and community amenities will depend on allocation in currently served areas, the location of new and existing community amenities, and the presence of other institutional providers that service the social and cultural needs of the community.

5.1 COMMUNITY, NEIGHBOURHOOD, AND POCKET PARKS

The Township of Langley Parks and Recreation Master Plan outlines a park provision standard as a means to determine the additional park space requirements given the proposed population projected for Brookswood-Fernridge. Park land is allocated as per the following:

- Neighbourhood Park – neighbourhood parks are intended to serve an area equivalent to the catchment area of an elementary school and to provide for the active athletic and recreational requirement of the neighbourhood (0.8 hectares or 2 acres per 1,000 people)
- Community Park – community parks, both for passive and athletic uses, are 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
- Pocket Parks and Plazas – pocket parks and plazas are located strategically to create green open space for sitting, eating, resting and playing (0.2 hectares or 0.5 acres per 1,000 people)



Policies:

1. Accommodate an additional 34 hectares (84 acres) of parks space in the form of community and neighbourhood parks in the approximate locations within the community as indicated on Map 3.
2. Incorporate pocket parks and urban greens along greenways, plazas and other community gathering spaces within appropriate locations as determined through neighbourhood planning processes.
3. Provide parks and plazas as part of new community facilities, and ensure public use and access.
4. Integrate park planning and design into broader community planning initiatives related to land use, residential development, transportation, and community amenity provision.
5. Promote the use of indigenous plants in park landscaping.
6. Continue to give due consideration to preserving land for open space in reviewing new development within Brookswood-Fernridge.
7. Enhance the connection between different open space areas, where feasible, to create or maintain an open space network.
8. Implement effective landscape design of parks and open spaces, and apply Crime Prevention Through Environmental Design (CPTED) guidelines to enhance safety and comfort.

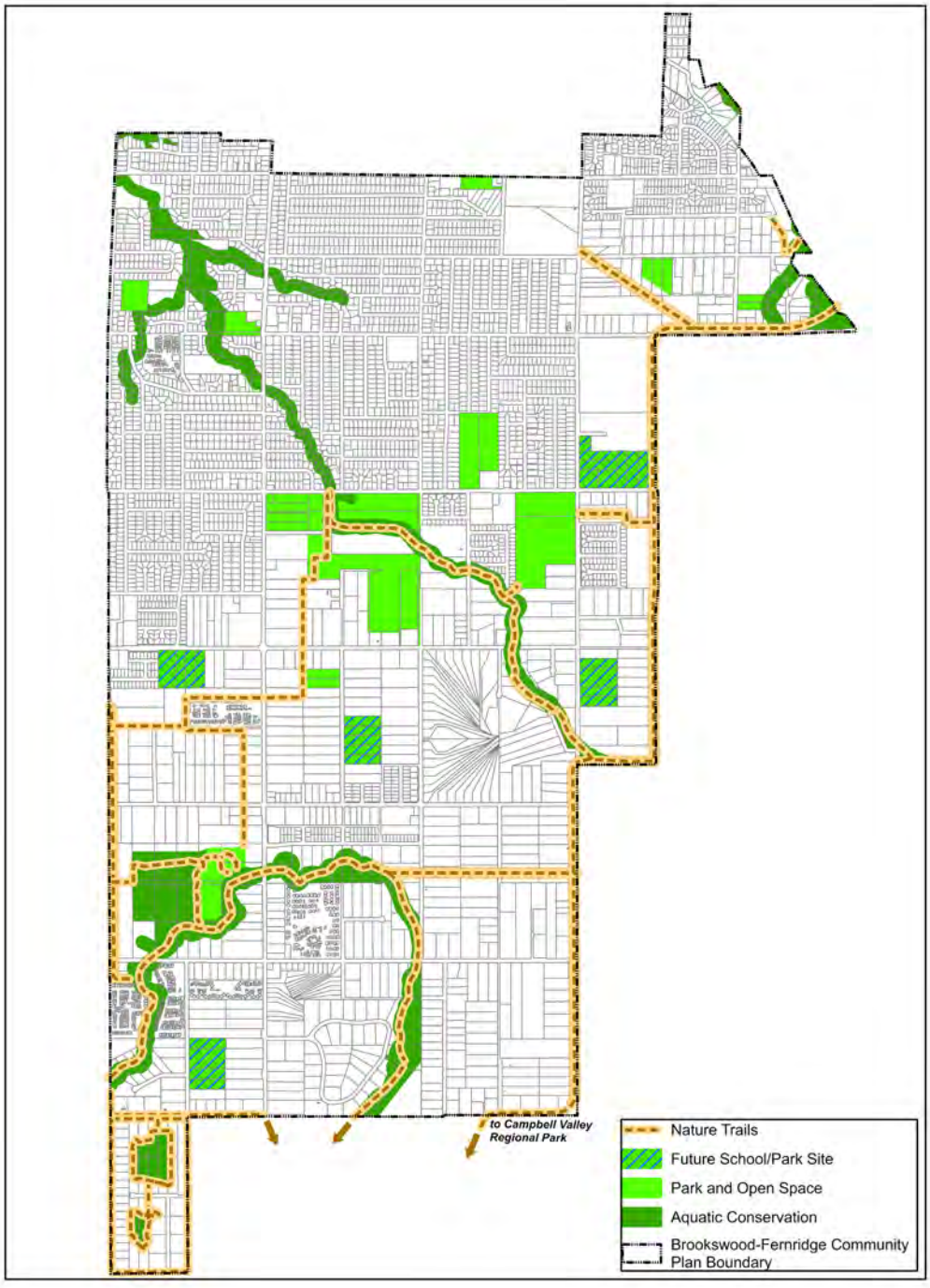
~~5.2 NATURAL SPACES AND TRAILS~~
TRAILS, PARKS AND OPEN SPACES

~~Natural~~ Trails, parks and open spaces provide a sense of community character within Brookswood-Fernridge, and trails ~~within natural parks~~ provide public access to the unique natural features of the area. ~~Natural parks~~ Open spaces include permeable landscapes and natural features that provide many important ecological services that need to be considered when expanding on existing trails or planning for development near these natural areas.

Policies:

1. Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.
2. Identify significant tree stands and consider the use of amenity charges and other development incentives to protect significant tree stands as ~~natural~~ parks and open spaces as determined through neighbourhood planning processes.
3. Encourage integration and connectivity, and provide low-impact, passive recreation opportunities within ~~natural~~ parks and open spaces adjacent to conservation areas, as shown on Map 3, where appropriate.
4. Develop a Green Infrastructure Network of nature trails as conceptually illustrated on ~~Map 3.~~ Figure 5.1 and Map 3 and in accordance with the Wildlife Habitat Conservation Strategy. ~~Ensure that trails located adjacent to watercourses and the Agricultural Land Reserve are constructed in accordance with federal and provincial regulations and guidelines (as applicable).~~
    a. The network of nature trails consists of Ecological Greenways, Creek Greenways, Off Street Recreational Greenways, ALR buffers of varying widths, Semiahmoo Trail, Neighbourhood Edge, Municipal Buffer, and around the ponds including the Endangered Species Connections and Pond Buffer as indicated in the neighbourhood plans.
5. Ensure that trails and greenways located adjacent to watercourses and the Agricultural Land Reserve are constructed in accordance with federal and provincial regulations and guidelines (as applicable).
6. Enhance or create trails and greenways that connect open spaces and aquatic conservation areas, where possible, as conceptually illustrated on Map 3. Explore further trail and greenway opportunities as part of neighbourhood planning processes.
7. Locate other trail and greenway connections and develop funding strategies to facilitate equitable cost-sharing as part of neighbourhood planning processes.

Figure 5.1 Green Infrastructure Network



5.3 STREET GREENWAYS

Street greenways are wide boulevards along major roads, providing an attractive environment to encourage active modes of transportation. Street greenways provide pedestrian and cyclist access throughout the community, connect the public to important community amenities and contribute to the overall health and safety of the community. To provide a continuous route throughout Brookswood-Fernridge, street greenways are connected with the public street network.



Policies:

1. Develop a multi-use ~~recreational~~ street greenway system as conceptually indicated on Map 3. Explore further greenway opportunities as part of neighbourhood planning processes.
2. Promote connecting Community and Neighbourhood Centres and community facilities by greenways.
3. Retain and integrate, where possible, existing mature and significant trees within the greenway right-of-way.
4. Locate greenways adjacent to community, neighbourhood, and pocket parks, and urban greens and plazas.
5. Maintain contiguous greenway paths.
6. Incorporate greenway designs with stormwater capture, detention, and release functions.
7. Limit driveway crossings over street greenways.
8. Design greenways to conform with Crime Prevention Through Environmental Design (CPTED) guidelines to enhance user safety and comfort. Guidelines include:
    a. careful placement of plants to maintain visibility of greenway users
    b. use low-ground vegetation covers (less than three feet in height)
    c. allow users to view entrances, exits, pathways and the immediately surrounding areas
    d. ensure effective lighting along walkways and entrances

5.4 PUBLIC COMMUNITY FACILITIES

Population growth in Brookswood-Fernridge is projected to generate demand for additional community facilities, including schools. These facilities are integral in community cohesion and social interaction between community members as they serve the social, educational, health, cultural and recreational needs of the community.

Existing schools are shown on the Land Use Plan (Map 2). Conceptual locations and grade configurations of new schools were assessed in consultation with the School District No. 35

(Langley) and are also shown on Map 23; however, the actual number, location, and grade configurations of new schools may change as the community develops and will be reviewed with the creation of future neighbourhood plans.

Policies:

1. Enhance the existing and/or develop a new recreation centre to accommodate the recreation needs of a growing community.
2. Locate new community facilities such as recreation centres and libraries in close proximity to Community and Neighbourhood Centres to maximize access for pedestrians, cyclists, and transit users.
3. Locate community level recreation services (e.g. playing fields, water parks, and skateboard parks) and similar facilities in close proximity to or within community parks.
4. Encourage new community facilities and schools to be located adjacent to greenways, open spaces, or tree protection areas provided they do not have a significant adverse effect on their ecological integrity or viability.
5. Locate new school sites adjacent to neighbourhood or community parks.
6. Centrally locate new schools within a neighbourhood.
7. Enhance accessibility to new school sites by multiple forms of transportation including biking, walking, and public transit.

5.5 HERITAGE RESOURCES

Although there is a lack of material evidence that demonstrates early use of the area by First Nations peoples on the landscape today, the presence of recorded archaeological sites within the greater Brookswood-Fernridge area, the Semiahmoo-Langley Trail, and the Campbell River (a historically rich salmon spawning ground) provides considerable basis for archaeological potential within the area. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites throughout British Columbia, and landowners are required to conform to provincial requirements with respect to both known and unknown sites.

The historic and cultural resources in Brookswood-Fernridge that are visible today reflect the cultural and community life of the area during the early to middle decades of the twentieth century. Historic assessments have been completed for several buildings located in the Brookswood-Fernridge area, including Fernridge Hall, Glenwood School, the Langley Playhouse, and Life Tabernacle. The assessments were conducted to determine the heritage value and significance of each site to the community and to assess their eligibility for inclusion on the Township of Langley's Heritage Inventory.



Sites of historic significance within Brookswood-Fernridge area include (as shown on Map 3):

- Glenwood Elementary School, 20785 – 24 Avenue, constructed in 1912 to serve the increasing rural population
- Fernridge Hall, 2389 – 200 Street, constructed in 1921 to serve as a gathering space for the growing community
- Langley Playhouse, 4307 – 200 Street, constructed in the 1930s as Brookswood Community Hall and converted to the Playhouse in 1972
- Life Tabernacle, 4447 – 200 Street, constructed in the 1940s as St. Paul's Anglican Church and transferred to the ownership of the Pentecostal Church of British Columbia in 1969

An additional site, the Noel Booth Store and Gas Station, which stood for many years on 24 Avenue, had received past recognition. However, following a publicly advertised process to relocate the buildings, one of the three small structures was relocated to another site in the Township and restored, and the remaining two were demolished.

The Township's Official Community Plan contains overarching policies for the management of heritage resources in the Township. ~~In 2012,~~ Township Council has also endorsed a Heritage Strategy that outlines strategic goals and actions for heritage sites ~~to 2022~~planning. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural landscapes in developing complete sustainable communities.

Policies:

1. ~~Continue to identify built, natural and cultural landscape heritage sites that illustrate Langley's range of heritage values.~~

2. Conserve, protect and celebrate heritage sites in the Brookswood-Fernridge Community Plan area, respecting original exteriors as well as important plantings that may provide a historic context.

3. ~~Retain identified sites in the area in recognition of their historic value to the community by using heritage~~ Consider conservation instruments such as heritage revitalization agreements, to vary zoned density, siting and other regulations, ~~to achieve successful outcomes for retaining and~~ integrating historic buildings with new infill development.

4. Consider financial incentives, such as permissive tax-exemptions, that may assist owners in heritage retention, and maintain incentives, such as the Heritage Building Incentive Grant Program, that support owners in their long-term repair and maintenance of heritage resources.

5. Encourage owners to utilize best practices in conservation planning when making any changes to heritage resources. ~~by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada.~~

6. ~~Maintain the existing prominence, and, wherever possible, the location of heritage resources.~~ Ensure that the scale ~~and character~~ of new infill on heritage sites is compatible with the existing resources. Incorporate the character of the specific heritage resource in adjacent infill, and incorporate complementary character in the surrounding area.

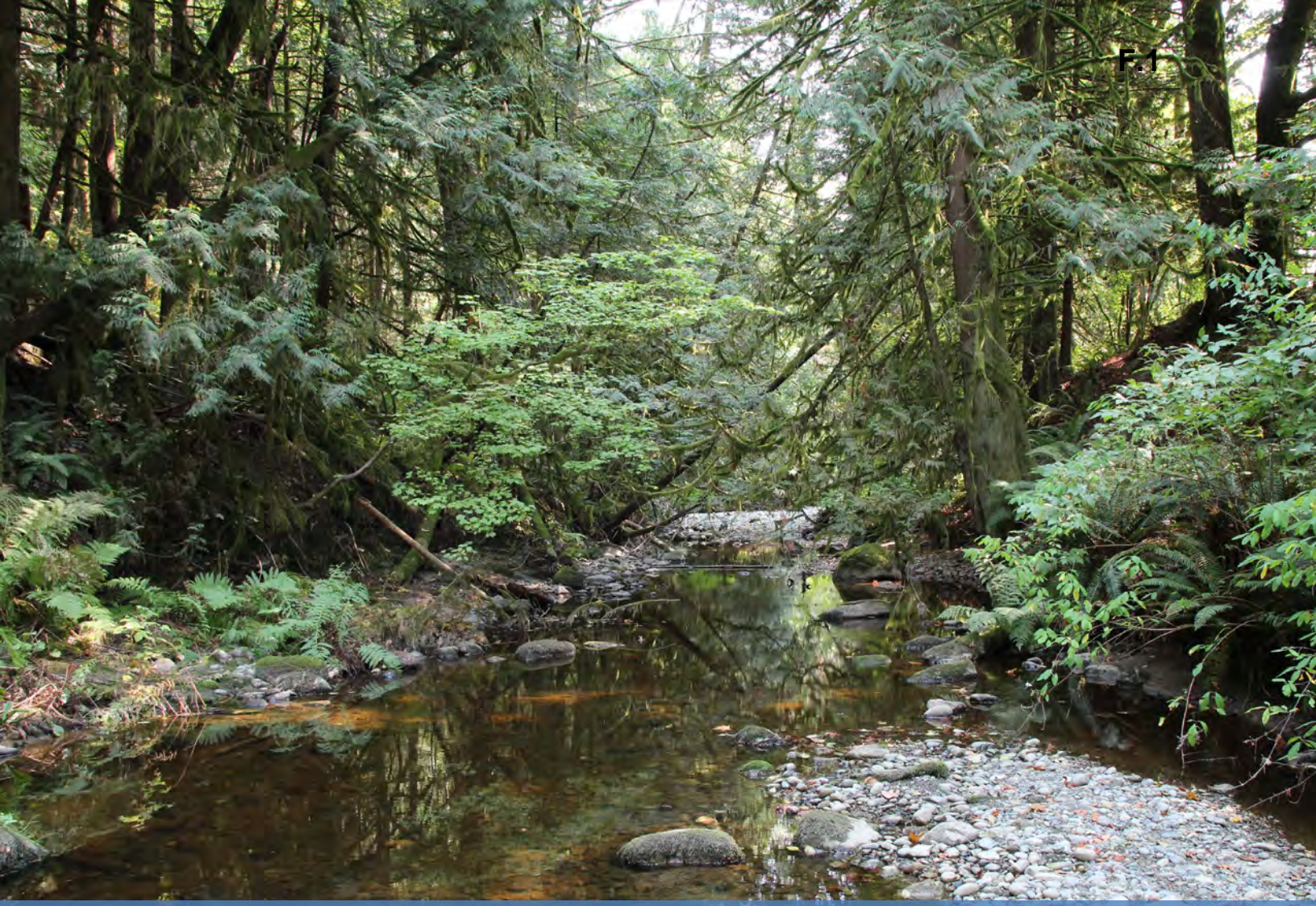
7. Avoid unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act to the provincial Archaeology Branch.

8. Communicate ~~and celebrate~~ the historic value of the area through a variety of means including complementary public realm design, ~~historic interpretation~~ publicly accessible interpretative projects, public art, signage and place names, that address the tangible and intangible history of the Brookswood-Fernridge area. For interpretive purposes, topics of significance include:

    a. the history of Noel Booth, for whom many community facilities and places are named, at or in close proximity to the Fernridge Village Centre at 24 Avenue and 200 Street

    b. the history of the early Semiahmoo-Langley Trail at or in close proximity to the commercial village planned for 32 Avenue and 200 Street

9. Use "As-Found Report" to document for the archives any ~~listed~~ heritage resources that for legitimate reasons, cannot be retained or must be relocated. ~~through As-found Reports~~. Photo documentation may be required for other older buildings that are not retained~~. In such instances,~~ Salvage opportunities are encouraged for existing building stock.



6. ENVIRONMENT

To achieve sustainable outcomes within the Township, planning for complete communities requires the facilitation of decision making to carry out development goals with due consideration given to the natural environment. Within Brookswood-Fernridge, planning policies guide the protection of groundwater resources, watercourses, existing significant tree stands, and wildlife habitat.

Planning for the natural environment also involves addressing energy and water conservation as well as greenhouse gas (GHG) emissions. This is further facilitated by development of parks and greenways to ensure wildlife corridors are maintained.

6.1 AQUIFER (GROUNDWATER)

The Township is committed to the protection of aquifers which are a source of drinking water and influence stream flow and water quality. Nearly all of Brookswood-Fernridge is underlain by the Brookswood Aquifer, an unconfined aquifer highly vulnerable to possible contamination. The Community Plan policies below reinforce the recommendations highlighted in the Water Management Plan (WMP) and the Anderson Creek and Fernridge Integrated Stormwater

Management Plans (ISMPs). The overarching objectives of the WMP and ISMPs provide direction to better protect the water resources in Brookswood-Fernridge, including protecting quantity of groundwater supply, protecting groundwater quality, and promoting healthy habitat for fish, riparian, wetland and recharge areas, and recreation areas.

Policies:

1. Promote low impact development and best management practices (BMPs) for stormwater treatment and infiltration measures to maintain pre-development infiltration rates and the integrity of groundwater aquifers.
2. Capture and transport stormwater with potentially contaminated runoff to treatment and detention areas that are located outside of the 20-year capture zones of the Township wells. Where it is not possible to transport stormwater outside the 20-year capture zones, provide adequate on-site treatment.
3. Integrate the WMP principles and groundwater BMPs within new land developments in order to minimize impacts on groundwater quantity and quality.
4. Increase public awareness and education about groundwater quality and quantity, including potential contaminants, and how groundwater supports ecosystems and promotes a healthy environment.

6.2 WATERCOURSES, WATERBODIES, AND ENVIRONMENTALLY SENSITIVE AREAS

The health and quality of the watersheds are a reflection of the integrity of the ecosystem as a whole. Watersheds are dynamic systems that respond to changes in land use and hydrology, which, if not properly managed, can lead to reductions or disappearance of fish and wildlife, increased contamination of surface and ground waters, increased frequency and magnitude of floods, and a general decrease in the quality of life of local residents. The policies below reinforce watercourse protection requirements in the Township's Official Community Plan (OCP) and recommendations highlighted in the Anderson Creek and Fernridge ISMPs.

Policies:

1. Require developments to conform to the Township's Streamside Protection and Enhancement Development Permit Area in Schedule 3 of the OCP.
2. Protect the existing lakes in Brookswood-Fernridge as environmentally sensitive areas.
3. Continue to pursue watershed and sub-watershed planning work throughout the Township and in partnership with adjacent municipalities, government agencies, and other organizations.
4. Continue to pursue consultation opportunities with landowners and the development community within sensitive watershed areas.
5. Facilitate the mitigation of adverse impacts by development (e.g. impervious surfaces) on peak flow, runoff volumes, and water quality.
6. Review and, if necessary, update the Watercourse Classification Map in the OCP as part of more detailed neighbourhood planning processes.

6.3 TREES (URBAN FORESTRY)

Land use planning and potential development areas have been designed with consideration of the community's significant tree stands. The Township of Langley Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced, defines significant tree stands and outlines requirements related to tree protection and replacement during the development application stage as well as overall tree management for new development sites. ~~In 2014, Township Council adopted the Interim Tree Clear-Cutting Bylaw 2014 No. 5080 to regulate tree clear-cutting in the Brookswood-Fernridge area on an interim basis~~.



The policies outlined below are intended to protect the character and health of the Brookswood-Fernridge community as it grows and continues to develop over time. Neighbourhood plans may develop more detailed tree protection policies.

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Policies:

1. Incorporate provisions to retain existing significant and mature trees where possible in landscape design of road boulevards, greenways and parks. Consider modified road and greenway standards to retain trees where appropriate.
2. Support development projects which include significant and mature tree preservation.
3. Encourage new developments to replace more trees than required by the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced.
4. Include significant and mature trees in Agricultural Land Reserve edge planning and landscaping buffers.
5. Provide continuous planting of street trees along both sides of public streets and, where feasible, within centre medians.
6. ~~Consider replacing Interim Tree Clear-Cutting Bylaw 2014 No. 5080 with a new tree clear-cutting bylaw to prevent clear-cutting in advance of development on a permanent basis.~~

6.4 URBAN WILDLIFE HABITAT

The Wildlife Habitat Conservation Strategy, adopted by Township Council in 2008, ensures that wildlife habitat planning and management are integrated into the land use planning process. Following the Strategy, the Urban Wildlife Habitat policies highlight the necessity of community planning processes to use habitat mapping as a tool to identify habitat patches and opportunities for potential habitat corridors.

Policies:

1. Integrate protection, restoration, and maintenance of wildlife habitat with other Township plans, policies, and programs.
2. Protect wildlife habitat found on private lands. Measures to consider include land covenants, eco-gifts, land stewardship, education, direct purchase, and incentives.
3. Maintain and enhance connectivity and reduce fragmentation of wildlife habitat. Strategies include:
   a. wildlife tunnels
   b. habitat patches and corridors
   c. greenways

   A conceptual network of hubs ~~patches~~ (natural spaces and proposed natural spaces) and corridors (watercourses and aquatic conservation) are shown on the Environment Map (Map 4) and may be further reviewed and refined as part of a neighbourhood plan.
4. Enhance wildlife habitat within the urban forest and urban landscape. Considerations should include:
   a. appropriate choice of native plant species, location, and density of plantings
   b. permeable paving and land cover
   c. minimization of hard landscapes, where appropriate
5. Ensure design of existing and new ~~habitat~~ ecological corridors, including greenways, to minimize disturbance of and danger to wildlife that may use the corridors. Corridor design shall consider the following:
   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
6. Ensure lighting designs for developments in order to minimize negative impacts on wildlife and nocturnal activities of local wildlife.
7. Enhance safety and decrease disruption of wildlife during clearing and construction activity.

6.5 ENERGY AND GREENHOUSE GAS EMISSIONS

The Township's Official Community Plan (OCP) provides several policy objectives to advance the use of alternative energy sources and promote innovative methods for energy conservation and greenhouse gas reduction.

#5798
07/24/23

Policies:

1. Prioritize energy conservation in rezoning and development permit approvals by:
   a. encouraging applicants to incorporate green building design and technologies to achieve decreased energy demand and enhanced energy performance in new residential, commercial, industrial, and institutional buildings

   b. encouraging applicants to identify energy conservation opportunities in their project plans
   c. encouraging energy labelling and disclosure of anticipated energy performance for new homes and buildings
2. Promote the development of alternative energy ready buildings that would allow homeowners to transition to more sustainable forms of energy when it is economically feasible.
3. Integrate support for electric vehicle charging infrastructure.
4. Support the use of non-motorized modes of transportation and the use of public transit.



7. MOBILITY AND TRANSPORTATION

Transportation plays a critical role in the liveability and quality of the community's environment. Following the Township of Langley Official Community Plan (OCP), the Brookswood-Fernridge Community Plan policies aim to facilitate a more balanced modal split within the community by encouraging walking, cycling, and transit use. Denser commercial and residential development within defined Community and Neighbourhood Centres will accommodate the increase in transportation options available.

7.1 ROADS AND CIRCULATION

The road network for the Brookswood-Fernridge community is shown on the Road Network Map (Map 5). Map 5 illustrates arterial, collector, and existing local roads. The following policies aim to improve the safety of all road users, minimize the impacts on local neighbourhoods, and enhance the existing road network.

Policies:

1. Provide a fine-grained, multi-modal road network that accommodates walking, cycling, vehicles, transit, and goods movement. Preferred block lengths may be considered through a neighbourhood plan.
2. Enhance overall circulation and safety through identifying locations for traffic calming in neighbourhood plans, both in developed and developing areas of the community.
3. Prevent the 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. Support car-sharing programs, where appropriate, by:
    a. encouraging facilities for car-share vehicles in secure locations
    b. considering parking requirements for developments that provide car-share vehicles
5. Ensure emergency vehicle access throughout the public road network.

7.2 PEDESTRIAN AND CYCLIST NETWORKS

The transportation network laid out within this plan aims to provide safe and convenient pedestrian access to schools, parks and commercial facilities. There has been a noticeable increase in residents of the Township using bicycles to travel over the past decade. The cycling concepts in the Cycling Network Map (Map 6) identify major networks for future development including commuter and recreational routes predominately along major arterial roadways.



Policies:

1. Implement safe and effective pedestrian street crossings at frequent block intervals to promote walking and cycling. Mid-block crossings shall be provided as necessary.
2. Incorporate bicycle use in road designs (e.g. integrated, separated, or shared-use bike lanes and paved shoulders) as shown on Map 6.
3. Promote pedestrian and cyclist connectivity between and within residential neighbourhoods. Incorporate public connections and access through larger multi-family development sites.
4. Upgrade existing pedestrian and cycling infrastructure in coordination with road improvement project opportunities, when feasible. Pedestrian and cycling infrastructure may include sidewalks, crosswalks, bike lanes, and landscape features.
5. Consider a variety of funding sources to enhance pedestrian and cycling infrastructure in developed areas of the community.

6. Integrate high quality pedestrian environments, cycling routes, and end-of-trip facilities into the design of new commercial, multi-family residential, and institutional developments, where possible. End-of-trip facilities may include secure and weather protected bike parking, bike maintenance stations, and change and shower facilities.
7. Provide accessible sidewalks on both sides of all roads.
8. Encourage separate off-~~road~~street trails for pedestrians and cyclists.
9. Provide alternative access to community focal points such as schools, parks, and commercial facilities.
10. Provide bike racks to protect parked bicycles from vandalism and theft.

7.3 PUBLIC TRANSIT

TransLink provides bus service through Brookswood-Fernridge. To encourage public transit use in the community, the Integrated Community Concept ~~Land Use Plan~~ (Map ~~12~~) incorporates centres and the denser forms of housing along established transit routes, particularly 200 Street.

Policies:

1. Continue to monitor transit services in coordination with TransLink.
2. Encourage public transit service expansion and more frequent service as the community grows.
3. Implement weather protected and accessible public transit stops.
4. Promote universal access at all transit stops.
5. Explore 200 Street as a frequent transit corridor over time.

7.4 PARKING MANAGEMENT

Parking management policies are intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads in Brookswood-Fernridge. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

Policies:

The following policies apply to on-street parking:

1. Accommodate on-street parking on both sides of all local and collector roads.
2. Restrict the amount of parking permitted on arterial roads and near Commercial Villages to encourage other modes of transportation and avoid traffic congestion.
3. Require single family developments to have enough space for one vehicle to park on-street in front of each lot.

The following policies apply to off-street parking:

4. Provide additional off-street parking where on-street parking is constrained (e.g. where development fronts arterial roads).

5. Accommodate larger vehicles (e.g. trucks and SUVs) in underground parking facilities and ground level parking spaces.

7.5 GREAT STREET

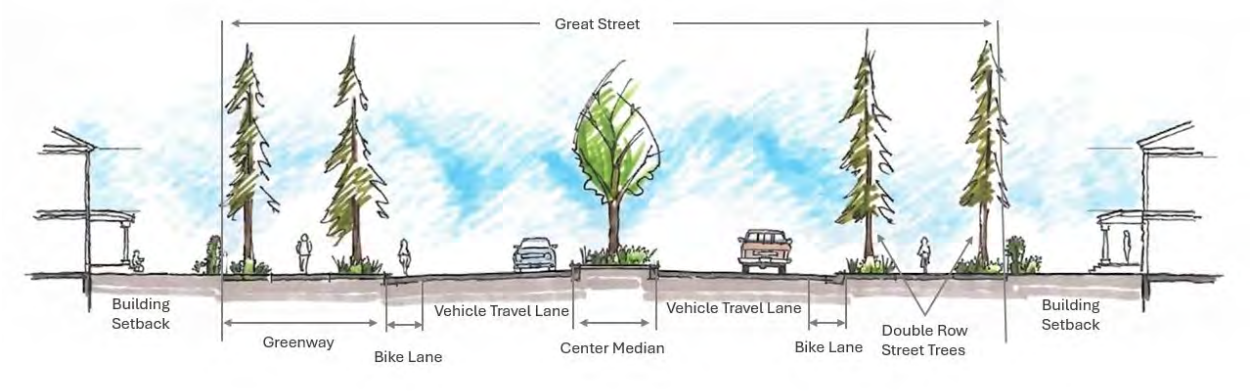
The 200 Street corridor is a main artery of the Mobility and Transportation network. The "Great Street" polices are intended to support the development of a safe and vibrant public space by ensuring adequate and sufficient space is allocated for sidewalk widths, street trees, lighting, benches and green infrastructure. Further details are in the Engineering Services Plan for Brookswood-Fernridge: Section 6 – Transportation.

Policies:

Provide a "Great Street" (Figure 7.1) along 200 Street from 33A Avenue to 27 Avenue including:

1. a minimum 1.8 metre sidewalk width where feasible
2. a minimum center median or boulevard width of 4 metres for green infrastructure
3. a minimum bike lane buffer width of 0.6 metres to match road conditions
4. a double row of street trees with large overhead canopy providing shade and buffering.
5. dedicated areas for pedestrian lighting, benches, trash receptacles, and bike racks with a 0.9 metre clear path around any furniture to ensure accessibility.

Figure 7.1: Conceptual Great Street





8. UTILITIES AND SERVICES

Sustainable urban development within the undeveloped areas of Brookswood-Fernridge is contingent on securing sufficient municipal sewer and water services and stormwater infiltration infrastructure. Additionally, as the population increases, greater emergency and protective services will be required to ensure the safety and security of the community. The intent of Utilities and Services policies is to effectively integrate stormwater infiltration systems into the built environment and adequately provide municipal utilities and services for a growing community in consideration of the natural environment.

8.1 STORMWATER MANAGEMENT

Rainfall in the Brookswood-Fernridge Community Plan area has a direct impact on groundwater levels, pond and creek water levels, drinking water via wells and aquifers, as well as fisheries and riparian habitat. The community's stormwater management systems are intended to imitate the natural hydrologic cycle by infiltrating small events and detaining larger events.

The surface soils in the area have high permeability rates that support the infiltration of runoff at its source. However, high permeability of the soil presents a high risk of aquifer contamination

by urban pollutants. Safe and reliable protection measures need to be implemented into the infiltration facilities.

The Anderson Creek and Fernridge ISMPs include stormwater management recommendations, which are implemented through the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced. The following policies reinforce the recommendations of the ISMPs.

Policies:

1. Provide constructed infrastructure that convey a 100-year storm event or provide a safe overland route as per the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced, as conceptually shown on the Stormwater Management Concept Map (Map 7).
2. Provide detention facilities at critical locations to control the release of post development flow rates to meet pre-development flow rates as conceptually shown on Map 7. The need for any additional detention facilities will be considered as part of a neighbourhood planning process.
3. Integrate stormwater management 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 and infiltration galleries
4. Incorporate low impact development strategies in stormwater management designs.
5. Encourage the infiltration of clean stormwater, including run-off 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 (BMPs) for stormwater management facilities in new developments and redevelopments with a focus on infiltration and water quality. These may include some or all of the following items:
    a. utilize on-lot infiltration systems to capture the 2-year, 24 hour storm event
    b. direct road drainage to grassy swales and boulevards for treatment and infiltration with an overflow directed to a storm sewer, where possible
    c. ensure all pervious areas have a minimum of 400mm of pervious material (e.g. enhanced topsoil) where new multi-family and mixed use areas are developed
    d. retain vegetation including trees where possible to maintain canopy coverage
    e. incorporate specific infiltration strategies including: catch basins directed to infiltration trenches and gardens (dependent on guaranteed funding for maintenance)

8.2 WATER AND SEWER

Water quality, groundwater levels of the Brookswood Aquifer, and capacity limitations at the Brookswood Pump Station are primary concerns for the water supply system in Brookswood-

Fernridge. A large part of the community is a less developed residential area consisting of large properties without any municipal water service nor municipal sanitary sewer collection service. These properties rely on private wells and septic sewer systems. Elevated nitrate levels in groundwater, as a result of septic systems and agricultural activities, is a major concern and highlighted in the Water Management Plan (WMP). Maintaining and improving the quality of infiltrated surface water for aquifer recharge is of high priority.

Policies:

1. Provide municipal water and sanitary sewer services for all new developments as conceptually shown on the Municipal Water Concept and Sanitary Concept Maps (Maps 8 and 9 respectively).
2. Optimize the existing servicing systems through appropriate phasing of development.
3. Ensure new sanitary services have sufficient capacity to service developed areas that do not currently have municipal sewer services.
4. Restrict land uses with a high-risk of groundwater contamination (e.g. vehicle servicing, repair, washing, sales or fuel dispensing facilities, and drycleaners) over the well capture zones.
5. Encourage wastewater servicing connections to the existing systems for new and existing developments.
6. Encourage water conservation measures in new and existing developments to curb demand and overuse of water through:
    a. conservation measures
    b. sustainable building design
    c. infrastructure design
7. Provide public awareness and education about drinking water sources and possible contamination and sustainable water management practices to protect groundwater supplies.
8. Continue to encourage and raise awareness about low flow technologies and water conservation.
9. Implement water restrictions as necessitated by the provisions of Water Shortage Response Bylaw 2012 No. 4909, as amended.

8.3 EMERGENCY AND PROTECTIVE SERVICES

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

Policies:

1. Continue to coordinate with adjacent municipalities to ensure that any response to a disaster or emergency is both fluid in coordination 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.



9. IMPLEMENTATION

The Brookswood-Fernridge Community Plan provides an overall framework to guide growth and change in the community. Future neighbourhood plans, which will apply to portions of the Community Plan area, will comprise more detailed policies and guidelines. Neighbourhood plans not only provide an opportunity for more detailed planning, but also allow development to proceed in phases. The Implementation section includes phasing and other policies to promote orderly and fiscally-responsible growth.

9.1 PHASING

Growth and change in Brookswood-Fernridge should proceed in phases based on neighbourhood plan areas. The neighbourhood plan areas, which are shown on Map 10, were based primarily on school enrollment projections and servicing considerations.

Policies:

1. Prior to the adoption of a rezoning bylaw in the Brookswood-Fernridge Community Plan area, a neighbourhood plan for the area shall be prepared and adopted by Council. Neighbourhood plan area boundaries shall be generally consistent with the boundaries shown on Map 10.

2. ~~The initiation of a neighbourhood plan should conform with Neighbourhood Plans – Initiation and Process Policy No. 07-221.~~ Properties within a neighbourhood plan area that do not have any opportunity for a rezoning under the Community Plan (e.g. existing parks and designated manufactured home parks) may be omitted from an expression of interest submitted by landowners.
3. Each neighbourhood plan shall include:
    a. more detailed policies regarding land use, community character, open space and community amenities, environment, mobility and transportation, and utilities and services
    b. more detailed implementation policies, including strategies to secure school sites, park sites, and stormwater detention facilities, as well as strategies to fund community amenities
4. ~~Further to the neighbourhood plan preparation process outlined under Neighbourhood Plans – Initiation and Process Policy No. 07-221,~~ Each neighbourhood plan process shall incorporate environmental network planning for the purposes of identifying priorities, restoration and enhancement of a network of important environmental and natural assets that support biodiversity. An updated mapping inventory of environmental features and ecological assets shall be completed, including vegetation types and structures, watercourses and associated classifications, and the spatial relationships between these features in the landscape and their role in ecosystem processes.
5. Policy #1 does not apply to lands within the Community Plan area that are not located in a neighbourhood plan area shown on Map 10.
6. Despite Policy #1 of this subsection, should Council elect to adopt a rezoning bylaw before the adoption of a neighbourhood plan, applicants shall provide a more detailed plan that considers the items outlined under Policies #3 and #4 above.
7. Growth and change in Brookswood-Fernridge should proceed with priority given to development proposals in Booth ~~and~~, Rinn and Fernridge neighbourhoods. ~~that interface with the existing developed area of Brookswood.~~

9.2 REZONINGS

Most new developments in Brookswood-Fernridge will be managed and regulated through rezoning applications initiated by landowners. The policies below apply to such rezoning applications (in addition to the other policies in this Plan).

Policies:

1. New developments should meet the following lot consolidation conditions:
    a. any residual lots shall be left in a configuration and lot area which are suitable and feasible for a future development proposal or can be consolidated with other abutting residual lots
    b. abutting lots shall not be isolated or left in a condition which is unsuitable or unfeasible for development or unsuitable for the maintenance of the existing land use
2. Any redevelopment of a manufactured home park shall comply with Manufactured Home Parks – Redevelopment Policy No. 07-121 and is encouraged to take place in phases to reduce the displacement of tenants.

3. New developments may be required to resolve various development prerequisites prior to the adoption of a rezoning bylaw.
4. This Community Plan represents a long-term policy. Some zoning designations may not reflect the long-term designations set out in this Community Plan. Without limiting the foregoing, complete rezoning applications received on or before October 23, 2017 may be considered in accordance with the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood/Fernridge Community Plan) Bylaw 1987 No. 2475 (as it was at the time of application).

9.3 FINANCING

Development should pay for as much of the costs of growth as possible. New developments will be required to provide works and services (e.g. new streets, sidewalks and utility infrastructure) and help pay the costs of providing other amenities and services.

Policies:

1. New developments shall provide works and services at the time of development in accordance with the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced.
2. New developments shall pay Amenity Cost Charges (ACCs), Development Cost Charges (DCCs), Neighbourhood Park Land Acquisition Charges, and School Site Acquisition Charges (as applicable), as well as any other applicable charges and fees.
3. Each neighbourhood plan shall consider the need for community/neighbourhood amenity charges to cover the costs of amenities not captured by existing charges.
4. Update the Development Cost Charges Bylaw on a regular basis and ensure that it reflects an accurate cost of providing required infrastructure.

9.4 COMMUNITY PLAN AMENDMENTS

A key principle for the Brookswood-Fernridge Community Plan is to achieve a livable and sustainable complete community. The concept of adaptation is innate to sustainability and is an important cornerstone in the preparation of the Plan. The land use pattern and associated policies in this Plan should not unduly compromise the ability to accommodate future changes and land uses as needs demand different responses over time.

Policies:

1. Ensure that any proposed amendments to the Community Plan include a public consultation process pursuant to Section 475 of the *Local Government Act* and Council Consultation – Official Community Plan Policy No. 07-160. ~~Developer Held Public Information Meetings Policy No. 07-164 (as applicable).~~
2. Consider any potential amendments to the Community Plan in light of the Vision statement and Guiding Principles.



10. DEVELOPMENT PERMIT AREAS

Under the Provincial *Local Government Act* (*LGA*), municipalities may designate Development Permit Areas (DPAs) where special conditions or objectives apply. DPAs must specify guidelines respecting how the special conditions or objectives will be addressed. As outlined in this section, certain activities cannot proceed unless the owner first obtains a development permit.

The DPAs specific to Brookswood-Fernridge are summarized in Table 10.1 and are shown on the Development Permit Areas Map (Map 11). In addition to these DPAs, the Township's Official Community Plan (OCP) includes a DPA for streamside protection and enhancement that applies to Brookswood-Fernridge.

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Table 10.1: Development Permit Areas in Brookswood-Fernridge

DPA	TYPE	LGA SECTION [RSBC 2015]
A	RESIDENTIAL	488.1(f)
B	COMMERCIAL AND MIXED USE	488.1(f)
C	PROTECTION OF FARMING	488.1(c)
#5798 07/24/23 **~~D~~**	~~WILDFIRE HAZARD~~	~~488 (b)~~

DPA	TYPE	LGA SECTION [RSBC 2015]
E	SENSITIVE ENVIRONMENT PROTECTION AREA	488.1 (a)
F	EMPLOYMENT	488.1 (f)

10.1 DEVELOPMENT PERMIT AREA A - RESIDENTIAL

Lands identified as Development Permit Area A – Residential on Map 11 are designated as a Development Permit Area (DPA) under section 488.1(f) of the *Local Government Act (LGA)* to establish objectives and guidelines for the form and character of multi-family development, including ~~semi-detached dwellings, duplexes,~~ **(DELETION PENDING ADOPTION OF BYLAW NO. 6116)** rowhouses, townhouses, and apartments. The construction of, addition to, or alteration of a building or structure must not be initiated unless the owner first obtains a development permit or is exempted under Section 10.1.2.

10.1.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area A ensures that new multi-family residential developments in Brookswood-Fernridge are visually attractive and in keeping with the character of the community.

The intent of Development Permit Area A is as follows:

- Ensure safe and attractive multi-family developments.
- Where possible, ensure the integration of existing significant trees into the site design.
- Ensure building forms are appropriately scaled and respect adjacent land uses.
- Ensure building character reflects the small town community context and contributes to a pedestrian-friendly streetscape.

10.1.2 EXEMPTIONS

The following activities do not require a development permit in Development Permit Area A:

- a subdivision as defined in the LGA
- an internal renovation that does not result in any change to the external appearance of the building
- site improvements such as landscaping, paving, and access paths, provided the improvements are compatible with the Development Permit Area Guidelines
- replacement of an existing sign, provided the work is consistent with an existing development permit or compatible with the Development Permit Area Guidelines
- façade alterations that do not front a public street, lane, walkway, park or trail, provided that such alterations are compatible with the Development Permit Area Guidelines
- building additions less than 50 m^2 in floor area that do not front a public street, lane, walkway, park or trail, provided that such alterations are compatible with the Development Permit Area Guidelines

- developments that are subject to the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) specified in the Official Community Plan **(PENDING ADOPTION OF BYLAW NO. 6116)**

~~For clarity, a development permit for form and character is not required for the construction of, addition to, or alteration of a single family dwelling.~~ "For clarity, a development permit under Development Permit Area A is not required for the construction of, addition to, or alteration of a single-family dwelling. **(PENDING ADOPTION OF BYLAW NO. 6116)**

10.1.3 GUIDELINES

The following guidelines, as well as those set out in Section 10.3 below, apply to all development within Development Permit Area A:

Key Guidelines:

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1. Existing significant trees, especially coniferous trees, shall be retained to the greatest extent possible to preserve the community's character.
2. High quality design shall be incorporated for new developments and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings).
3. Developments shall be designed to have a cohesive appearance yet provide enough variety to avoid a monotonous appearance when the development is viewed as a whole.
4. Adjacent developments shall be complemented by new developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.
5. All visible building elevations shall provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks, and trails. Consider, for example, building designs that incorporate material and colour variation, fenestration, projections and recesses, varied roof forms, and architectural detailing.
6. A strong street presence shall be provided through street facing buildings that include elements such as ground floor units with direct pedestrian street access, pronounced entries, patios, and, where applicable, extended upper storey balconies.
7. Developments located at key intersections and gateways, such as along 200 Street, shall be designed as landmark buildings through massing, other architectural elements and detailing, and/or open space.

Site Design:

8. Buildings should face public streets, parks, walkways, and private common spaces. Developments should not be gated or be turned away from the public realm.
9. Ground level habitable space is encouraged adjacent to public streets, parks, and walkways.
10. Individual entrances accessible from the street should be provided for all ground floor units.

11. Buildings should have a minimum front lot line setback on the ground floor of 3.5 metres and a maximum front yard setback of six (6) metres to create a semi-private entry or transition zone to individual units and to allow for an elevated entryway and/or front porch. All entries should be clearly identifiable.
12. Ground level areas created by setbacks shall be designed as private outdoor spaces. Private outdoor spaces fronting public streets should provide a sense of separation while contributing to the streetscape.
13. New developments should be sited to maximize the privacy of adjacent private outdoor spaces.
14. New developments shall ensure that the siting and form of buildings do not block significant views and solar access from existing or anticipated developments and that shadowing impacts on adjacent residential buildings, roads, and usable open spaces are minimized.
15. Direct access to a usable private outdoor space should be incorporated for each dwelling unit such as a yard, patio, balcony, or roof top terrace. Balconies should be covered to ensure comfort and usability.

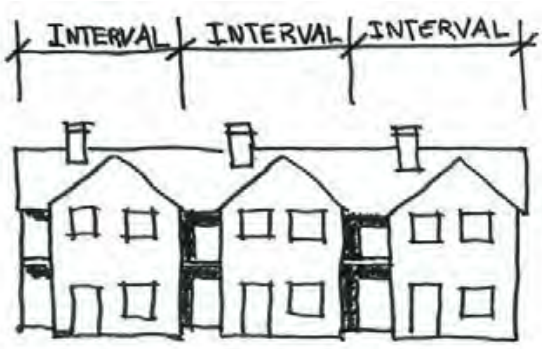


Private outdoor space created by setback

16. Where there are multiple buildings on a site, buildings should be located to frame outdoor common areas and other landscaped spaces. Consider placing taller buildings at the interior of the site and shorter buildings adjacent to the public street.

<u>Building Design</u>:

17. Individual buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments by articulating building façades into a series of intervals. This can be achieved by:
    a. façade modulation (stepping back or extending forward a portion of the façade to create a series of intervals or breaks in the façade)
    b. repeating window patterns at intervals that correspond to extensions and step-backs
    c. providing a porch, patio, deck, or covered entry for each interval
    d. providing a balcony or bay window for each interval





e. changing the roof line by alternating dormers, gables, or other roof elements to reinforce the modulation or articulation interval

f. varying colours and/or materials

Variation and consistency is achieved by breaking the façades into a series of intervals

18. Entrances should be located and designed to create building identity, distinguish between individual ground floor units, and animate the streetscape. Entrances shall be clearly identified by both the architectural and landscape treatment (e.g. porticos, porches, overhangs, and pathways).
19. Building façades shall be designed so that windows and doors are prominent features that address the streets they front and reinforce pedestrian scale. Windows in upper storeys should be vertically-oriented, organized into repetitive groups in relationship to the vertical elements which frame and divide the façade, and incorporate substantial trim and moldings.
20. Balconies should be designed as integral parts of buildings. Use glazed or narrow metal spindle guardrails to maximize daylight penetration into dwellings.
21. Glass elements incorporated into weather protection should be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles.

Signage and Lighting:

22. Signage and exterior lighting shall be consistent with the design of the overall development.
23. Project signage should be modest in scale.
24. Sufficient lighting should be provided for all paths and entry areas to ensure pedestrian comfort and security, consistent with Exterior Lighting Impact Policy No. 07-156.
25. Appropriate lighting is encouraged adjacent to walkways, visitor parking spaces, and other outdoor common areas.

Access, Circulation and Parking:

26. Pathways shall be incorporated into the development to promote pedestrian and cyclist activity within the site, provide connections to the public street and trail network, and ensure convenient access to and from adjacent commercial and institutional uses. For security, pathways should allow overview from adjacent dwellings.
27. At least one pedestrian connection shall be provided from each development site to adjacent public streets, walkways, parks, and trails. Public and private space shall be clearly delineated.
28. Pedestrian street access to ground floor residential units is strongly encouraged in order to reinforce pedestrian activity and street life.
29. Access and egress points shall have consistent texture, colour, and material for that portion intersecting with the public street.



30. Vehicular access and egress points should not be permitted on arterial roads and should be consolidated or minimized, particularly over street greenways.

Street access to ground floor unit

31. Surface parking should be placed away from public view and not between the public street and the building. Design and landscape resident surface parking so it does not detract from rear yard amenity space.
32. Visitor surface parking should be provided for in a number of smaller dispersed areas rather than one large area. In situations where the placement of visitor parking adjacent to a public street, walkway or trail is unavoidable, provide a landscape screen (e.g. low shrubs, trees, and decorative fences). Provide breaks in the landscape screen to connect the sidewalk to walkways on the site.
33. Visitor parking should be clearly identified through labelling and signage.

Accessibility and Safety:

34. Site design and landscaping shall take into account established principles of Crime Prevention Through Environmental Design (CPTED) including:
    a. opportunities for surveillance of streets, walkways, trails, parks, and amenity areas through the placement of windows, balconies, and ground-level uses
    b. appropriate hard and soft landscape elements, including transparent fencing, where appropriate
    c. adequate lighting along streets and at entrances
    d. delineated private spaces that are clearly separated by fences, landscaping, or paving, visible by residents, and adequately lit

Mechanical Equipment and Servicing Areas:

35. Mailbox kiosks located within a stratified development shall be protected from the weather, architecturally integrated into the development, and located adjacent to a visitor parking space near the project's entrance.
36. Outdoor refuse, recycling and organic waste areas and other storage areas shall be placed away from public view, where required, and screened with an enclosure that is consistent with the overall architectural and landscape treatment of the development.

Landscaping:

37. Landscaping shall be required to enhance the appearance of the development. All portions of the development not occupied by a building, structure, parking area, servicing area, or storage area shall be landscaped appropriately. Consistent with Township of Langley Zoning Bylaw 1987 No. 2500, as amended, developments shall provide a two (2) metre wide landscape area around the perimeter of the site.

38. The distinction between public and private space shall be defined with appropriate fencing, entry features (e.g. gates and arbours), and plant material. The use of perimeter berms, high fences, and security gates is not permitted.
39. A five (5) metre wide landscape area and a fence shall be provided on developments abutting properties designated for non-residential development (other than municipal greenspace). Fences should be aesthetically designed and reflect adjacent residential building character where applicable.



Fencing, entry features, and planting provide a distinction between public and private space

40. Vehicular access and egress points shall be landscaped (not gated) to define the boundary between the private and public areas.

Ground-Oriented Multi-Family Buildings:

In addition to guidelines 1 to 40 above, these guidelines apply to ~~duplexes, semi-detached dwellings,~~ **(PENDING ADOPTION OF BYLAW NO. 6116)** ~~-~~rowhouses~~,~~ and townhouses.

41. Individual or paired units shall be visually differentiated from other adjoining units (e.g. staggering in plan, varying rooflines, variation in colour and material, and architectural detailing).
42. Developments which include multiple buildings shall include variation in exterior design beyond material and colour variation.
43. Street facing three (3) storey buildings shall have a maximum length of 30 metres. Non-street facing three (3) storey buildings and all buildings less than three (3) storeys shall have a maximum length of 40 metres in length.



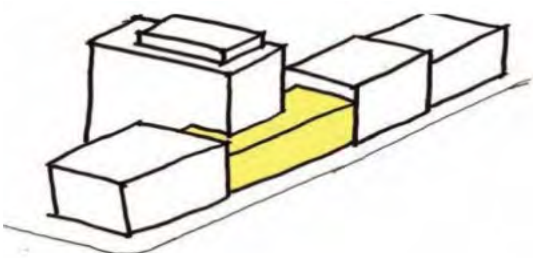
Individual units are differentiated from adjoinng units

44. Three (3) storey buildings are encouraged to integrate the upper storey into the framing of the main roof using dormer extensions and/or stepping the upper storey back from the storey below.
45. Townhouse development buildings should be setback from one another by at least nine (9) metres across strata roads and key pathways, particularly those that are publicly accessible.
46. Rear yards of townhouse developments should have a minimum depth of 4.5 metres.
47. Garage entrances should have less prominence than pedestrian entrances. Townhouse developments should have a separate pedestrian entrance to the dwelling unit or garage from the strata road.
48. Side-by-side parking (rather than tandem parking) is preferred, and off-setting garages are encouraged.

Apartment Buildings:

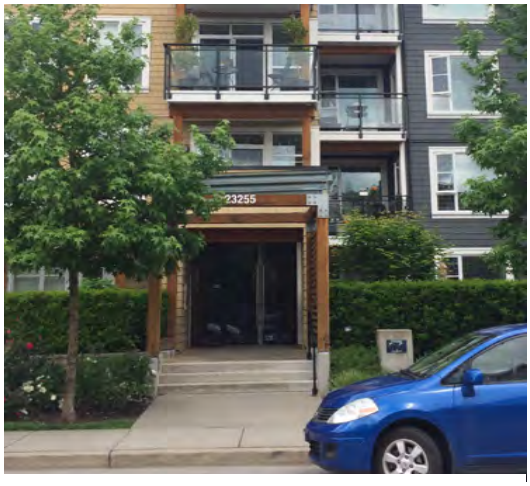
In addition to guidelines 1 to 40 above, these guidelines apply to apartments.

49. Building heights should be stepped or terraced to relate to adjacent buildings.
50. Street facing buildings shall have a maximum length of 60 metres and non-street facing buildings shall have a maximum length of 90 metres. This could be achieved by incorporating a substantial setback such as a courtyard or framed periodic openings to provide public views into private open space features.



Building height is stepped in relation to adjacent buildings

51. Buildings over three (3) storeys in height should step the fourth storey back by a minimum of 1.5 metres from the storey below.
52. Roof top patios and common spaces are encouraged, particularly where at-grade space is limited.
53. Main building entries (e.g. lobbies) shall be clearly visible and accessible from the public street.
54. The main entrance of the building shall be clearly identified by the architecture of the building and include elements such as canopies and building overhangs to provide protection from the weather.
55. Building façades near main entries shall be illuminated to help create a sense of safety.
56. At-grade drop-off and loading areas should be provided near a building entrance, where possible.
57. Resident parking should be provided underground or within the building structure. Minimize any above-grade projection of parking structures and associated mechanical equipment, particularly as viewed from the public realm.



Main entrance clearly visible from the street

58. Underground and structured parking areas should be planned for the convenience and safety of all users, including pedestrians and cyclists. Walls and ceilings should be finished in a light coloured paint for reflectivity and should incorporate motion-activated lighting to the greatest extent permitted. Underground and structured parking areas shall be designed with CPTED principles.
59. Access to underground or structured parking areas should be from a lane or internal driveway. Any vehicular entrance and its associated components (e.g. doorways and ramps) should be architecturally integrated into the building to minimize its exposure. Consider:
    a. recessing the portion of the façade where the entry is located to help conceal it
    b. extending portions of the structure over the garage entry to help conceal it

c. emphasizing other elements of the façade to reduce the visual prominence of the garage entry

d. use of screening and landscaping to soften the appearance of the garage entry, including green walls and green screens

60. Refuse, recycling and organics waste areas shall be incorporated into the design of the underground or structured parking area. Parking areas shall have adequate on-site space for the movement of trucks and waste removal vehicles.

61. Adequate and secured longer term bicycle storage areas and general use storage areas shall be provided in a separate room or enclosed area as part of a parking structure and should be located close to elevators and access points.

10.2 DEVELOPMENT PERMIT AREA B – COMMERCIAL AND MIXED USE

Lands identified as Development Permit Area B – Commercial and Mixed Use on Map 11 are designated as a Development Permit Area (DPA) under section 488.1(f) of the *Local Government Act (LGA)* to establish objectives and guidelines for the form and character of commercial and mixed use development. The construction of, addition to, or alteration of a building or structure must not be started unless the owner first obtains a development permit or is exempted under Section 10.2.2.

10.2.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area B ensures that new commercial and mixed use developments in Brookswood-Fernridge are visually attractive and in keeping with the character of the community.

The intent of Development Permit Area B is as follows:

- Ensure safe and attractive commercial and mixed use developments.
- Ensure the integration of existing significant trees into the site design.
- Ensure building forms are appropriately scaled and respect adjacent land uses.
- Ensure building character reflects the small town community context and contributes to a pedestrian-friendly streetscape.

10.2.2 EXEMPTIONS

The following activities do not require a development permit in Development Permit Area B:

- a subdivision as defined in the LGA
- an internal renovation that does not result in any change to the external appearance of the building
- site improvements such as landscaping, paving, and access paths, provided the improvements are compatible with the Development Permit Area Guidelines

- replacement of an existing sign, provided the work is consistent with an existing Development Permit or compatible with the Development Permit Area Guidelines
- façade alterations that do not front a public street, lane, walkway, park, or trail, provided the alterations are compatible with the Development Permit Area Guidelines
- building additions less than 50 m^2 in floor area that do not front a public street, lane, walkway, park, or trail, provided such alterations are compatible with the Development Permit Area Guidelines

10.2.3 GUIDELINES

The following guidelines, as well as those set out in Section 10.3 below, apply to all development within Development Permit Area B:

Key Guidelines:

1. Existing significant trees, especially coniferous trees, shall be retained to the greatest extent possible to preserve the community's character. Consider, for example, developments which group buildings on a smaller portion of the site and design outdoor areas to maximize tree retention.
2. High quality design shall be incorporated for new developments and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings).
3. Developments shall provide enough variety to avoid a monotonous appearance when the development is viewed as a whole yet be designed to have a cohesive appearance. The form and character of buildings and the design of other site elements (e.g. signage, lighting, and site furnishings) should fashion a unified visual language that creates a unique identity for each commercial village.
4. Adjacent developments should be complemented by new developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.
5. All visible building elevations should provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks, and trails. Consider, for example, building designs that incorporate material and colour variation, fenestration, projections and recesses, varied roof forms, and architectural detailing.
6. A strong street presence shall be provided through street facing buildings that include elements such as ground floor units with direct pedestrian street access, pronounced entries, weather protection, patios, and, where applicable, extended upper storey balconies.
7. Developments located at key intersections and gateways, such as along 200 Street, shall be designed as landmark buildings through massing, other architectural elements and detailing, and/or open space.

Site Design:

8. Ground floor commercial units shall be built to the front property line to maintain a continuous street frontage and street definition. A small setback may be considered to accommodate weather protection and upper storey balconies that do not encroach over the property line. A small setback may also be considered where there is a courtyard or other feature that benefits the pedestrian experience or responds to the building setback of an adjacent property.



Frequent and recessed entrances along the public street

9. Primary and frequent entrances into commercial units should be incorporated along the public street. A maximum spacing dimension of 10 metres along commercial streets is preferred.
10. Entrances should be recessed from the property line by a minimum of 0.6 metre in order to provide for door swings.
11. Larger commercial units (e.g. grocery stores and pharmacies) should strive to incorporate frequent entrances, transparent shop front windows, and/or incorporate smaller shops wrapped around its edges.
12. Commercial units should have a minimum depth of 10 metres.
13. New developments should be sited to maximize the privacy of adjacent private outdoor spaces.
14. Roof top patios and amenity spaces are encouraged, particularly where at-grade outdoor space is limited.

Building Design:

15. Individual buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments by articulating building façades into a series of intervals. This can be achieved by:
    a. façade modulation (stepping back or extending forward a portion of the façade to create a series of intervals or breaks in the façade)
    b. repeating window patterns at intervals that correspond to extensions and step-backs
    c. providing a covered entry for each interval
    d. changing the roof line by alternating dormers, gables, or other roof elements to reinforce the modulation or articulation interval
    e. varying colours and/or materials
16. Buildings should be designed to reflect their internal function and use.
17. Building heights should be stepped or terraced to relate to adjacent buildings.
18. A minimum two (2) storey street-wall is encouraged throughout commercial villages.

19. Buildings over three (3) storeys in height should step the fourth storey back a minimum of 1.5 metres from the storey below.
20. Street facing buildings shall have a maximum length of 60 metres and non-street facing buildings shall have a maximum length of 90 metres. This could be achieved by incorporating a substantial setback such as a courtyard or framed periodic openings to provide public views into private open space features.
21. Entrances shall be located and designed to create building identity and to distinguish between individual commercial and/or residential entrances.
22. Entrances to lobbies should be clearly visible and accessible from the fronting street.
23. A dominant frontage rhythm along the street should be established through the use of vertical elements and a fenestration pattern (e.g. for shop entrances and windows) arranged into modules. A maximum length of 10 metres of commercial unit frontage is preferred along commercial streets.
24. Commercial storefronts should be continuous and transparent where the public and private realms meet. Good transparency occurs when interior uses are visible from and can even spill out onto the sidewalk or plaza and when public spaces are visible from the inside to allow for casual surveillance.



25. Storefronts should incorporate the following design elements and details:
    a. a high percentage of storefront glazing, transom windows, and clearly defined entry doors
    b. weather protection, lighting and signage
    c. a shop front cornice (e.g. a reduced version of the main cornice atop the building)
26. Expansive blank walls (e.g. over five (5) metres in length) and retaining walls should be avoided adjacent to public streets, walkways, and trails. Where blank walls are unavoidable, they shall be mitigated using appropriate design treatments which can include, but are not limited to, the following:
    a. installing a vertical trellis in front of the wall with climbing vines or plant materials
    b. setting the wall back to provide room for evergreen and conifers to provide year round screening
    c. providing art (e.g. mosaics, murals, and reliefs) over a substantial portion of the wall surface
    d. employing quality materials and/or different texture and colours to make it visually interesting



Glazing, weather protection, and shop front cornices on storefronts

e. providing special lighting, a canopy, awning, horizontal trellis, or other pedestrian oriented features that break up the size of the blank wall's surface and add visual interest

f. incorporating them into a patio or sidewalk café

27. The upper façades of buildings should:

    a. be ordered by the use of vertical elements such as pilasters, columns, projecting bays and balconies

    b. incorporate decorative roof lines and cornices to define the upper edge of the façade where the building steps back and at the top of the building

28. Windows in upper stories should be vertically-oriented, organized into repetitive groups in relationship to the vertical elements which frame and divide the façade, and incorporate substantial trim and moldings.

29. Pedestrian walking areas along commercial streets and plazas shall have continuous weather protection canopies, where possible. Enhanced weather protection is encouraged at the entrances of major buildings, adjacent to transit zones and street corners where people wait for traffic lights. Glass elements incorporated into weather protection should be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles. Weather protection should have a minimum height of 2.5 metres.

Signage and Lighting:

30. All signage and lighting is to be architecturally integrated with the building and coordinated to fashion a unified visual language and create a unique identity for each commercial village.

31. Signage should be limited in number, location, and size. Fascia signage should not exceed 0.9 metre in height.

32. Signage should be scaled to the pedestrian rather than the motorist. The following design options are preferred types of commercial signage:

    a. projecting two-dimensional or 'blade' type signs suspended from canopies and awnings

    b. flush mounted fascia signs

    c. individual cut-out or silhouette letter signs mounted on storefronts

33. All building signage shall be externally lit.

34. Freestanding signage is generally not encouraged. However, smaller, pedestrian-scaled monument signs that are coordinated with landscape elements are preferred over other types of freestanding signage.

35. Paths, sidewalks, entry areas, and parking areas shall be sufficiently lighted to ensure comfort and security. Illumination, however, should not detract from any adjacent residential uses.

36. Lamp standards and fixtures should contribute to a high aesthetic quality and, where applicable, comply



Externally lit building signage

with Exterior Lighting Impact Policy No. 07-156. Lighting on the exterior of the building (including the roof) shall be consistent with the entire building.

37. Light posts should have banner and hanging basket arms.
38. Building façades and features should be illuminated by providing architectural lighting on the face of commercial buildings and, where applicable, at residential lobbies to help create a sense of safe and intimate space around a building.

Access, Circulation and Parking:

39. Walkways should be incorporated into the development to promote pedestrian and cyclist activities within the site, provide connections to the public street and trail network, and ensure convenient access to and from adjacent developments. Covered walkways are encouraged.
40. Pedestrian activity should be supported through outdoor seating, attractive landscaping, appropriately scaled parking lots, and public amenities.
41. Structured, underground, or tuck-under parking is preferred over surface parking.
42. Surface parking areas should be placed away from public view and not between the public sidewalk and the building. In situations where the placement of surface parking adjacent to a public street, walkway, or trail is unavoidable (e.g. at the side of a building), provide a landscape screen (e.g. low shrubs, trees, decorative fences, and other structural landscape elements). Provide breaks in the landscape screen to connect the sidewalk to walkways on the site and ensure safety through community surveillance.
43. Surface parking should be provided for in a number of smaller dispersed areas rather than one large area and should incorporate pedestrian pathways.
44. Vehicular access and egress points should be consolidated and minimized, particularly over street greenways. The interconnection of parking areas between adjacent developments is encouraged. Vehicular access from arterial roads is discouraged.
45. Access to underground or structured parking areas should be from a lane or internal driveway. Any vehicular entrance and its associated components (e.g. doorways and ramps) should be architecturally integrated into the building so as to minimize its exposure. Consider the following strategies:
    a. recessing the portion of the façade where the entry is located to help conceal it
    b. extending portions of the structure over the garage entry to help conceal it
    c. emphasizing other elements of the façade to reduce the visual prominence of the garage entry
    d. use of screening and landscaping to soften the appearance of the garage entry, including green walls and green screens
46. Loading areas should be located away from public view (e.g. public streets and trails) and adjacent residential units and screened with a combination of architectural or landscaping elements (e.g. shrubs, trees, and decorative fences).
47. Adequate and secured longer term bicycle storage areas shall be provided in a separate room or enclosed area (e.g. as part of a parking structure) and should be located close to elevators and/or access points. Shower and locker facilities for employees are encouraged.

Accessibility and Safety:

48. Site design and landscaping shall take into account established principles of Crime Prevention Through Environmental Design (CPTED) including:
    a. opportunities for surveillance of streets, walkways, trails, parks and parking areas through the placement of windows, balconies and ground-level uses
    b. appropriate hard and soft landscape elements
    c. adequate lighting along streets, driveways, walkways and parking areas
49. Ornamental security grills are preferred in front of ground floor windows rather than non-ornamental grills.

~~Mechanical Equipment and Servicing~~ Refuse, Recycling and Storage Areas:

50. Refuse, recycling and organic waste containers, and other storage areas shall be fully enclosed within a building. Where required, outdoor waste and storage areas should be placed away from public view and screened with an enclosure that is architecturally consistent with the overall development and landscaping.

Landscaping:

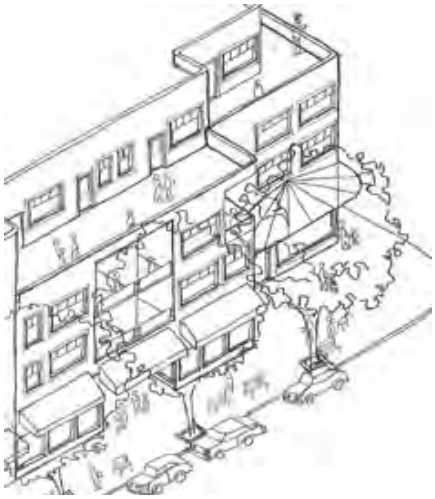
51. Landscaping shall be required to enhance the appearance of the development and to screen parking areas, loading areas, and refuse containers. All portions of the development not occupied by a building, structure, parking area, servicing area, or storage area should be landscaped appropriately.
52. Tree gates should incorporate electrical outlets for seasonal lighting.
53. A five (5) metre wide landscape area and a fence shall be provided on developments abutting properties designated for residential development. Fences should be aesthetically designed and reflect adjacent residential building character where applicable.
54. Highly detailed paving materials should be used in commercial areas for aesthetic purposes and to differentiate such areas as storefronts and seating areas.

Mixed Use Buildings:

In addition to guidelines 1 to 54, these guidelines apply to mixed use buildings.

55. Pedestrian street access to any ground floor residential unit should be provided in order to reinforce pedestrian activity and street life.
56. Any ground floor residential unit should have a minimum front yard setback of 3.5 metres and a maximum front yard setback of six (6) metres to create a semi-private entry or transition zone to individual units and to allow for an elevated entryway and/or front porch.

57. Direct access to a usable private outdoor space should be provided for each dwelling unit such as a yard, patio, balcony, or roof top terrace. Balconies should be covered to ensure comfort and usability. Roof top patios and common spaces are encouraged, particularly where at-grade outdoor space is limited.
58. Balconies should be designed as integral parts of buildings. Use glazed or narrow metal spindle guardrails to maximize daylight penetration into dwellings.
59. Upper storey windows and balconies should be oriented to overlook adjoining public streets, squares, greenways, and other public open spaces.
60. Resident parking should be provided underground or within the building structure. Minimize any above-grade projection of parking structures and associated mechanical equipment, particularly as viewed from the public realm.



Upper storey windows and balconies overlook the street

61. Commercial and residential parking should be clearly separated and/or identified through labelling and signage.
62. Where possible, at-grade drop-off and loading areas should be provided near a residential building entrance.
63. Refuse, recycling, and organics waste areas shall be incorporated into the design of the underground or structured parking area. Parking areas shall have adequate on-site space for the movement of trucks and waste removal vehicles.

10.3 ADDITIONAL GUIDELINES FOR DEVELOPMENT PERMIT AREA A – RESIDENTIAL AND DEVELOPMENT PERMIT AREA B – COMMERCIAL AND MIXED USE

The following guidelines apply to all development ~~within~~ subject to Development Permit Area A – Residential and Development Permit Area B – Commercial and Mixed Use on Map 11.

Site Design:

1. Buildings shall be sited to respond to specific site conditions and opportunities such as irregular shaped lots, location on prominent intersections, sites framing important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.
2. Larger development sites should be permeated with public roads and/or pedestrian and bicycle pathways. Where there is an opportunity to provide mid-block connections to public streets or



A larger site is permeated with a pathway

trails through development sites, pedestrian and bicycle pathways shall be publicly accessible.

3. New developments shall be sited to maximize the privacy of adjacent private outdoor spaces.
4. New developments should ensure that the siting and form of buildings do not block significant views and solar access from existing or anticipated developments and that shadowing impacts on adjacent residential buildings, roads, and usable open spaces are minimized.
5. An adaptive design on sloping sites should be incorporated to create a terraced form of development and provide view opportunities for a majority of housing units. The use of retaining walls should be limited.
6. Impervious areas should be limited from new developments through building form, site layout, and surface treatments.

Building Design:

7. Developments should be designed to provide both cohesion and variety. Cohesion may be achieved by designing all buildings within a development to the same architectural style and creating a unified streetscape through a similar alignment of windows, roof lines, and floor-to-floor spacing along the street block. Variety may be achieved through massing, roof forms, material and colour, and architectural detailing.
8. Architectural elements and detailing should be incorporated into building façades, and they should be rich and varied in detail to create visual interest. Consider the following examples:
    a. building height and massing
    b. bay windows and balconies
    c. decorative roof lines and cornices
    d. building entries
    e. canopies and overhangs
    f. columns and pilasters
    g. chimney stacks
    h. integrated architectural lighting and signage
    i. detailed grills and railings
    j. substantial trim details and moldings
    k. trellises and arbours
9. The pedestrian scale should be reinforced by designing all buildings to have a heavier base and lighter top that are visibly differentiated by use of material (e.g. masonry on the base and wood siding on the top) and details (e.g. cornice treatments at the top). Use horizontal architectural elements to define floor-to-floor transitions, roofs, and cornice lines.

10. Building massing shall contribute to a pedestrian scaled environment. Consider the following:
    a. break the mass of large buildings into smaller modules of similar scale through substantial vertical features (e.g. changes in building height, projections, and recesses) and upper storey step-backs
    b. relate the modules to the organization of interior space such that the expression of individual units is reflected in the overall form of the building
    c. design the roof to minimize the overall building mass, incorporating variations in roof planes and forms to break up roof mass and reduce building scale



Massing contributes to the pedestrian experience through vertical setbacks, upper storey step-backs, and varying roof planes

11. Building height and massing should be scaled in proportion to open spaces.
12. The roof line of the building's façade should be clearly distinguished from its walls (e.g. through the use of a cornice, projecting overhang, or decorative motif). Roof forms should incorporate elements which create visual interest, such as cornices, overhangs, gables, and dormers. Long expanses of uninterrupted single-height flat roofs should be avoided.
13. An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided. Materials and colours should not dramatically change at the corners of buildings unless the corner is on an internal property line.
14. Natural materials such as masonry, stone and wood are generally encouraged and synthetic materials such as vinyl are discouraged. Wood-like hardboard products are acceptable but not preferred. The following materials are most preferred:
    a. horizontal wood board siding
    b. wood shingles
    c. timber accents
    d. brick
    e. natural and manufactured stone
    f. metal (formed into decorative elements such as flashings, cornice and brackets)
15. Green roofs and green walls are encouraged.
16. Lower albedo (light coloured) roofing should be used to the greatest extent possible.
17. Open areas of flat roofs shall be finished with patterned, textured and/or coloured materials to enhance views from above. Flat roofs are encouraged to include common areas, rooftop gardens, and/or green roofs.
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 is not permitted.

19. Adequate and secured short term bicycle parking shall be provided 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.

Accessibility and Safety:

20. Universal access shall be provided throughout the development, where possible. Ensure all pedestrian routes including those leading to building entrances are safe and easy to use by a wide range of persons with disabilities. Routes should be direct, level, obstacle free, easily identifiable, and clearly separated from vehicular routes.

Mechanical Equipment and Servicing Areas:

21. Utility boxes, meters, and other mechanical equipment should be placed away from public view and architecturally integrated into the developments and/or screened with an enclosure and/or landscaping.
22. Security fencing for storage areas, where required, shall be black coated vinyl chain link fencing screened with hedging material.
23. Rooftop mechanical equipment shall be screened or integrated with the roof form (as viewed from the public street, walkways, trails, parks, and higher buildings) in a manner consistent with the overall architecture of the building.

Landscaping:

24. Every effort shall be made to incorporate significant tree stands and tree corridors into the development. Where trees are located along shared property lines with the Township, they will be assessed for incorporation into the street, greenway, trail, or park design (as applicable).
25. Landscape plans shall be prepared by a registered member of the British Columbia Society of Landscape Architects.
26. Landscape planting should use minimum 50% native plantings with appropriate character, mixed with other non-invasive plants.
27. All landscape elements (e.g. outdoor furniture, waste receptacles, walkways, patios, retaining walls, and fences) shall be consistent with the design of the overall development.
28. Site furniture should 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.
29. Where developments abut Township property (e.g. an environmental area, off-street trail, or park) a black coated vinyl chain link fence shall be constructed and include a hedge behind it, consistent with the standards in the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced. The required vinyl chain link fence shall not exceed 1.8 metres in height.
30. The following surface treatments are encouraged as features of on-site hard surfaces and/or walkway design and as a substitute for conventional pavement in low-traffic areas and where the land use has low-risk of groundwater contamination:



a. porous pavement within private properties (porous pavements may be applied to lanes or access roads, driveways, and low-traffic parking areas)

b. concrete grid/modular pavers may be applied to private lanes or access roads, driveways, low-traffic parking areas, footpaths, and bike paths

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



Alternative surface treatments

31. Curb cuts and other measures should be used to divert runoff from hard surfaces into swales or rainwater gardens which contribute to bio-filtration and evapotranspiration.
32. Surface parking shall integrate landscaping and other design elements to reduce the perceived size of parking areas.
33. Roof top patios shall be landscaped and provided with service amenities (e.g. hose bibs and electrical receptacles).

10.4 DEVELOPMENT PERMIT AREA C – PROTECTION OF FARMING

Lands within 300 metres of the Agricultural Land Reserve (ALR) boundary (as shown on Map 11) are designated as a Development Permit Area (DPA) under section 488.1(c) of the *Local Government Act (LGA)* to establish objectives and guidelines for the protection of farming. The construction of, addition to, or alteration of a commercial or institutional building or structure must not be started and land within the area must not be subdivided unless the owner first obtains a development permit or is exempted under Section 10.4.2.

10.4.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area C ensures that new developments in Brookswood-Fernridge protect farming by mitigating potential conflicts between urban and agriculture uses.

The intent of Development Permit Area C is as follows:

- Establish a clear boundary between the urban and rural area.
- Protect the viability of farming on adjacent agricultural lands.
- Minimize the impacts of farming on urban lands.



Continuous vegetative buffer along the boundary of the Agricultural Land Reserve

10.4.2 EXEMPTIONS

The following activities do not require a development permit in Development Permit Area C**:**

- the construction of, addition to, or alteration of a residential, agricultural or accessory building or structure
- the construction of, addition to, or alteration of a commercial or 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
- the subdivision of 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

10.4.3 GUIDELINES

The following guidelines apply to all development within Development Permit Area C:

1. Subdivision design shall minimize potential negative impacts that may occur between farm and non-farm land uses.
2. Avoid road endings or stubs and half-roads along the ALR boundary, where possible.
3. Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows, and maintain pre-development infiltration rates.
4. A restrictive covenant shall be 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.
5. 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. The buffer shall be installed prior to commencing building construction.

6. A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation and the construction of accessory buildings or structures in the buffer area.
7. Where trails and/or passive recreational uses are part of the landscaped buffer, the recreational features will not take up more than a third (1/3) of the width of the buffer and they will be located away from the ALR boundary.

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~~10.5 DEVELOPMENT PERMIT AREA D – NEIGHBOURHOOD FOREST FIRE HAZARD REDUCTION~~

~~10.5.1 CATEGORY~~

~~Section 488 (1) (a) and (b) of the Local Government Act for the protection of development from hazardous conditions, specifically forested areas of all ages and sizes and strive to avoid the contaminating and damaging of the subsurface, Brookswood aquifer and its interconnectedness with surface waterbodies, that are subject to wildland fire risk.~~

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~~10.5.2 PROPERTIES AFFECTED~~

~~A development permit addressing hazardous condition guidelines (see Guidelines Section below) must be approved before:~~

- ~~Subdivision of land;~~
- ~~Alteration of land, including but not limited to clearing, grading, and preparation for or construction of services, roads and trails; and/or~~
- ~~Construction of, addition to, alteration of a building or structure for those properties within 40 metres of Aquatic Conservation and Nature Space designated areas (as delineated on **Map 4**), as well as the expansion or addition of said areas, from time to time.~~

~~10.5.3 JUSTIFICATION~~

~~Hazardous conditions, specifically wildfire, may in some cases be abated by using appropriate precautionary measures as part of site and building design, construction, and long-term maintenance.~~

~~10.5.4 NEIGHBOURHOOD FOREST FIRE REDUCTION DP AREA GUIDELINES~~

~~1.1 General~~

~~As part of the subdivision process, the following guidelines shall be addressed:~~

a. ~~Provide access in areas of the neighbourhood as part of subdivision design, that are considered isolated and that have inadequate developed access for evacuation and fire control.~~

b. ~~Require access points suitable for evacuation and the movement of emergency response equipment are provided. The number of access points and their capacity should be determined during subdivision design and be based on threshold densities of houses and vehicles within the subdivision.~~

c. ~~Consider, where forested lands abut new subdivisions, requiring roadways to be placed adjacent to those lands. These roads both improve access to the interface for emergency vehicles and provide a fuel break between the wildland and the subdivision.~~

d. Ensure hydrant locations optimize ability to protect forested parks.

e. Require that fire hazards on forested lands be mitigated to a level deemed acceptable by a qualified professional in a forest fire hazard assessment before they become the property of the municipality.

f. Development shall be set back a minimum of 10 metres from the top of ridgelines, cliffs or ravines. Variation of the setback may be considered if a wildfire review can justify a change in the setback.

g. Encourage wildfire hazard reduction in a way that is supportive of restoring and enhancing the natural environment.

h. May require the registration of restrictive covenants for areas that have been identified as particularly concerning.

1.2 Buildings

The following provisions shall be registered at subdivision, either as part of a building scheme or a restrictive covenant.

a. The roof covering must conform to Class A or Class B fire resistance as referenced in the BC Building Code.

b. Any material used for cladding of exterior walls must be fire resistant. Examples could include stucco, metal siding, brick, cement shingles, or other best practice recommendations.

c. Use fire resistive materials for decks, porches, balconies, and siding, tempered or multi-glazed windows, as well as screening of eaves, attics, roof vents and other exterior openings.

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10.5 DEVELOPMENT PERMIT AREA E – SENSITIVE ENVIRONMENT PROTECTION AREA

Lands identified as Development Permit Area E – Sensitive Environment Protection Area on **Map 11** are designated as Development Permit Area under Section 488.1 (a) of the Local Government Act to establish objectives and guidelines for the protection of the natural environment, its ecosystems and biological diversity. Sensitive Environment Development Permit Area is a 10-metre wide vegetated buffer located outside of a Streamside Protection and Enhancement Area (SPEA) that provides additional protection to the adjacent sensitive riparian and aquatic ecosystems from development.

10.5.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area E ensures that all watercourses, wetlands and streamside areas in Brookswood-Fernridge are protected.

The intent of Development Permit Area E is as follows:

- Identify the riparian and aquatic habitat areas particularly susceptible to disturbance and provide further protection by establishing a development-free vegetated buffer adjacent to the Streamside Protection and Enhancement Area (SPEA) under Schedule 3 of the Township of Langley Official Community Plan.

- Afford greater protection to watercourses and their associated riparian habitat by securing environment protection areas in public ownership.
- Facilitate environmentally sensitive development of lands adjacent to identified protection area(s) through particular attention to the subdivision of land, siting of buildings and structures and areas of parking, storage and landscaping.
- Ensure that adjacent development activity does not encroach upon or alter the protected area(s).
- Ensure natural vegetation and trees are maintained and conserved, or alternatively planted as necessary, to minimize erosion, sediment migration and slope stability, and provide and enhance terrestrial, riparian and aquatic habitat.
- Ensure that land clearing adjacent to the protected area(s) is limited to a phased construction schedule, in order to minimize the potential negative impacts of runoff and erosion on exposed soils in the sensitive environment protection area.
- Develop stormwater management plans that strive for the maintenance of pre-development flow regimes of local watercourses and wetlands.
- Encourage that development sites use stormwater infiltration, where possible, to augment stream base flows and shallow aquifers.

10.5.2 GUIDELINES

The following guidelines apply to all development within Development Permit Area E:

A. Sensitive Environment Protection Area Establishment

1. Sensitive Environment Protection Areas are to be established in accordance with their potential impacts proposed by adjacent development. The Township of Langley must endorse the proposed protection area boundaries.
2. The protection areas are to be dedicated, where possible, into public ownership for conservation purposes.
3. The boundaries of the protection areas are to be physically delineated on the ground by a BC Land Surveyor prior to site disturbance.
4. All lots must provide the required minimum lot dimensions as set out in the Zoning Bylaw exclusive of the protection area boundaries.

B. Erosion Control

5. All work is to be undertaken and completed in such a manner as to prevent the release of sediment to the protected area(s), in accordance with the requirements of the Township of Langley.
6. Silt fencing, or other appropriate erosion and sediment control mitigation measures, should be erected to prevent the movement of silt into the watercourse protection area prior to any disturbance to the soil on the site.
7. Earthworks, including but not limited to removal, alteration and placement of soil adjacent to watercourse protection areas is to be kept to a minimum.

8. The Township may require environmental impact studies, enhancement works, and monitoring in support of development proposed to be located within a Sensitive Environment Protection Area. Supporting documentation, technical studies and recommendations with respect to impacts of the proposed development may include:
    - a geotechnical slope stability and erosion control report
    - a flood protection report
    - a groundwater impact assessment report
    - a wildlife habitat assessment report
    - a vegetation impact assessment report
    - an archaeological review
    - a detailed trail plan

C. Vegetation Management

9. Natural vegetation is to be retained wherever possible to ensure minimal disruption to the environment. Land clearing adjacent to the protection areas is to be restricted to a phased construction schedule.
10. Habitat restoration landscaping of all bare, sparse or impacted riparian areas within the watercourse protection area may be required. Vegetation species should be native and selected based on site specific conditions.
11. Stormwater outflows to protected areas must have water quality and erosion control features to minimize impacts on riparian and fish habitat. Water quality and erosion control features must comply with applicable stormwater management plans.

D. Monitoring

12. The implementation and maintenance of required environmental mitigation measures designed as per sections 1-11 must be monitored by a qualified environmental monitor.

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10.6 DEVELOPMENT PERMIT AREA F – EMPLOYMENT AREA

Lands identified as Development Permit Area F – Employment Area on **Map 11** are designated as Development Permit Area under Section 488.1(f) of the Local Government Act to establish objectives and guidelines for the form and character of commercial, industrial and employment-related development.

10.6.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area F ensures that development within Employment areas integrates with surrounding uses and the small-town, treed character of Brookswood-Fernridge.

The intent of Development Permit Area F is as follows:

- weave built elements into natural landscape
- facilitate high quality design at the public realm interface
- minimize impacts of employment development on adjacent uses and the natural environment

10.6.2 GUIDELINES

The following guidelines apply to all development within the Development Permit Area F:

A. Site Planning

- Where buildings are visible from the public realm, locate lobbies and ancillary office use to face the public realm
- Provide pedestrian and cycling infrastructure such as sidewalks and separated bicycle lanes from public streets to building entrances to facilitate safety for those walking or using transit to access employment.
- Locate outdoor and commercial vehicle storage to minimize visibility from the public realm and adjacent properties.
- Minimize site manipulation to the greatest extent possible, recognizing that different employment uses will have different site manipulation requirements.
- Retain existing trees and landscape on the edges of sites and within the Landscape Buffer.

B. Building Design

- Continue the West Coast Contemporary architectural themes in Brookswood-Fernridge into the Employment area.
- Integrate multiple finishes and textures on building faces visible from the public realm.
- Though painted and unpainted concrete are permitted, exposed concrete shall be one of at least three exterior materials visible from the public realm such as wood, stone, brick or other masonry and metal.
- Wood should feature into public facades, preferably in the form of exposed timber structural elements. Other opportunities are accent cladding and soffits where overhangs and/or weather protection elements are present.
- Colours should be neutrals and earth tones so buildings blend into the natural environment.

C. Landscaping

- Include natural elements at site entrances such as large rocks/boulders and native plantings.
- Prioritize planted areas of native and drought tolerant species rather than lawns.
- Maximize landscaped areas wherever possible.
- Accent features such as benches shall include wood and stone/concrete elements. Powder coated metal can feature other accents such as signs, railings and weather shelters.

D. Lighting

- Lighting shall be full cut off to minimize light pollution.
- Perimeter lighting is required to enhance all-hours security.



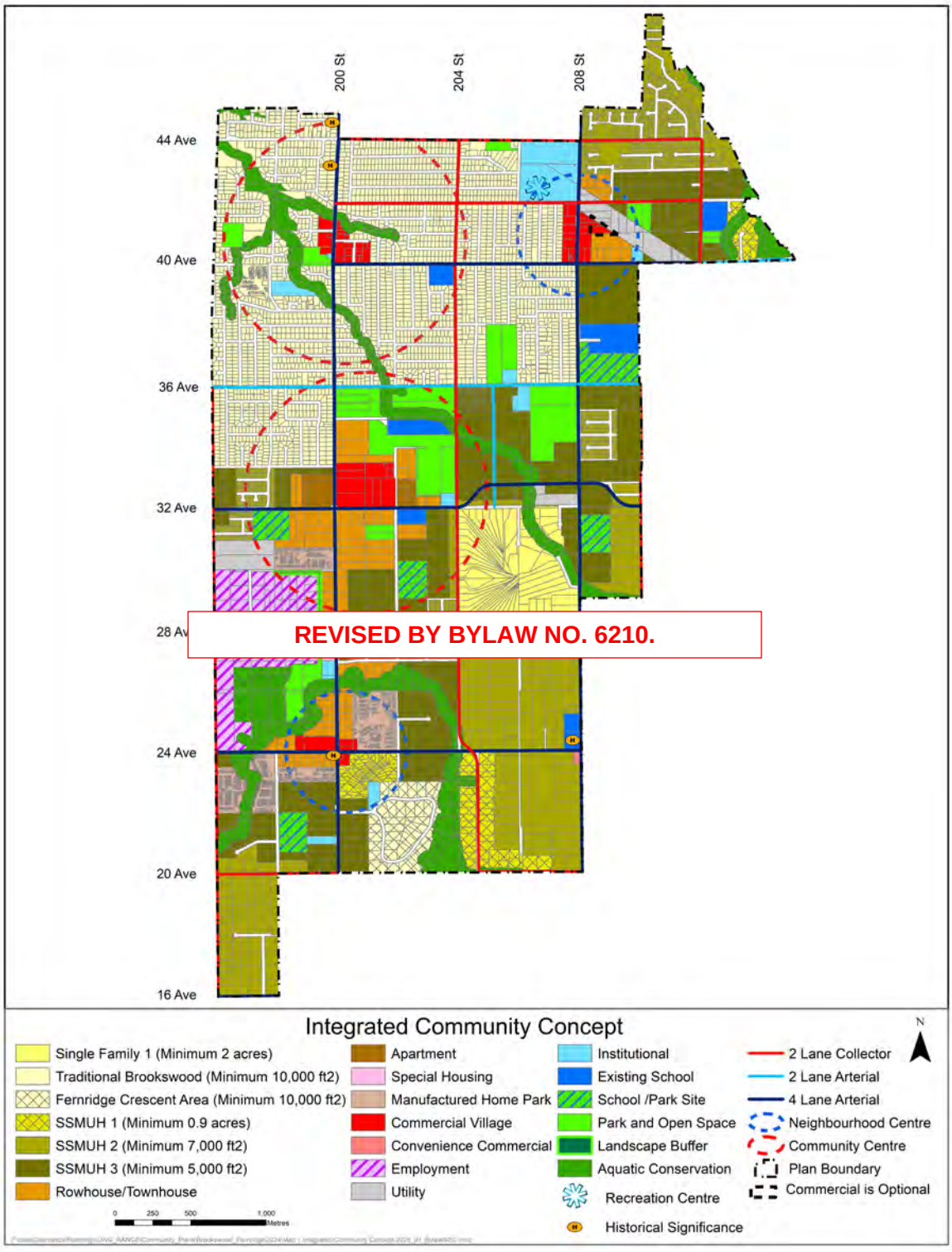
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11. NEIGHBOURHOOD PLANS

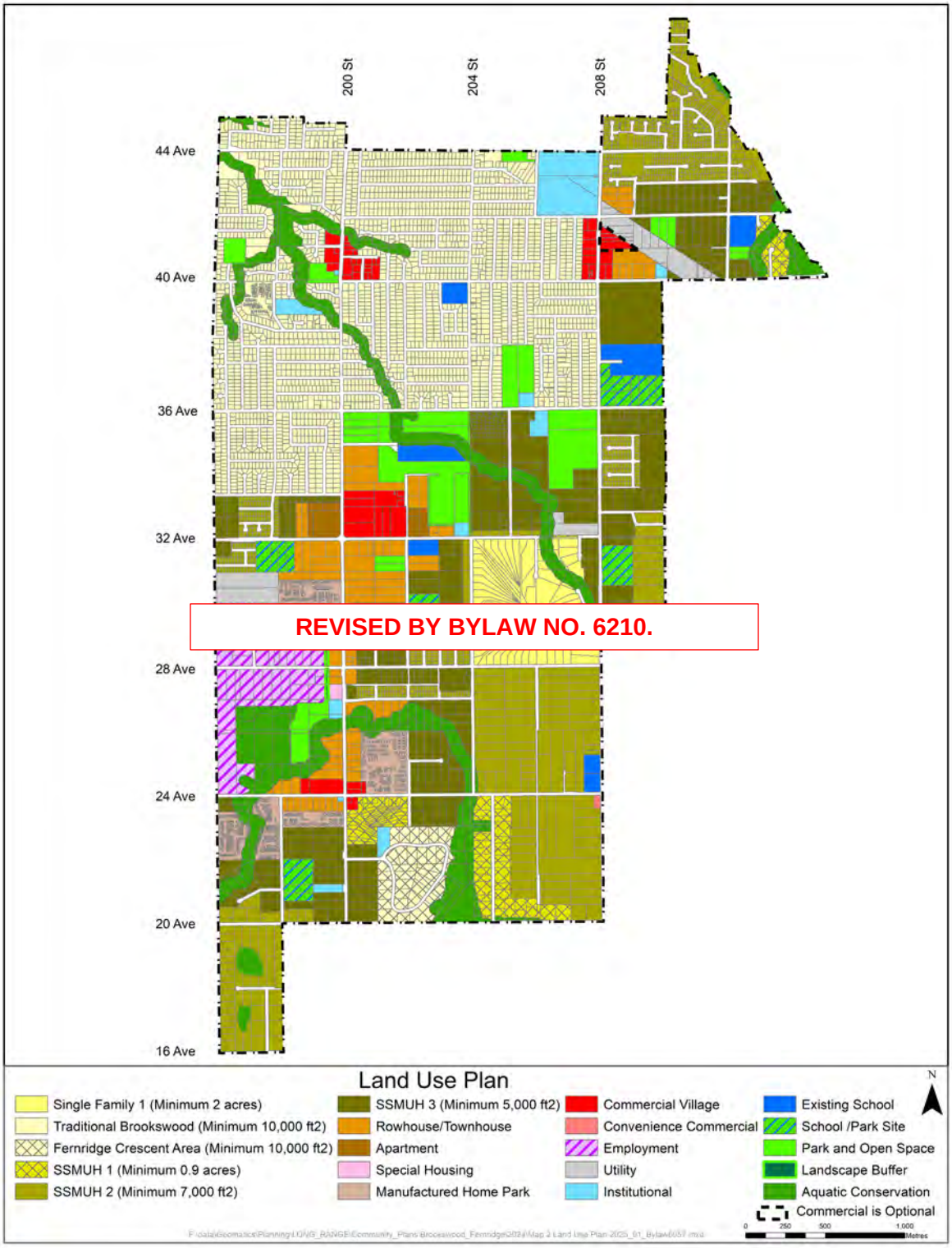
The following neighbourhood plans, as shown on Map 10 Neighbourhood Plan Areas, have been adopted by Council and are attached to this Brookswood-Fernridge Community Plan as schedules:

Booth Neighbourhood Plan	Schedule BF-1
Fernridge Neighbourhood Plan	Schedule BF-2
Rinn Neighbourhood Plan	Schedule BF-3

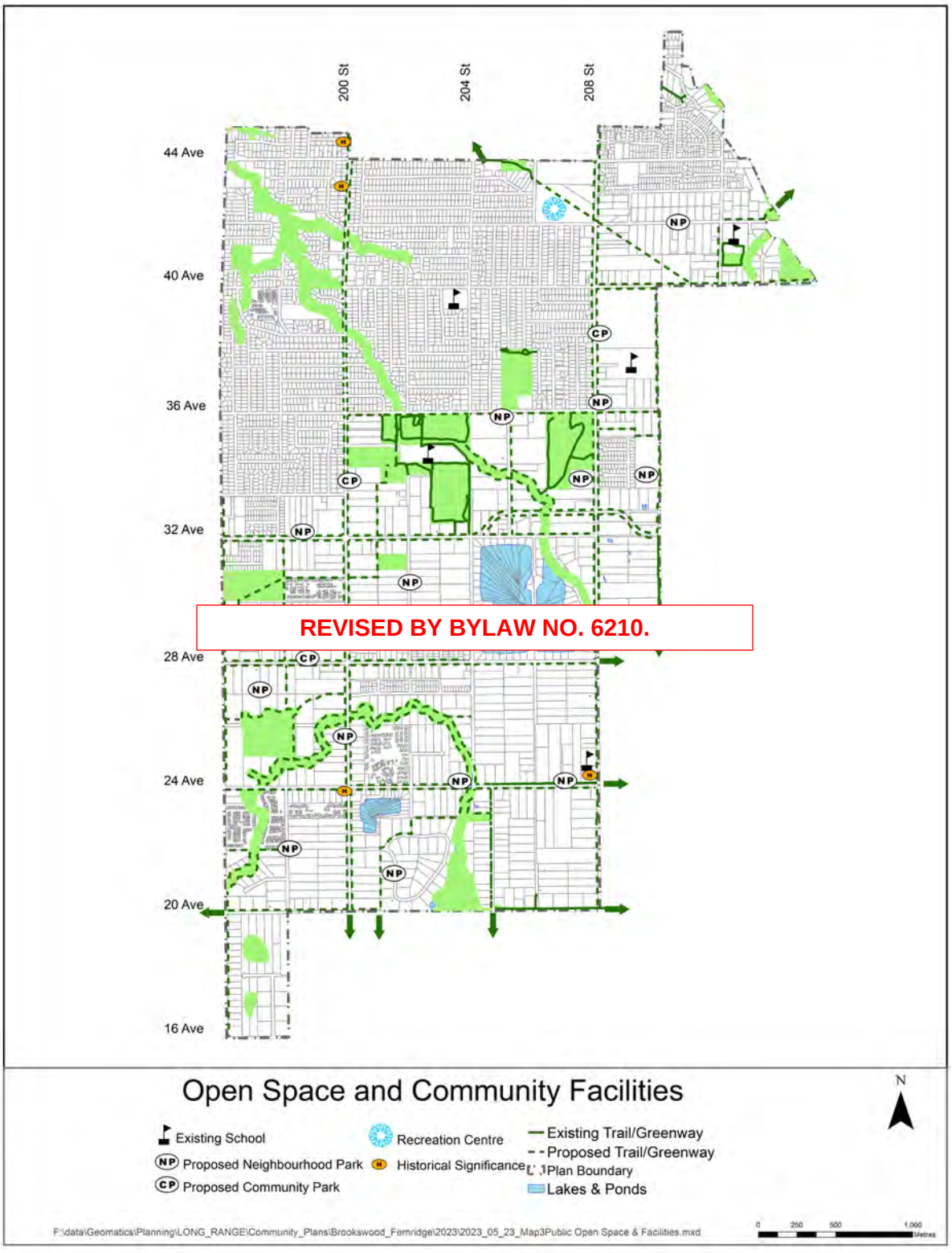
Map 1 - Integrated Community Concept



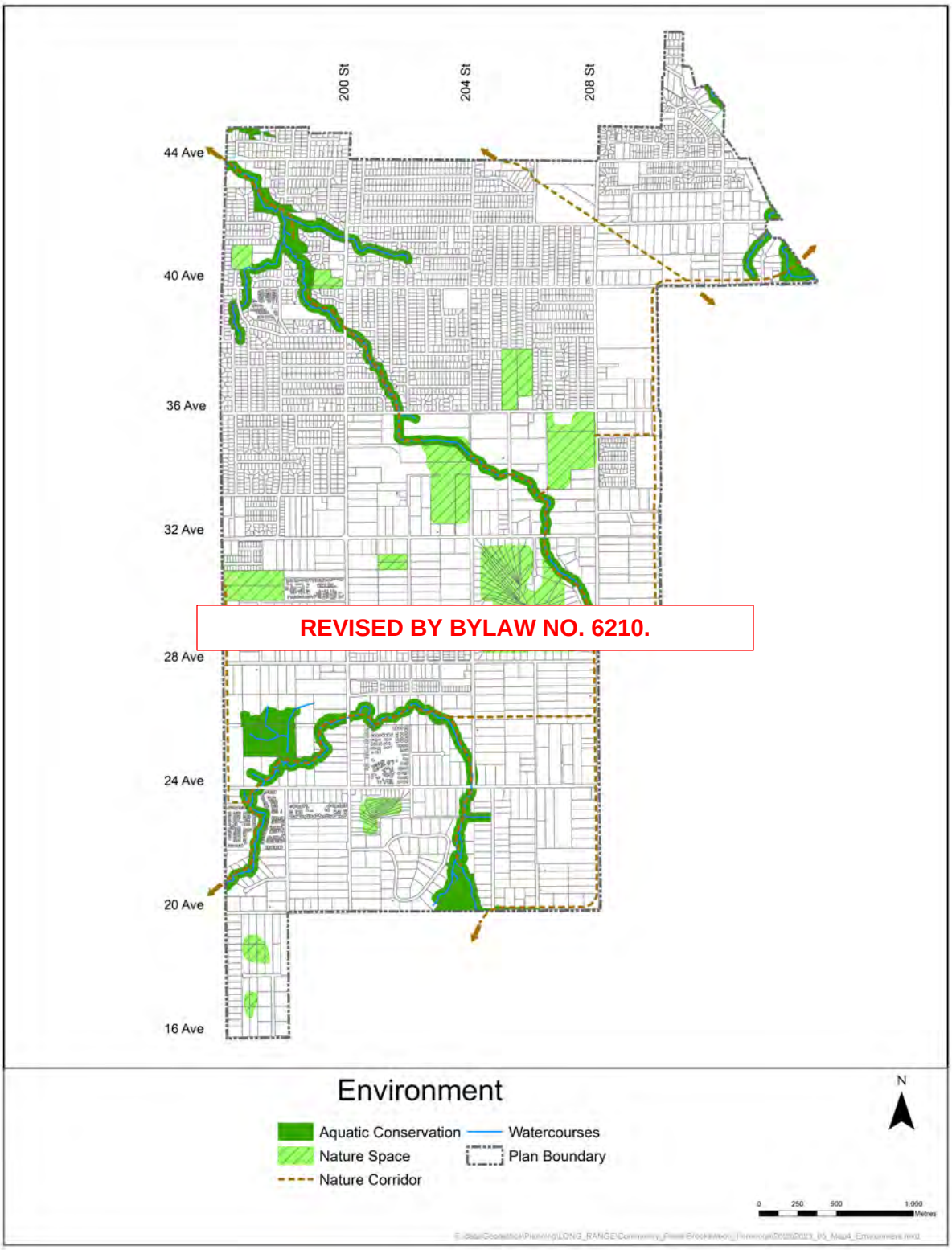
Map 2 - Land Use Plan



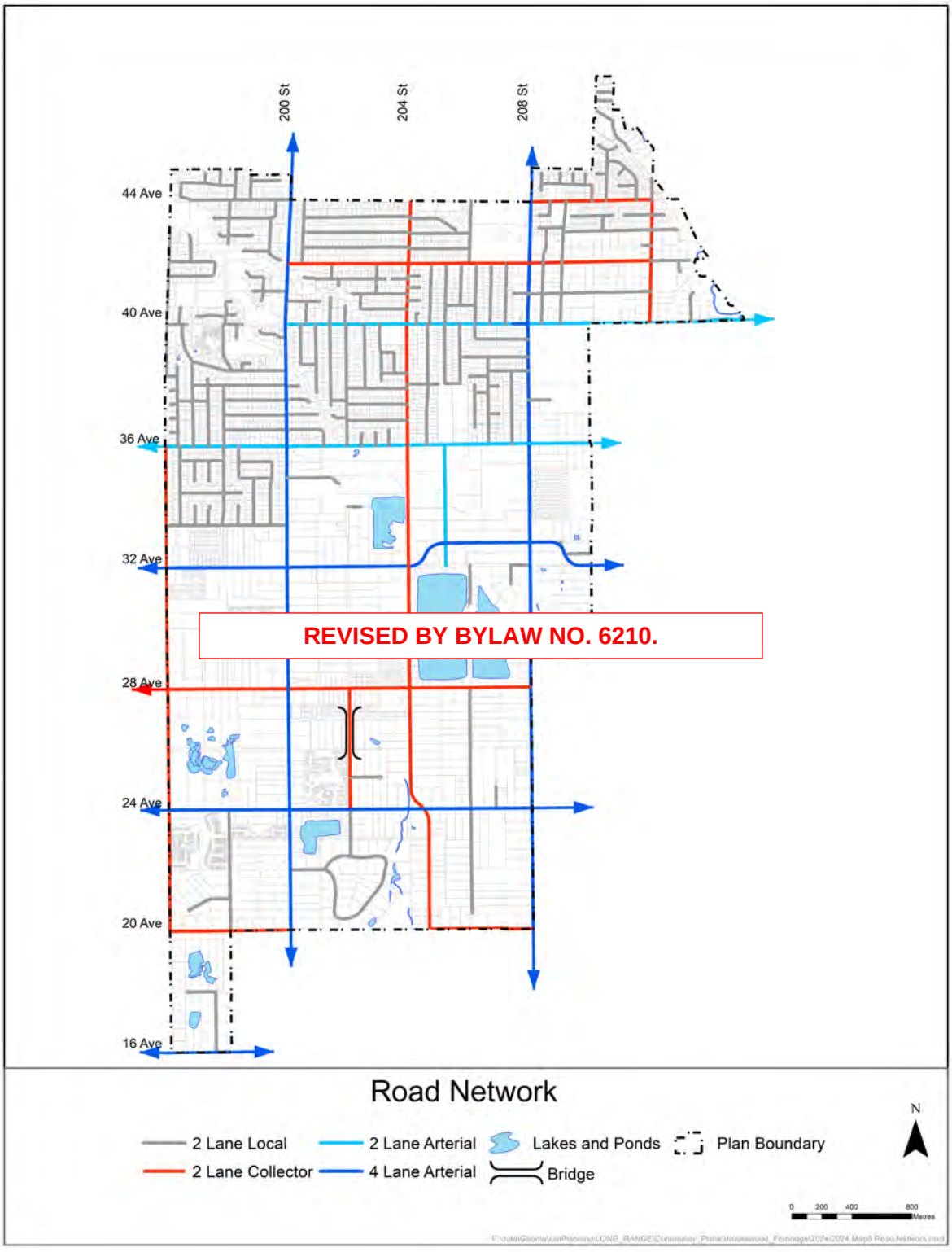
Map 3 - Open Space and Community Facilities



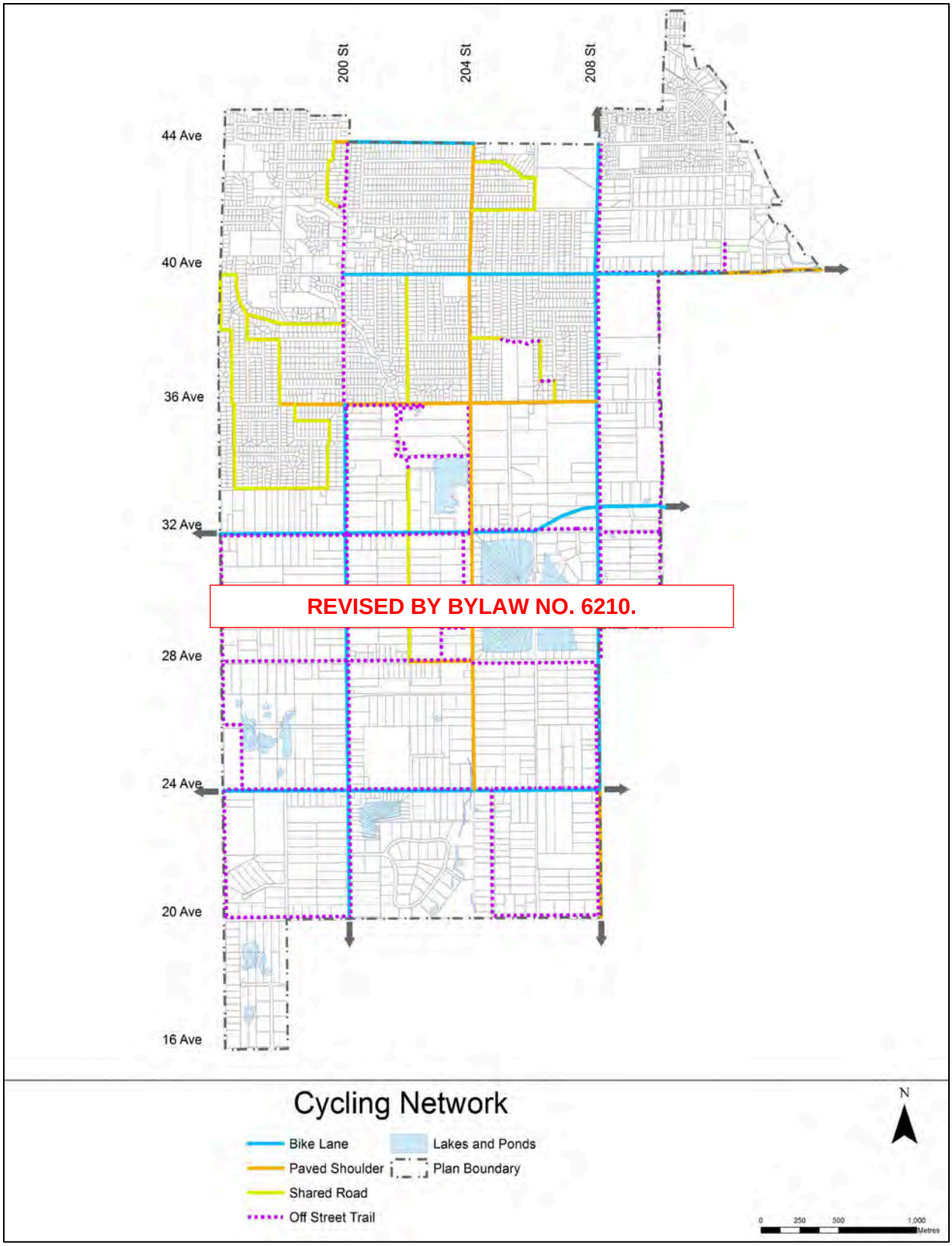
Map 4 – Environment



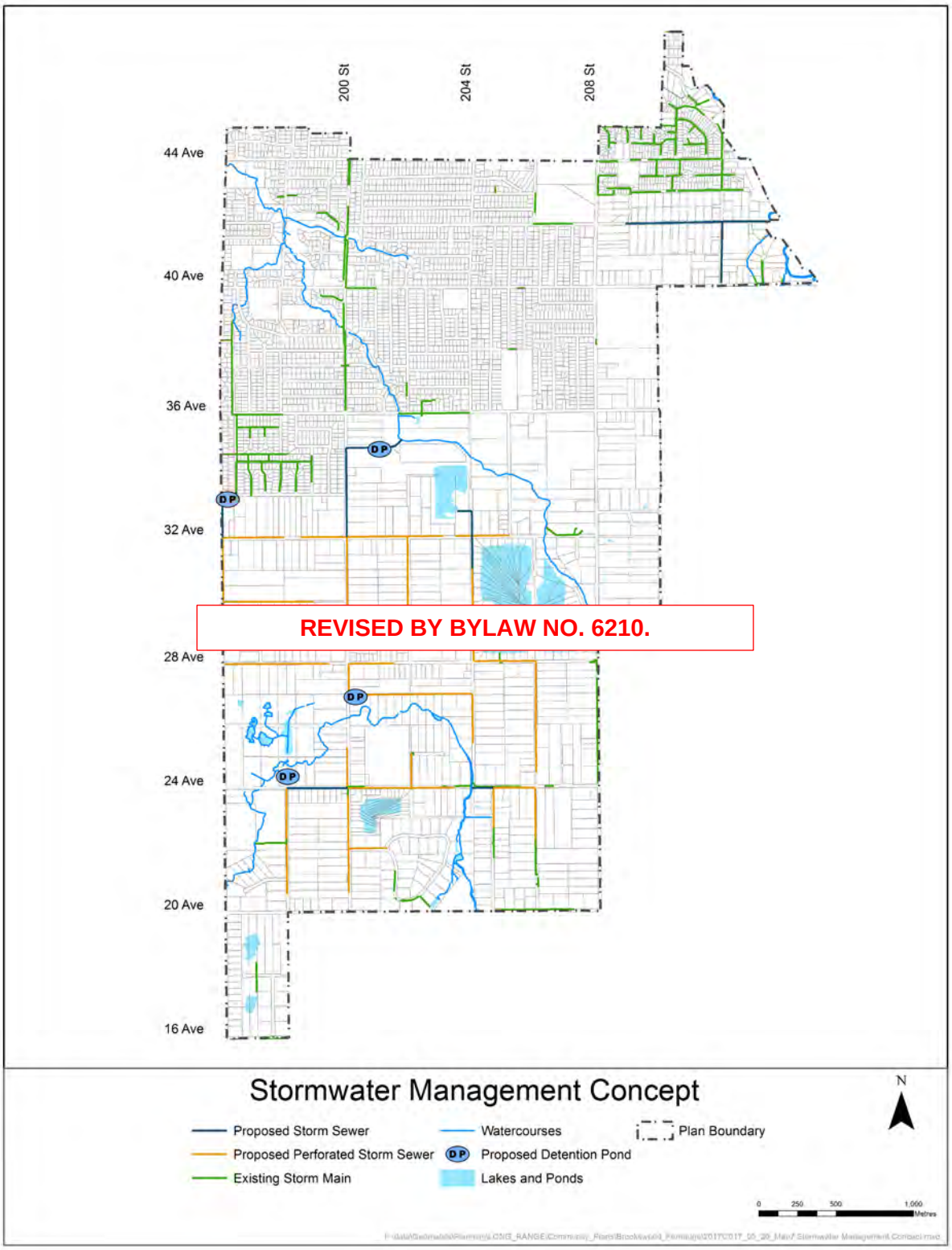
Map 5 - Road Network



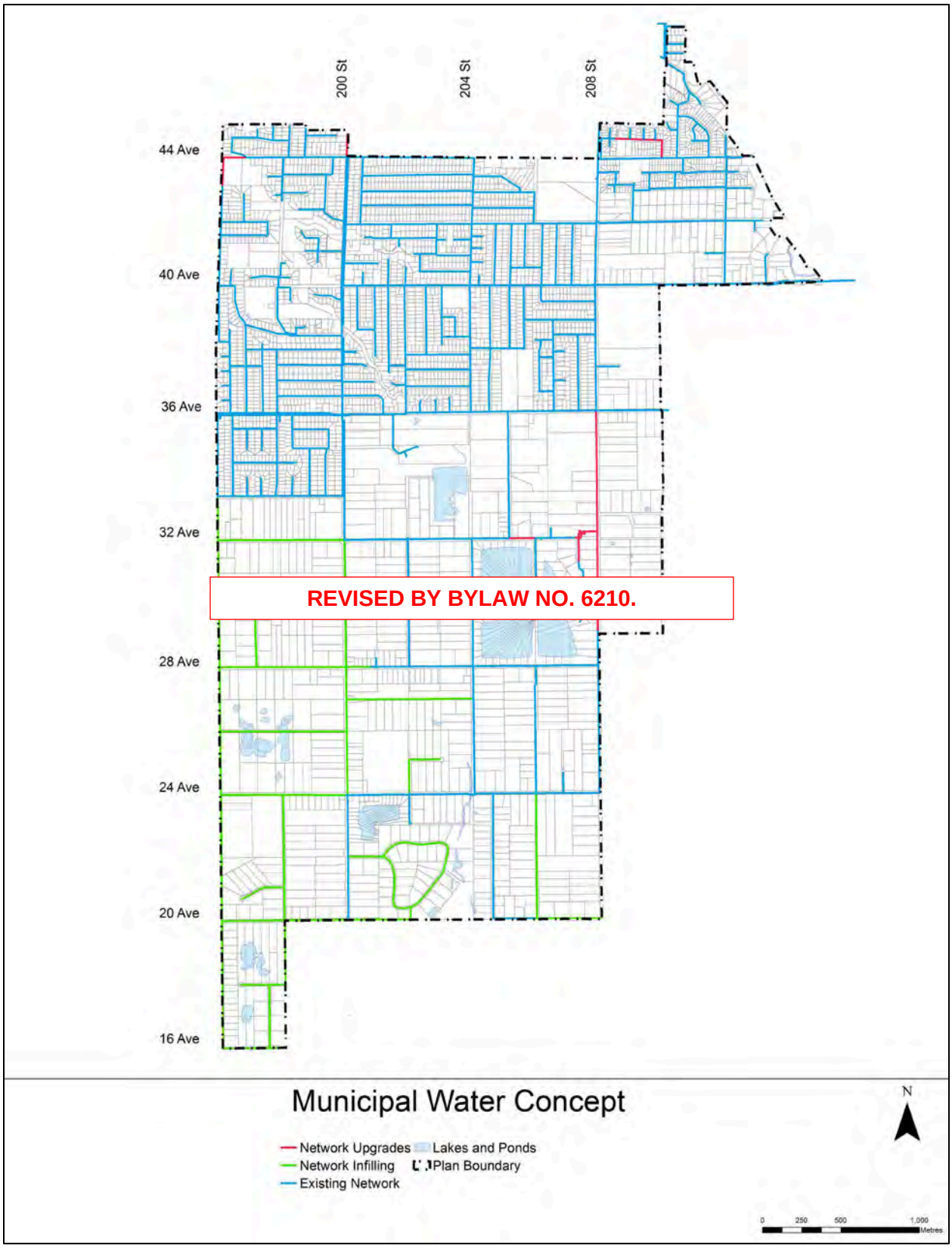
Map 6 - Cycling Network



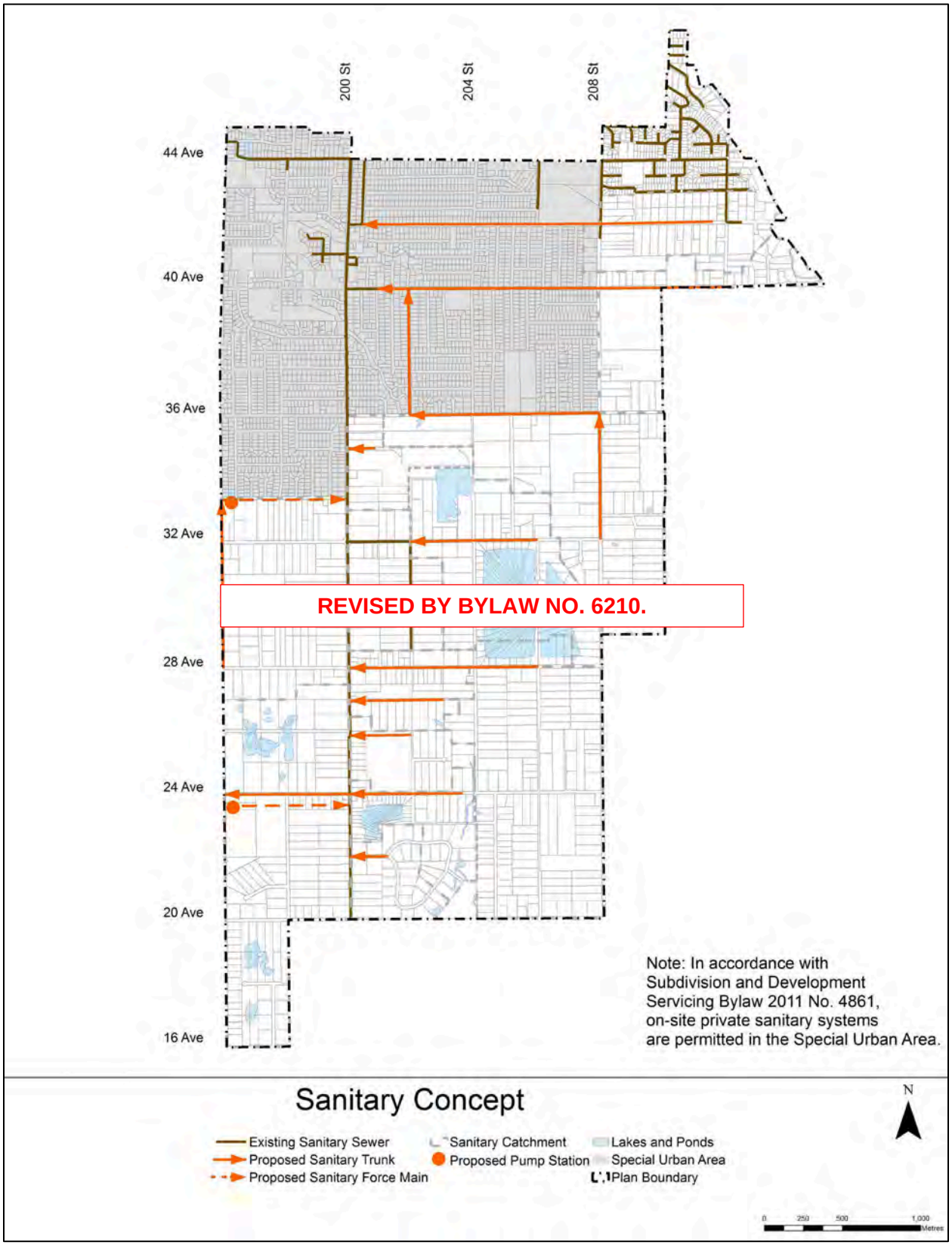
Map 7 - Stormwater Management Concept



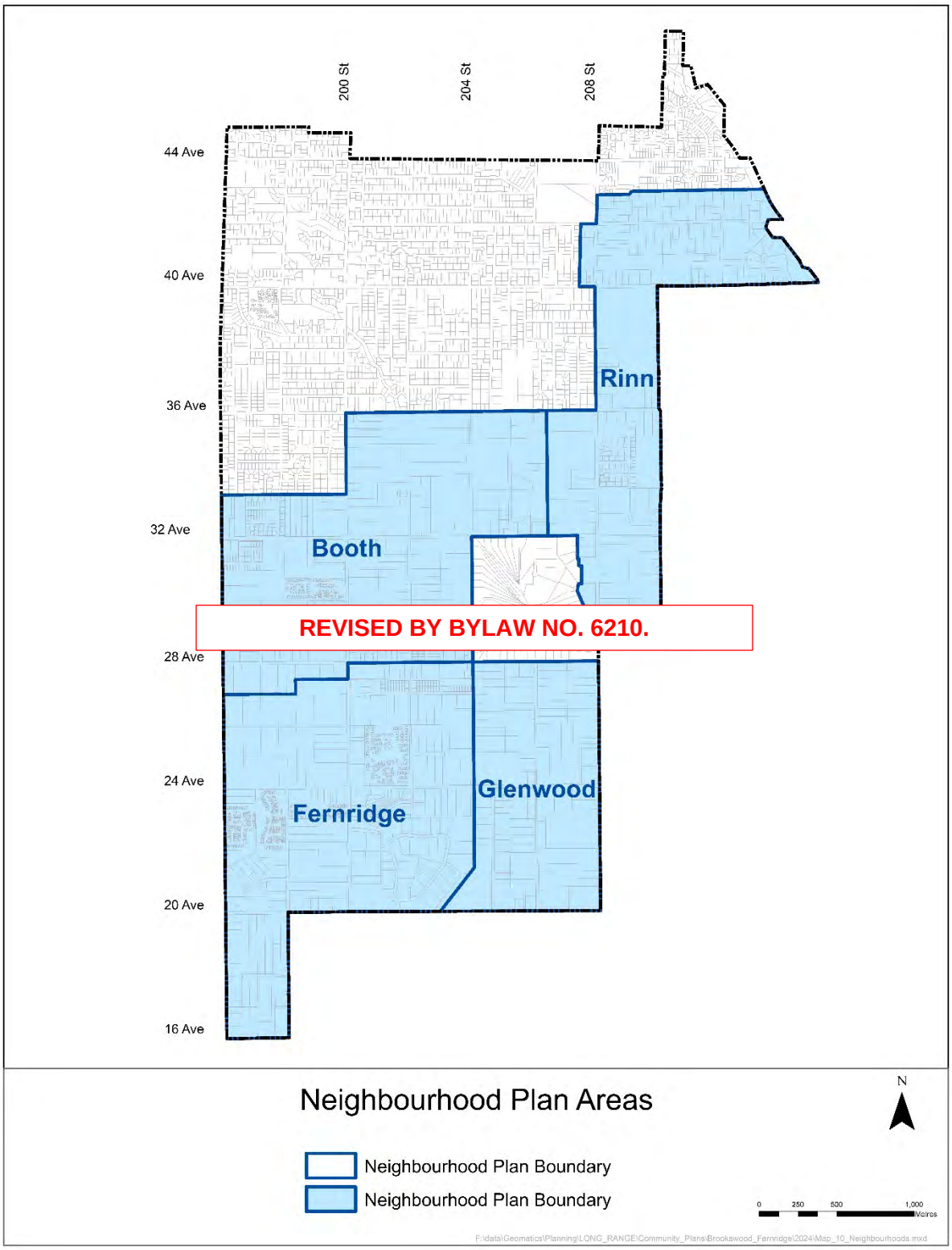
Map 8 - Municipal Water Concept



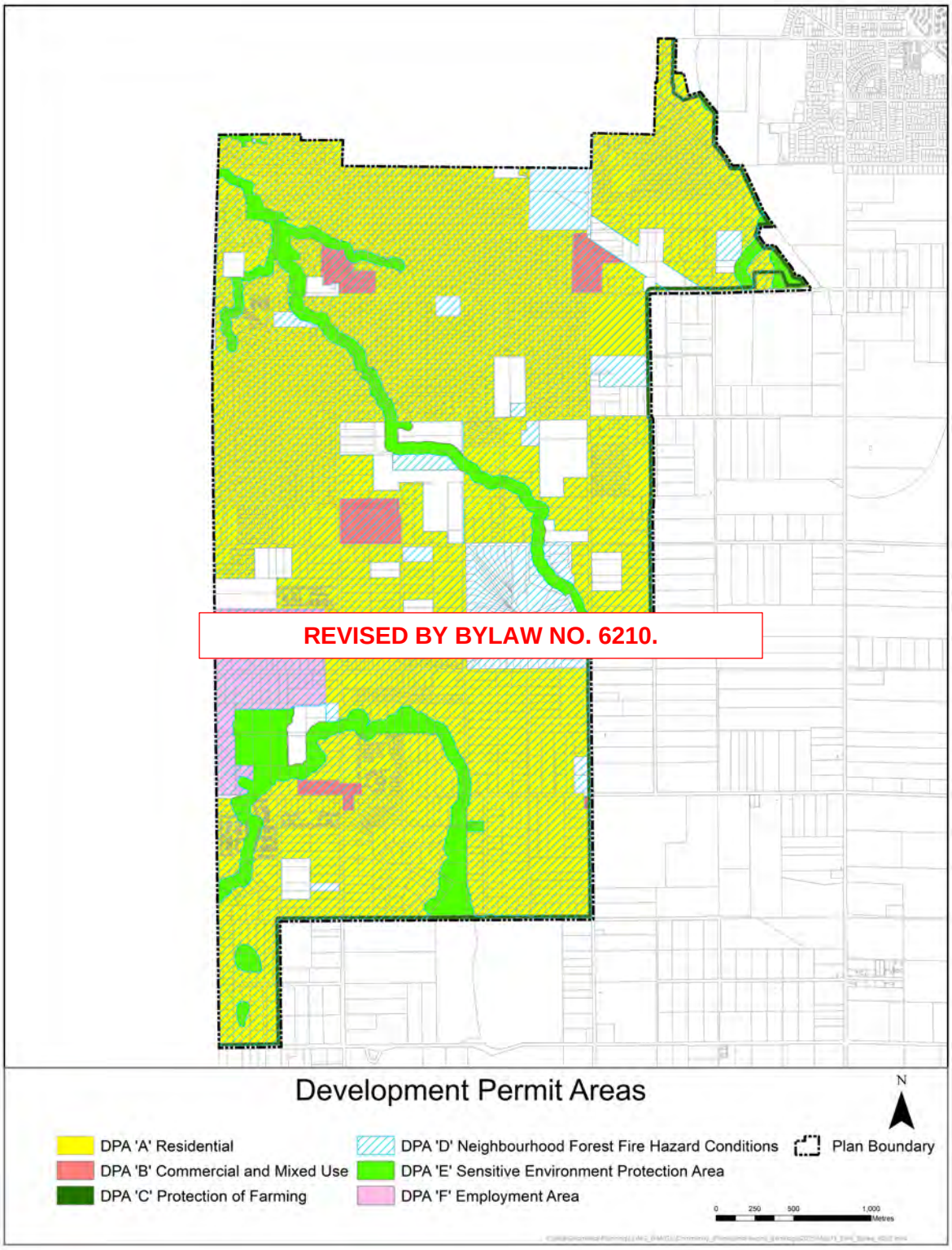
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Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

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Booth Neighbourhood Plan

Bylaw No. 6008

Brookswood-Fernridge Community Plan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 6008

Adopted by Council: June 10, 2024

CONSOLIDATED FOR CONVENIENCE ONLY

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AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION

Township of Langley
Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule "BF-1" Brookswood-Fernridge Community Plan

Booth Neighbourhood Plan

Booth Neighbourhood Plan

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1.0 INTRODUCTION

Booth neighbourhood is an area within the community of Brookswood-Fernridge in the Township of Langley. The Booth Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees by offering a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work, and play.

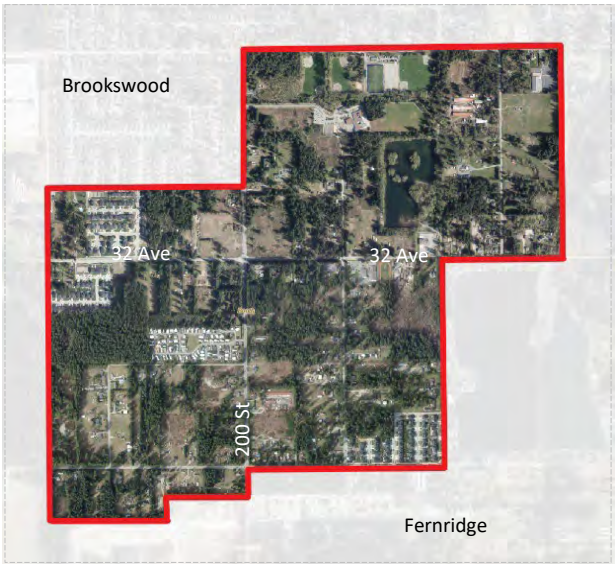
1.1 Policy Context

The Booth Neighbourhood Plan incorporates the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and implements the policies of the Official Community Plan (OCP) for the Township of Langley. The BFCP and the OCP guide growth and change in the Booth neighbourhood. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the Booth Neighbourhood Plan policy takes precedence.



1.2 Plan Area

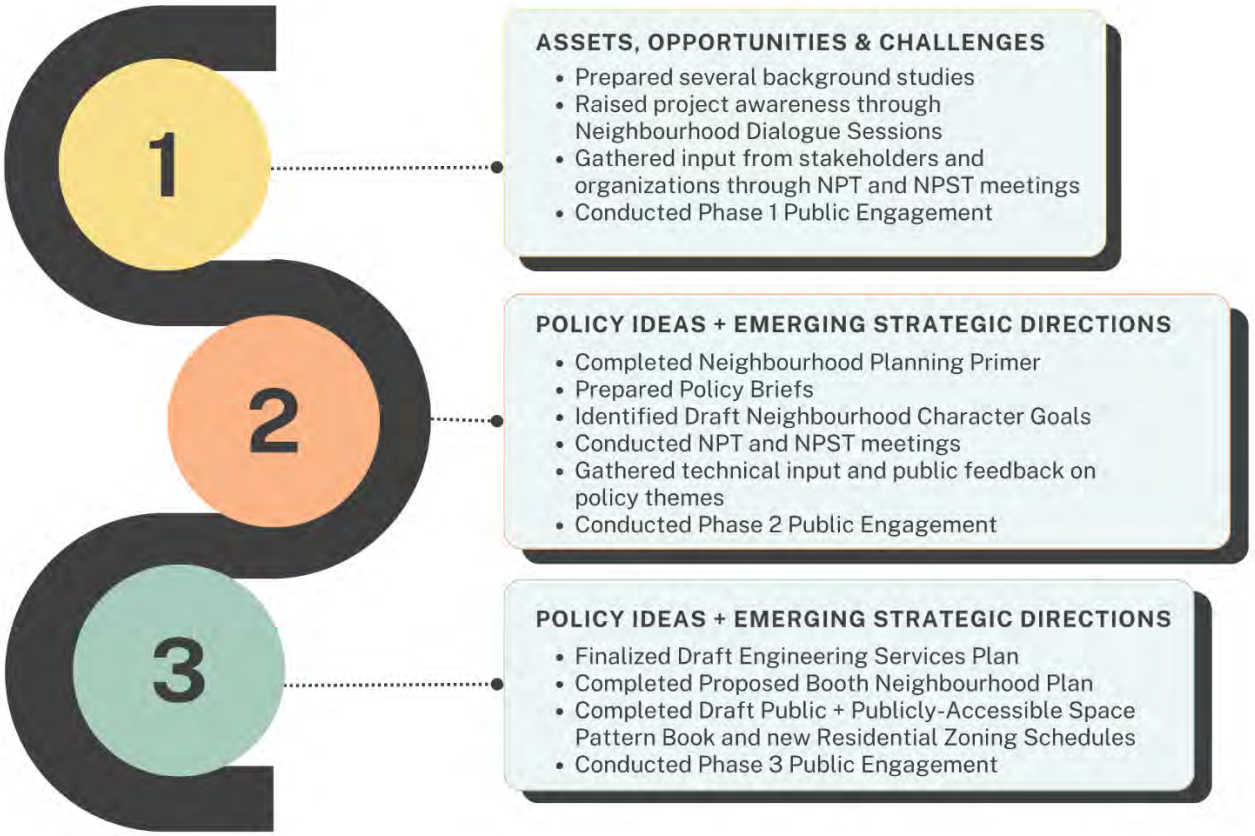
The Booth Neighbourhood Plan area encompasses 270 hectares (668 acres) in the mid-western area of Brookswood-Fernridge. Its boundaries are 196 Street (west), 33A and 36 Avenue (north), 206 and 204 Street (east) and 28 Avenue (south). The two Arterial Roads are 200 Street and 32 Avenue with “greenspace” located at Noel Booth Park, Dale Ball Park, and Anderson Creek.



Booth Neighbourhood Plan Area

1.3 Plan Purpose and Process

The Township of Langley has invested a significant amount of time and resources in the planning of Brookswood-Fernridge. The planning process included two attempts to update the Brookswood-Fernridge Community Plan (2014 and 2016). The second attempt in 2016, resulted in a new plan that replaced one that was in place since 1987. The planning process involved technical analysis, policy research and community engagement that included dialogue sessions, workshops, open houses and Public Hearings. On October 23, 2017, Council adopted the new BFCP and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.



In January 2019, Council endorsed the Terms of Reference for the NPs. While the planning process for the NPs was impacted by the Covid-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, 'ask-a-planner' sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the provincial government changed the *Local Government Act* to require municipalities to permit small-scale, multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form in single-family neighbourhoods. The Booth NP was revised in early 2024 to align with the new provincial legislation.

2.0 NEIGHBOURHOOD VISION AND OBJECTIVES

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the Township of Langley's prosperity.

Planning the future of the Booth neighbourhood begins with recognizing the Vision and Guiding Principles of the BFCP. Policy will be guided by its four Neighbourhood Character Goals.

2.1 Vision Statement

Booth neighbourhood's small town, forested character is situated within a highly connected, north-south/east-west street and block grid pattern. The area has a dense tree canopy, tree-lined roads and there are wide sidewalks and boulevard strips.

It provides for a variety of necessities, activities, and services, and supports human health and well-being. The Booth neighbourhood has incorporated long-term biodiversity and ecological functions along with climate change measures to have a limited carbon footprint. Booth is a great new neighbourhood that is distinct, welcoming, responsive, historic and change resilient.

2.2 Neighbourhood Character Goals

This vision is further articulated in its four Neighbourhood Character Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design, and neighbourhood and development patterns.

Goal 1: Booth is Designed with Nature

Nature is an important part of Booth. Natural areas and features contribute to the neighborhood's livability and to the health of its residents, business owners and workers. Environmental change, whether natural or human-caused, will affect our municipality and region in the future. In response, the design and construction of built environments in Booth will incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements promoting nature conservation, preservation, restoration, enhancement, management, and stewardship of natural environments.

Goal 2: Booth is a Complete Community

Striving for a complete community, the Booth Neighbourhood Plan supports an integrated system where the built and natural spatial elements are intertwined. By balancing the social, economic, and environmental needs of Booth residents, people of all ages and abilities can live, work, shop, learn, and play locally.

The Booth neighbourhood will provide an appropriate housing supply to generate a sustainable population base, which will support:

- local businesses and services
- community amenities and utilities
- viable public transit
- a variety of land uses and densities
- investment in alternative transportation modes
- connected transit routes
- adaptable and resilient neighbourhoods



Goal 3: Booth is a Walkable Neighbourhood

Walkability is more than just pedestrian infrastructure (such as sidewalks and pathways). It is also about appropriate scale and design. Booth is comprised of small blocks, human-scaled buildings, and many connected public spaces. To encourage pedestrian activity and active and healthy lifestyles, the Booth neighbourhood:

- encourages social, economic and land use diversity
- provides easy access to green spaces
- includes universally accessible design features
- offers equitable access to goods, services, and facilities
- features street trees and wide sidewalks
- incorporates age-friendly design
- supports connectivity



As a walkable neighbourhood, Booth facilitates greater social interaction through features such as community parks, social spaces at a variety of scale and design features ~~such as front porches.~~

Goal 4: Booth is a Distinct Neighbourhood

Booth identifies as a “small-town” neighbourhood. Its character is shaped by its natural and built environments, which give it a distinctive personality. Development in Booth is integrated with nature, including distinctive subdivision and lot patterns, careful siting of buildings, and the provision of street trees and landscape features.



3.0 DESIGN CONCEPT

This section of the Plan defines the design concept for the Booth neighbourhood. The built environment in Booth includes several "building blocks" that establish the spatial arrangement and character. These include block and street patterns, lot configurations and street design, building forms and placement, vegetation, landscaping, and natural features such as trees, topography, and watercourses. The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability, and viable transit, which are cornerstones of the Township of Langley OCP.

3.1 Design Concept

The design concept for Booth incorporates both natural and built environments. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency, and attractive parks, streets, paths, and public spaces.

The Booth Town Centre is generally located in the northeast quadrant of 200 Street and 32 Avenue. This community-scale, mixed-use hub serves as both a neighbourhood and a community anchor and destination, that incorporates a "Main Street" design concept, and includes a concentration of employment, commercial and community services, civic activities, and residential uses, as well as public gathering spaces and a high-quality design and character for the private and public realms.

3.2 Booth Town Centre

Booth Town Centre Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity for pedestrians, cyclists, transit users, and motorists.

2. Provide continuous, small-scale pedestrian-oriented retail spaces along the "Main Street" and 201 Street, between 32 and 33 Avenue, as identified as "Mandatory Commercial Street Frontage" in Figure 3.1 showing Booth Town Centre. ~~Street Frontage Types~~.

3. Provide continuous, ground-oriented, pedestrian focused, commercial, civic/assembly, and/or employment living along the "Secondary Active Street Frontages", as identified in Figure 3.1.

4. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along "Residential Street Frontages" identified in Figure 3.1

5. Establish a transportation and mobility ~~Hub~~ infrastructure network ~~in the Booth Town Centre~~ pursuant to Section 7.5 of this Plan.

6. Incorporate gateway features that include distinct building/commercial signage, architectural and landscape design features, and/or other measures to create a sense of arrival as identified in Figure 3.1 showing ~~Booth Town Centre Street Frontage Types~~ "Gateway Feature" locations (33A Avenue at 200, 201 and 202 Street and the new Main Street; 32 Avenue at 200, 201 and 202 Street; and 202 Street at the new Main Street).

    a. Public Art to be funded by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, at locations shown on Map 2.

7. Enable development that is solar optimized, highly walkable, and supportive of other modes of active transportation, thereby assisting in the reduction of greenhouse gas emissions and improving energy efficiency.

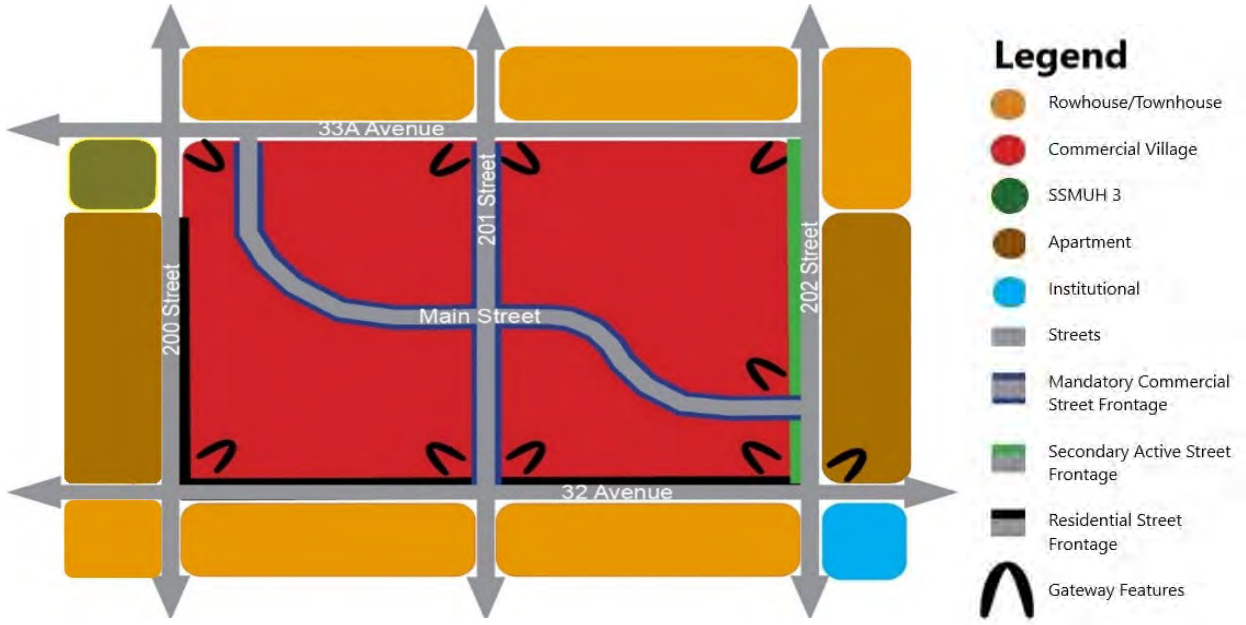


Figure 3.1: Booth Town Centre ~~Street Frontage Types~~

4.0 LAND USE PLAN

The Neighbourhood Character Goals and Design Concept are embodied in the Booth Land Use Plan (see Map 1) and associated policies. The Land Use Plan identifies the land use designations in the plan area, as well as future transportation corridors, conservation areas, parks and schools, and other features and infrastructure.

4.1 Land Use Designations and Policies

The land use designations are identified on Map 1, which defines a future land use pattern by identifying the location, use, and building types/forms of development for all properties in the planning area.

The Township of Langley Zoning Bylaw further shapes land use by specifying requirements for development of individual and assembled properties. To ensure that the policies of the plan are achieved, Table 1 specifies the Corresponding Zones of the Zoning Bylaw that may be applied to the land use designations as part of rezoning consideration.

Land Use Designations Policies:

1. Use the Land Use Map (Map 1) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan and relevant policies of the BFCP to direct the land use pattern and form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

3. Comprehensive Development (CD) zoning is identified for the Commercial Village designation only. The use of CD zones may be considered based on the following conditions:

    a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones.
    b. The proposed development and CD zone fully implement Township of Langley policies and objectives.

Map 1 Colour	Land Use	Corresponding Zone
	SSMUH 2	R-~~1E~~ 1D Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	SSMUH 3	R-~~1D~~ 1B and R1-C Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	Manufactured Home Park	MH-1 Residential Manufactured Home Park Zone
	Rowhouse/Townhouse	R-CL (RH2) Rowhouse CD- Comprehensive Development P-1 Civic Institutional
	Apartment	CD- Comprehensive Development P-1 Civic Institutional
	Commercial Village	CD- Comprehensive Development ~~Zone~~ P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	~~P-7 Aquatic Conservation~~ Every Zone
	Employment	M-1A and M1-B Service Industrial
	Utility	Every Zone

Table 1: Land Use Designation Corresponding Zones ~~Legend~~

4.2 General Policies

The following policies apply across multiple land use designations in the Booth neighbourhood.

4.2.1 General Land Use Designations Policies:

1. Obtain a Development Permit in accordance with Sections 488 (1) (a), (c), (e), and (f) ~~and (i)~~ of the *Local Government Act* (LGA) for development on lands within the Booth Neighbourhood Plan area as outlined by the Development Permit Areas on Map 11 of the BFCP to achieve quality, resilient design.

2. Calculate development density for land designated as Small-Scale Multi-Unit Housing, and rowhouse development on land designated as Rowhouse/Townhouse, based on minimum lot sizes.

3. Calculate development density for land designated as Apartment, Commercial Village, Employment and Institutional, based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw No. 2500, as amended or replaced. Developable land area does not include ~~conservation areas, publicly dedicated parks/open spaces, and land~~

~~dedicated for new roads~~ parks/open spaces, trails, detention ponds, utility rights-of-way, land below top of bank of watercourses and land dedicated for roads.

4. Calculate development density for townhouse developments on land designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all land except lands below top of bank of watercourses.

5. Incorporate existing significant trees and stands of trees, along with the retention and integration of existing significant trees ~~as part of the Integrated Site Design Concept process, as outlined in the Subdivision and Development Servicing Bylaw Schedule I – Tree Protection~~. Retention and planting of evergreen, coniferous trees shall be part of the project design.

    a. For land designated as Apartment and Commercial Village, as well as townhouse development on land designated as Rowhouse/Townhouse, incorporate medium and large sized trees for a minimum of twenty per cent of a development site through retention and planting. ~~Landscaping Area requirements as delineated in Township of Langley Zoning Bylaw~~

    b. For land designated as Small-Scale Multi-Unit Housing or ~~designated as~~ Rowhouse/Townhouse, provide for retention of medium and large sized trees or planting space for the next generation of trees in the front, back, and side yard setback areas for each lot.

    c. For land designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of ~~28.5%~~ 35% will be applied ~~to new development with the intent to be a reduced lot coverage.~~

6. Design ~~appropriate~~ building transitions between different land uses and distinct building types that are respectful of solar access, views, densities and massing. Building massing, use of glazing, site design and landscaping should mitigate overlook and privacy considerations. Noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within one storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within two storeys of the adjacent building form. The depth of the step down should be equal to or greater than 1.5 times the height of the building storey.

7. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in

setbacks or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) to achieve maximum density as provided for in the Plan or associated Zoning schedules will not be considered if it results in a loss of tree planting areas and open space, which are important neighbourhood character features.

8. Design all principal buildings to incorporate energy conservation through architectural and site design. Examples include, but are not limited to:
   - photovoltaic panels on the roof
   - overhangs/screens for windows on south and west facing elevations
   - low carbon mechanical systems (such as heat pumps)
   - rainwater management best practices

9. Ensure that a development site layout does not result in remnant properties that cannot be serviced (e.g., utilities and transportation), or would be uneconomic or impractical to develop.

4.2.2 Residential Land Use Designation Policies:

1. Provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans, and tenures within the Booth Neighbourhood Plan area, as guided by the Township of Langley Housing Action Plan and Housing Needs Report(s), including:

   a. Incorporating a diversity of housing choices to support housing affordability
   b. Encouraging secondary suites, coach homes, and laneway homes
   c. Encouraging a variety of tenures, such as fee simple, strata and purpose-built rental
   d. Encouraging development of short-term and long-term supportive housing, and subsidized rental housing (see Township of Langley Housing Action Plan)

2. Include adaptable housing requirements in accordance with Policy ~~Section~~ 3.1.12 of the OCP and the Housing Action Plan.

4.3 Small-Scale Multi-Unit Housing (SSMUH)

The Small-Scale Multi-Unit Housing (SSMUH) designations accommodate a variety of ground-oriented housing types. ~~on individual fee-simple lots, that would have formerly been designated for "single-family" residential development. Permitted dwelling types, as defined in the Zoning Bylaw, include:~~

~~Single-family dwelling (including secondary suite)~~
~~Two-family dwelling~~
~~Duplex~~
~~Triplex~~
~~Manorhome~~
~~Townhouse~~
~~Apartment~~

~~Coach house~~

~~Any future ground-oriented residential building types added to the Zoning Bylaw following adoption of this Neighbourhood Plan are permitted in the SSMUH designations.~~

The Booth Neighbourhood Plan includes ~~three~~ two SSMUH designations which are differentiated by minimum lot size for purposes of subdivision:

~~1. SSMUH 1 – minimum lot size of 3,642 m^2 (39,204 ft^2)~~
1. SSMUH 2 – minimum lot size of 650 m^2 (7,000 ft^2)
2. SSMUH 3 – minimum lot size of 465 m^2 (5,000 ft^2)

Small-Scale Multi-Unit Housing Land Use Designation Policies:

1. Up to four dwelling units are permitted on each lot. Secondary suites are counted as dwelling units.

~~2. Where permitted by the British Columbia Building Code, secondary suites will be counted as individual dwelling units within a SSMUH development.~~

2. Subdivision and development in each SSMUH designation will be in accordance with the corresponding zone in the Zoning Bylaw, as shown in Table 1.

3. All new subdivided lots ~~and townhouse developments~~ must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

~~4. On corner lots, the front lot line must be perpendicular to the front yards of lots on the long side of a block, as shown in the figure below:~~



Figure 4.1: Mid-block Pedestrian Link

Orient blocks to create an elongated "H" shape, with end lots perpendicular to the long side of the block, as in the example below:

5. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) for design expectations on these sites.

4.4 Manufactured Home Park

The Manufactured Home Park designation accommodates manufactured home park development.

Manufactured Home Park Policy:

1. Siting of buildings and structures requires a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations.

4.5 Rowhouse/Townhouse

The Rowhouse/Townhouse designation accommodates rowhouse and townhouse development. This designation is located as indicated on Map 1, including within and in proximity to the Booth Town Centre. It provides for ground-oriented housing to accommodate households with children, seniors and "empty-nesters". It is situated adjacent to schools and parks, urban greenways, local-serving commercial uses, future transit, and other destinations, and provides a land use, form and massing transition between higher and lower density uses.

4.5.1 Rowhouse Land Use Designation Policies:

1. Locate rowhouse dwellings on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse/Townhouse as delineated on Map 1. Rowhouse dwellings are to take the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard.

2. Orient rowhouses to be street-facing, along Collector and Local Roads only, with rear public lane access to vehicle and bicycle parking, and to provide for on-street parking that is not interrupted by individual driveways. Design rowhouses on corner lots to be street-facing to both public streets.

3. ~~Accommodate four (4) or fewer dwelling units contained within a building. Up to two (2) additional dwelling units may be contained within each building if the resulting development provides for the retention of existing trees and/or provisions for additional tree planting areas for medium to large coniferous trees.~~
   Limit attached principal dwelling units to a maximum of four (4) (plus any associated secondary suites), except where a development provides for the retention of existing trees and/or additional tree planting areas for medium to large coniferous trees, in which case up

to six (6) principal dwelling units may be attached together (plus any associated secondary suites).

4. Provide for a range of unit sizes, including three-plus bedrooms, to appeal to a broad range of households at different stages of life in accordance with Policy 3.1.9 of the OCP.

5. Provide sufficient front and rear yard setbacks, as well as separation distances between buildings on a lot to accommodate medium- and large- sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence, and space for outdoor living areas and detached off-street parking structures.

6. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A maximum building height of 2.5 storeys (9 metres), with the uppermost (third) level having a floor area not exceeding 50 percent of the floor area of the storey immediately below it.
    b. A minimum 2-metre-deep covered front porch, extending the entire width of the front elevation of the rowhouse.
    c. Rear entrances for all principal dwelling units in the form of ~~"swing doors"~~ a door that can be locked from either side that is separate from the front entrance.
    d. Off-street parking for the dwelling units shall be accessed from a rear lane in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be in a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a "flex" off-street parking space that is covered, but not enclosed (e.g., carport). The "flex" off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.
    e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities.
    f. Include, at a minimum, solar-ready measures to facilitate the application of solar energy generating technologies on the roof of the garage/carport/home-office.
    g. Incorporate crawl spaces in the principal residential to help facilitate, among other aspects of the architectural design, an elevated front porch, in areas where habitable space in basements is not permitted.

7. Demonstrate subtle design variations to strengthen unit identity from the street and support a pedestrian scale.

4.5.2 Townhouse Land Use Designation Policies:

1. ~~Provide a~~ The maximum density ~~of~~ for townhouse developments is 20 units per acre (UPA). ~~for townhouse development.~~

2. Design townhouse developments that contribute to a desirable streetscape character through a clear architectural identity for individual buildings.

3. Provide for a range of townhouse unit sizes, including those with three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the OCP. ~~Specifically, for each townhouse development, a minimum ten per cent of the townhouses must have three or more bedrooms suitable for households with children.~~

4. ~~Orient townhouses to be street-facing along Collector and Local roads, and east-west oriented Arterial roads only. Parking access is to be provided~~ Townhouse developments to be accessed from a rear lane to provide generally continuous on-street parking that is not interrupted by individual driveways, and to increase opportunities for trees in front yards and street boulevards, and adequate space for rainwater and stormwater management facilities, among other streetscape features.

5. Provide sufficient front and rear yard setbacks, with separation distances between buildings on a lot to accommodate medium- and large-sized trees with access to sufficient soil volume ~~(Section 5.3. Policy #3),~~ including coniferous species, as well as a pedestrian-oriented street and lane presence, and space for outdoor living areas and detached off-street parking structures.

6. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links, ~~and~~ lanes, the Semiahmoo Trail, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, including:

    a. Front porches for all dwelling units; and
    b. Convenient pedestrian connections through an on-site network of sidewalks and pathways. The pedestrian connections will be independent of a public lane and strata/private drive aisle.

7. Demonstrate subtle building/architectural design variations to strengthen unit identity from the street and support a pedestrian scale.

4.6 Apartment

The Apartment designation is adjacent to the Booth Town Centre. The emphasis is on contributing to the neighbourhood character of the Booth Town Centre, ensuring a good relationship of the ground units to the street, and compatibility with the form and scale of adjacent mixed-use development.

Apartment Land Use Designation Policies:

1. Provide for apartment land uses in which all buildings and structures together have a maximum gross floor area of 1.85 times the ~~net~~ developable ~~lot~~ land area for all permitted uses (i.e., the Floor Space Ratio, or FSR). This density may be increased by 0.35 times the ~~lot~~ developable land area for buildings of five (5) storeys (maximum 2.2 times the ~~lot~~ developable land area); and 0.45 times the ~~lot~~ developable land area for buildings of six (6) storeys (maximum of 2.3 times the ~~lot~~ developable land area).

2. Permit mixed-use buildings fronting 200 Street to accommodate medical-related uses on the first and second storey on a case-by-case basis.

3. Conceal ~~accessory~~ off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For the purposes of this Plan, ~~accessory~~ off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

4. Provide a minimum and consistent building separation distance of 12 metres between all buildings, to accommodate pedestrian circulation and connections as part of a walkable neighbourhood.



5. Limit the maximum height of apartment development to four (4) storeys. Increases to height to incorporate one or two additional storeys (a fifth and sixth storey) may be permitted, provided that the apartment development includes family-sized units (three-plus bedrooms) and additional storeys are stepped back by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts of building height.

6. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure bicycle parking.

7. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings including space for gardening.

8. Design outdoor Age-Friendly Amenity Areas to allow for a variety of recreational, social, and cultural activities. These spaces should be centrally located in the development, and appeal to a variety of age groups including children, youth, adults, and seniors.

9. Incorporate vertical oriented windows, appropriate window-to-wall ratios (WWR; a common industry best practice target is for an overall WWR of </= 40%) and associated overhangs and other solar management building techniques to control seasonal solar gain and shade.

Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

4.7 Commercial Village

The Commercial Village designation provides opportunities for the integration of street-facing, ground-floor retail, dining, office and personal service uses, and civic facilities, along with apartment residential uses and seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units above ground floor commercial. This designation also provides for predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new Main Street.

Commercial Village Land Use Designation Policies:

1. Create a Commercial Village comprising a mix of commercial, residential and recreational uses based on a traditional "Main Street" as shown on ~~Map 1~~ Figure 3.1, and a maximum density not exceeding a gross floor area of 2.3 times the ~~net~~ developable ~~lot~~ land area (i.e., the Floor Space Ratio, or FSR).

2. Incorporate mixed-use buildings in this designation to have apartments above ground floor commercial to provide residents with the opportunity to meet their daily needs within the same area and ensure "eyes on the street" for community safety.

3. Encourage local-serving commercial uses, such as financial institutions, retail stores, convenience stores, an anchor grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés (including those with outdoor/patio dining), pharmacies, childcare, liquor store, and fitness centres, and including live-work opportunities; but excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.11, Policies #8 and #9 of the BFCP. ~~Encourage the provision of childcare facilities within the Commercial Village land use designation.~~

4. Accommodate ground floor retail and service commercial uses (not including grocery store, pharmacy, fitness centre or childcare uses) in mixed-use buildings in premises not larger than 1,000 m^2 (~10,764 ft^2). Business, medical, and professional offices should be located on the second storey above retail and service commercial. Office uses may also be accommodated in standalone commercial buildings.

5. Accommodate one (1) local-serving anchor grocery store in the Commercial Village designation with a maximum size of 4,500 m^2 (~48,440 ft^2) within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses, as identified in Policy #6 below, is built in advance of or in conjunction with the grocery store use.

6. Provide a minimum total commercial floor area of approximately 21,100 m^2 (~227,000 ft^2), including approximately 16,900 m^2 (~182,000 ft^2) for retail and service commercial uses, and approximately 4,230 m^2 (~45,500 ft^2) for office uses.

7. Incorporate a Pocket Park, acting as a public square, of a minimum size of 4,050 m^2 (~43,590 ft^2) that is central to the Commercial Village at the northeast corner of the new intersection at 201 Street and the new "Main Street" road. The public square will accommodate a variety of outdoor activities such as live performances and passive recreation and will serve as a focal point for the neighbourhood. Identify and secure, as provided for by development proponents, the land area for the public square along with the rezoning of any lands designated as Commercial Village. The public square should be integrated with adjacent buildings, mobility infrastructure, and the Semiahmoo Trail, as well as being conveniently connected with the broader Booth Town Centre and key destinations in the neighbourhood (e.g., parks, schools, municipal recreation/cultural facility). Design features of the public square should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant view considerations, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply.

8. Provide a municipal recreation/cultural facility of approximately 1,600 m^2 to accommodate a variety of programing, including licensed childcare/preschool space, fitness centre, outdoor child play area, youth hangout space, gymnasium, games room and flexible multi-purpose rooms for community use, this facility should be integrated within a mixed-use building and should be located on the west side of 201 Street, in the vicinity of 32 Avenue and the new Main Street.

9. Provide a community police office ~~funding contributed from community amenity contributions~~ within the first storey of a building within the Commercial Village designation.

10. Design a combination of mixed-use commercial / residential and commercial / residential / institutional buildings in the Commercial Village, including:

    a. Buildings of a minimum four and a maximum six storeys, with fifth and sixth storeys stepped back in order to reduce visual and overshadowing impacts related to building height.
    b. Maximum lot coverage of sixty per cent where a minimum seventy-five per cent of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage may be increased to eighty per cent where one hundred percent of the off-street vehicle parking use, including visitor parking, is concealed parking.
    c. Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces.

d. For an apartment or office use, one hundred per cent of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site, or within the interior of the buildings footprint when required due to high water table.

11. Provide a range of apartment unit sizes, in accordance with Policy 3.1.9 of the OCP, and tenures to appeal to a broad mix of households at different stages of life, including student-oriented housing, seniors housing, family housing, and purpose-built rental. Buildings should incorporate:

    a. Individual exterior entrances for ground floor apartment units in mixed-use buildings.
    b. A common lobby for each building with office uses and apartment units above the first storey, with the building entrance from a fronting or public street.
    c. Lifestyle support features such as secure storage space for oversize sports equipment and seasonal supplies, and secure bicycle parking for buildings with residential uses.
    d. Active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exit stairs, outdoor gardening places, and indoor amenity areas for the exclusive use of building residents and guests.
    e. Continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.
    f. A high-quality pedestrian realm along all building faces. Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).
    g. All apartment buildings must provide 10% of the total number of residential units as adaptable units per OCP Policy 3.1.12.

12. Provide a minimum and consistent building separation distance of 12 metres between all buildings to accommodate pedestrian circulation and connections as part of a walkable neighbourhood.

4.8 Institutional and School/Park Site

The Institutional designation accommodates educational facilities, recreation centres, civic buildings, care facilities, and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there were one public and two private schools, and a firehall in the Booth area. Booth will require additional institutional uses to accommodate future population growth and new development.

The Future School/Park Site designation accommodates future schools/park sites. A total of two (2) new public elementary schools are identified ~~will be needed~~ in Booth to accommodate ~~the number of~~ students in this neighbourhood. ~~Proposed preferred locations are identified on Map 1.~~

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education and Child Care for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities.

Institutional and School/Park Site Policies:

1. ~~Accommodate 2 new Elementary Schools, which will form part of a joint neighbourhood park/elementary school site with each having a minimum total size of eleven (11) acres: 5-acre neighbourhood park, 5-acre elementary school, and 1-acre for non-profit childcare, or additional school or park space. Include an additional 1-acre nature/passive park space that can be consolidated with 1-acre nature/passive park spaces in a different location within Brookswood-Fernridge. Each 1-acre nature/passive park space will be financially compensated from the Brookswood-Fernridge Greenway Amenity Policy.~~

   Accommodate two (2) new Elementary Schools on lands designated Future School/Park Site as shown on Map 1. Each will form a joint neighbourhood park/elementary school site having a minimum total size of 4.9 hectares (12 acres): 2.0 hectares (5 acres) neighbourhood park, 2 hectares (5 acres) elementary school, and 0.4 hectare (1 acre) for non-profit childcare or additional school or park space. Include an additional 0.4 hectare (1 acre) Wildlife Habitat Patch that can be consolidated with other natural spaces in a different location within Brookswood-Fernridge. The 0.4 hectare (1 acre) Wildlife Habitat Patch will be financially funded from the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

2. ~~Identify and secure the School/Park sites as development advances in the neighbourhood.~~ Inform the Langley School District of each Community Plan amendment ~~rezoning~~ application to receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new School/Park Site prior to consideration of final reading of the zoning amendment bylaw.

3. Consider new neighbourhood institutional facilities (e.g., schools, daycares, seniors' centres, and places of worship) in any land use designation subject to:

    a. the site being located on and oriented to a collector road (as opposed to a local or arterial road only).
    b. the site having access to an adequate transportation network for the proposed size of the facility.
    c. the site having adequate off-street parking and/or drop-off and pick-up space; and
    d. the proposed development being consistent with the form, scale, and character of adjacent land uses.

4. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping, and pedestrian-friendly lighting.

5. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

~~6. In accordance with the Township of Langley Child Care Action Plan, incorporate childcare facilities, including before- and after-school programming, as part of new elementary schools.~~

7. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship.

8. Support the development of new seniors' housing and care facilities, as defined in the Zoning Bylaw.

~~9.~~ Incorporate a community policing office within the Commercial Village designation, provided as a condition of the development of lands within the Commercial Village area. ~~with funding contributed from community amenity contributions.~~

4.9 Parks and Open Space

This Plan retains an existing network of parks and open spaces and identifies approximate locations for required additional parks and open spaces. This expanded network of parks and open spaces will contribute to the completeness and livability of Booth and surrounding neighbourhoods through active and passive recreation opportunities.

Parks and Open Space Designation Policies:

1. Incorporate Park and trail improvements on existing municipal lands in advance of new dedications and required property acquisitions to provide recreational infrastructure early in the neighbourhood's development and continued growth.

2. Preserve the location and size of existing park spaces in Booth, as delineated on Map 1, in perpetuity. The only exception is the potential reduction in the size of Rees-Callard Natural Park to accommodate road dedications for the completion of 201 Street and adjacent Semiahmoo Trail, and possible road widening for 202 Street; and potential reduction in the size of Noel Booth Community Park to accommodate road dedications for the extension and completion of ~~201 and~~ 204 Street and road widening on 200 Street.

3. Provide public roads adjacent to park space on at least two (2) sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

4. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones, including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.10 Aquatic Conservation

The Aquatic Conservation designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside protection and enhancement requirements in the OCP seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, ditches, wetlands, lakes and ponds.

These buffers are referred to as "Streamside Protection and Enhancement Areas" (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, mitigate heat events, and provide passive recreation opportunities. To preserve these benefits, these aquatic conservation areas ~~waterbodies~~, both known (Map 2) and yet to be known, in the Booth Neighbourhood Plan area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Aquatic Conservation Policies:

1. Preserve, restore, enhance, and steward Anderson Creek, and its tributaries, by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the OCP.

2. Protect and retain other important waterbodies – referred to as Aquatic Conservation areas (see Map 2) in the Booth plan area, including private aquatic features adjacent to the neighbourhood. ~~such as Sunrise and Rees Lakes, as they provide important habitat value and contribute to the Neighbourhood Green Infrastructure Network (NGIN), despite landing outside the municipal regulatory purview of SPEA.~~ Establish a 15-metre no disturbance buffer around aquatic features to prevent unauthorized works in and about a stream, that may be subject to the provincial Water Sustainability Act.

3. Locate Creek Greenways beyond the 30-metre SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. 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 environmental ~~greenway~~. Tree removal shall be avoided, and additional native plants may be needed to enhance greenways.

~~4. Amend the Township of Langley Zoning Bylaw to include a new Institutional Zone for aquatic conservation areas.~~

4.11 Employment

The Employment land use designation provides job opportunities for community residents. It provides for a mix of light industrial, warehousing and distribution uses designed in such a way as to be compatible with nearby residential uses.

Employment Land Use Policies:

1. Permit the following land uses:
    a. wholesale, warehouse, and distribution
    b. indoor and outdoor storage
    c. scientific and technical research
    d. information technology
    e. restaurants
    f. brewery or distillery
    g. public works yards, maintenance, and storage facilities

2. Where an above use is defined in Zoning Bylaw 1987 No. 2500, the definition in said bylaw shall prevail above any other definition.

3. Provide a continuous landscape buffer (with the exception of site access points) at least 20 metres wide as shown on Map 1. The Landscape Buffer provides a vegetated buffer between employment lands and surrounding uses. Considering the broad range of activities typical of the Employment area, additional measures have been added to reduce potential nuisances. Construct the Landscape Buffer to accommodate a 3 metre wide multi-use pathway on the opposite side of the Employment uses, as well as a berm, acoustic barrier (minimum of 1.8 m high) on top of the berm, landscaping, benches and lighting.

4.12 Utility

The Utility land use designation accommodates utility infrastructure and facilities.

5.0 NATURAL ENVIRONMENT AND CLIMATE CHANGE RESPONSE

Nature areas and features enhance the overall well-being of a neighbourhood. They include wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens as well as human-made components. These different types of nature areas and features are together referred to as “green infrastructure”.

~~Environmental~~ Climate change can affect the livability of our community in the future. ~~Nature has an important role to play with warmer, drier summers and milder, wetter winters.~~ Expected impacts include summer drought, air quality degradation, changes to groundwater conditions, and more frequent and severe weather events ~~during the different seasons~~. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity, and lifestyles. Nature conservation spaces and other “green infrastructure” are key contributors to neighbourhood mitigation and adaptation strategies. Local government services that contribute to recreation, climate regulation, rainwater management, clean air, habitat, and biodiversity are invaluable to the health and well-being of a community.

5.1 Nature Conservation

The Nature Conservation policies prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made green infrastructure. Natural components include forests, wetlands, watercourses, and other waterbodies. Human-made components include manicured parks, landscaping, trees, rain gardens, greenways, as well as hydro and bio-engineered features that incorporate natural environmental features.



Green Infrastructure components support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and provide opportunities for linkages between people, flora, and fauna within Booth. Integrated, connected ecosystems components form the neighbourhood Green Infrastructure Network.

The term “green infrastructure” repositions nature-based features as a neighbourhood necessity, not simply amenities or “nice-to-haves”. The Green Infrastructure Network for Booth

includes systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments.

The Green Infrastructure Network must be resilient and dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. Identifying and prioritizing areas of ecological and biodiverse significance establishes framework elements for this work.

Nature Conservation Policies:

1. Establish a Green Infrastructure Network in ~~Booth~~ alignment with Figure 5.1 in the BFCP, that is comprised of a variety of natural areas and features. ~~There are two main categories: (1) Nature Conservation Hubs and Corridors and (2) Matrix Features~~, as elaborated in Figure 5.1 below and includes specifically:
    - Creek Greenway
    - Ecological Greenway
    - Landscape Buffer
    - Semiahmoo Trail

2. Nature Conservation Hubs and Corridors

    2.1 Preserve the Nature Conservation Hubs and Corridors as defined/illustrated on Map 2.

    2.2 Identify and preserve additional Nature Conservation Hubs and Corridors. Secure funds, through a variety of sources including other levels of government, non-governmental grant programs, and ~~community amenity contributions~~ the applicable bylaws and policies to fund additional Nature Conservation Hubs and Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow, and including conservation, forested and park lands in the adjacent neighbourhoods and communities and the City of Surrey, can be connected to contribute to the Green Infrastructure Network.

3. Matrix Features

    3.1. Integrate and accommodate mature trees and next generation trees to expand the neighbourhood tree canopy, greenways, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces, and “naturescaping” practices (see Naturescape British Columbia Provincial Guide) throughout the neighbourhood.

3.2. Provide design details for development activities and enhancements on public and private land. The design details should focus on green infrastructure at site level not typically addressed in existing bylaw and regulatory tools and requiring implementation guidance.



3.3. Raise public and development community understanding of environmental management, restoration and enhancement of green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout Booth.

3.4. Develop hedgerows and buffer strip trails to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

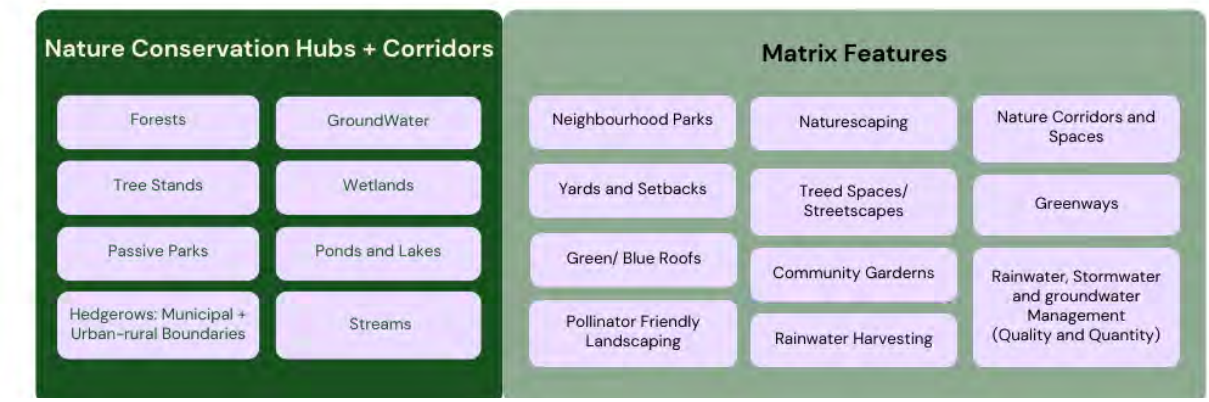


Figure 5.1: Green Infrastructure: Nature Conservation Hubs + Corridors ~~Framework Elements~~ and Matrix Features

5.2 Groundwater Protection and Management

Booth has several unconfined and confined aquifers. The Brookswood Aquifer is a groundwater reservoir comprised of porous, unconsolidated sands and gravels originating from glacial outwash deposits. This unconfined aquifer is an important water source for many Township of Langley residents, and also sustains important habitat.

The glacial deposits have high permeability, high groundwater flow and high hydraulic conductivity. This means that water can move easily and relatively quickly into the groundwater storage and within the groundwater itself, and discharge or exit through surface water, plant uptake and evaporation.

The unconfined Brookswood Aquifer is susceptible to contamination and interruptions to groundwater recharge. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants to the aquifer.

For the health of all users and the natural environment, groundwater resource protection requires:

- preservation of water quality
- management of water quantity
- maintenance of the surface water system's hydraulic integrity

Groundwater Protection and Management Policies:

1. Preserve, restore, enhance, and manage the neighbourhood forest and associated tree canopy to protect the underlying aquifer.

2. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential through specific zoning regulations, ~~and~~ development standards, and Engineering Servicing Plans. Where no such regulations, standards and plans are available, meet development best practice standards/guidelines.

3. Maximize dispersed groundwater recharge at all spatial scales (from neighbourhood to individual building site), to minimize groundwater mounding conditions during rain events.

4. Require enhanced treatment for rainwater and stormwater runoff, particularly flowing from pollution-generating impervious surfaces used by vehicles. Locate all such treatment facilities to provide for ease of municipal maintenance.

5. Design and implement neighbourhood Green Infrastructure Network features that mimic natural hydrology through low impact development practices and implementation of source control best management practices for mitigation of development impacts on runoff catchment areas, peak flows, runoff volumes and water quality. Such features include

disconnection of roof leaders, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers, and more.

6. ~~Obtain development approval information at the time of a zoning amendment application to the Township of Langley, pursuant to sections 484, 485, 486 and 487 of the Local Government Act, to ensure development protects, restores, sustains, and enhances the quality and quantity of groundwater sources and the overall health of the natural environment and aquatic ecosystem. See Appendix A.~~

   Require an unqualified statement from an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, that the proposed development is in accordance with principles, criteria and objectives of the Integrated Liquid Waste Management Plan, Anderson Creek Integrated Stormwater Management Plan, Little Campbell River Integrated Stormwater Plan, Township of Langley Water Management Plan, and Subdivision and Development Servicing Bylaw, all as amended or replaced, and that the proposed development will not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. Specific recommendations on aquifer protection measures and mitigation of any impacts shall be outlined and supervised by the Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, as applicable.

7. Appropriately close test holes for geotechnical or hydrogeological investigations. Monitoring must be completed by an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

8. Design communal rainwater and stormwater detention facilities to provide bioretention capabilities, as feasible, and contribute to groundwater recharge while protecting the baseflows, maintaining peak flows and infiltrated water quality.

9. Allow habitable basements in residential uses in areas delineated on Map 3 as a Habitable Basement Area, subject to the Subdivision and Development Servicing Bylaw and site investigations to confirm that there is no risk of flooding, seepage, or water intrusion. Areas delineated on Map 3 as a Possible Habitable Basement Area may be permitted to have habitable basements in residential uses, if confirmed by a technical feasibility study prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia. All applications in flood-prone areas, or as required by the Township, will also require a “safe for intended purposes” report by a Qualified Professional.

10. Prohibit habitable basements in residential uses, due to high water table conditions, in areas delineated on Map 3 as a No Habitable Basement Area.

11. Obtain necessary provincial approvals if a development requires dewatering, as groundwater use is regulated by the provincial government.

5.3 Neighbourhood Forestry

Trees improve livability, increase civic pride, and contribute to residents' quality of life. Neighbourhood forests slow the production of ground-level ozone, filter air particulates, and absorb air-borne pollutants. Trees can reduce rainwater management costs by absorbing rainfall, and shade homes from overheating during summer months.



Trees increase a neighbourhood's biodiversity by providing food and habitat for wildlife. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria, and fungi.
Trees can become stressed by water restrictions and impacted by wind and road salt / brine. They will face escalating changes to growing conditions, altered plant hardiness zones, and compromised longevity as a result of climate change.

The neighbourhood forestry policies encompass: (1) tree retention; (2) "right tree and right location" methodology; and (3) adaptive reforestation to establishing a robust, multi-generational neighbourhood forest.

Neighbourhood Forestry Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in Booth. Implement the Community Forest Management Strategy.

2. Maximize the tree canopy by establishing Zoning Bylaw provisions regarding:
    - lot coverage
    - maximum impervious cover (site coverage)
    - siting of buildings and structures (setbacks, interior separation distances)
    - introduction of required tree retention/plantable areas
    - tree selection criteria (species and planting location) for increasing energy efficiency of buildings
    - treatment of pollution-generating surface run-off
    - requirements for permeable surfaces
    - extent of underground structures
    - screening/landscaping requirements

3. Periodically review and update the Township's preferred tree list to support climate change adaptation, and in consideration of local availability of tree species.

4. Establish canopy/planting targets for each municipal park type, and in collaboration with the Langley School District for school sites.

5. Assess the urban forest tree canopy every five years, including inventory, location, quantity or extent, useful life expectancy and, when possible, cost and value of trees.

6. Develop a storm response plan for emergency tree risk assessment and tree removal associated with severe storm events.

7. Ensure new plantings are diverse in streetscapes, greenways, and parks as well as ~~Nature Conservation Area Hubs~~ in the Green Infrastructure Network and target no more than ten per cent of any species, twenty per cent of any genus and thirty per cent of any family at the neighbourhood scale.

8. Plan and fund naturescaping on public lands to support and enhance biodiversity, and to demonstrate best practices for naturescaping for private property owners.

5.4 Renewable Energy and Low Carbon Neighbourhoods

Building construction, operation, and maintenance and vehicle emissions contribute significantly to overall greenhouse gas emissions. Green buildings, site and landscape design, and active transportation, can assist in reducing both energy use and water consumption. The Township of Langley strives to achieve low carbon neighbourhoods. The Booth Neighbourhood Plan intends to:

- Create neighbourhoods with a positive impact on the natural environment through a healthy neighbourhood forest that supports residents' physical and mental health
- Encourage and support innovation to create low carbon neighbourhoods through design features that facilitate passive and local renewable energy infrastructure
- Build neighbourhood block patterns that facilitate using transit, cycling, walking and other active forms of transportation



Renewable Energy and Low Carbon Neighbourhood Policies:

1. Design, develop and implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous evergreen tree species of varying ages and heights, along with a variety of native shrubs, perennials, and groundcovers with minimal or

no turf grass (xeriscaping). This will limit the need for irrigation by replicating “layered” plant communities and encouraging biodiversity.

2. Incorporate landscape design strategies to reduce energy demands for heating, cooling, and lighting in buildings by:

    - using deciduous trees on the southern and western facing sides of a building to minimize the warming effect of solar radiation during the summer months, and optimizing sunlight during the cooler, darker months; and
    - situating coniferous evergreen trees in all other areas

3. Provide rainwater harvesting infrastructure with SSMUH and Rowhouse/Townhouse land use designations, sized to supply water for landscaped areas during the length of a typical dry season, based on best available climate change forecasts.

4. Encourage green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building’s roof or wall and heat transfer to the interior.

6.0 PARKS, OPEN SPACE AND HERITAGE

A neighbourhood is a place. Natural and built environments make up the neighbourhood character and give it a distinct personality. Every property, building, public place, environmental feature and infrastructure contributes to its character, as does their placement within the area.

The built environment's visual and physical patterns are defined by recurring characteristics, which can vary by neighbourhood, street, and block or can be consistent across the community. These patterns can accommodate varied building forms and scales while providing an underlying sense of cohesion that helps define the neighbourhood character.

Neighbourhoods establish and nurture a distinct identity determined in part by how residents, business operators, and visitors experience the place and socially interact within it.

6.1 Parks and Open Spaces

This Plan builds upon existing parks and nature spaces to establish an enhanced network of active and passive outdoor recreational opportunities.

Parks and Open Spaces Policies:

1. Accommodate an additional ~~18.4~~ 10.7 hectares (~~45.4~~ 26.4 acres) of parks space for Community and Neighbourhood Parks and Pocket Parks within the neighbourhood as shown on Map 2.

2. Incorporate one ~~Urban~~ Pocket Park, acting as a public square, for complementary programing spaces and pedestrian access as shown on Map 2.

6.1.1 Community Park

Adding ~~one (1) new community park, as part of a combined middle and secondary school campus, and a modest addition~~ 4.3 hectares (10.6 acres) to Noel Booth Park will contribute to the area's liveability. This community park will provide space for large events and recreational facilities such as sports fields, tennis courts, water parks, display gardens, playgrounds, trails, bike parks, passive or natural areas and vehicle parking lots. These policies provide direction for the community park site to be appropriately located, sized and configured, and that necessary access and connectivity to and from the parks meets users needs.

Community Park Policies:

~~1. Provide one (1) new community park with a minimum size of 11.9 hectares (29.5 acres), which will also form part of a combined middle and secondary school campus. Locate the new community park within the vicinity of 200 Street and 28 Avenue, as shown on Map 2.~~

Incorporate an additional ~~1.6~~ 4.3 hectares (10.6 acres) of space to the Noel Booth Community Park as shown on Map 2.



2. Identify and secure lands for the ~~new~~ expanded community park through a variety of municipal funding sources.

~~3. Ensure that the combined community park and middle and secondary school campus are appropriately located.~~

6.1.2 Neighbourhood Park

Booth will have ~~four (4)~~ two (2) new Neighbourhood Parks. These parks will provide a variety of recreational opportunities, including sports fields, playgrounds, and nature areas. These policies provide direction for the combined Neighbourhood Park sites to be appropriately located, sized, and configured, and that necessary access and connectivity meet users' needs.



Neighbourhood Park Policies:

1. Provide and locate ~~four (4)~~ two (2) Neighbourhood Parks, each with a minimum size of 2.8 hectares (7 acres)~~, as indicated on Map 2~~.

2. ~~Secure the Neighbourhood Park sites, along with the rezoning of any lands designated for residential development, as outlined in Policy #1, Section 9.1, General Prerequisites~~. The Neighbourhood Park sites are located on lands designated School/Park Site as identified on Map 1.

3. Secure lands for the new neighbourhood park through a variety of municipal funding sources.

4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) land dedicated required for the Neighbourhood Parks site as contributions to neighbourhood forestry in the form of a Wildlife Habitat Patch, as shown on Map 2. ~~Nature Space, which will be included as an update to Map 3~~.

6.1.3 ~~Urban~~ Pocket Park



Booth will include ~~one (1)~~ two (2) ~~Urban~~ Pocket Parks, each at 0.4 hectares (1.0 acre) in size. The Pocket Park located within the Commercial Village will act as a public square. Pocket Parks ~~ranging from approximately 0.4 to 0.6 hectares (1.0 to 1.5 acres) in size. It~~ will serve as all-season gathering spaces within the neighbourhood. Features will include active waterplay and water features, a variety of seating areas, and a combination of soft and hard surface areas. The ~~Urban~~ Pocket Park will have an adaptable design so that it is able to accommodate different programming opportunities.

~~Urban~~ Pocket Park Policies:

1. Develop one ~~Urban~~ Pocket Park in a centrally located area of Booth that is ~~approximately~~ 0.4 hectares (1.0 acres) ~~to 0.6 hectares (1.5 acres)~~ in size. Develop the second Pocket Park within the Commercial Village acting as a public square. Refer to Section 4.7, Policy #7.

2. ~~Urban~~ Pocket Parks should be bound on one side by a Collector Road, and on one other side by a Collector or Local Road. They ~~It~~ should include generous walkways connected to public sidewalks.

3. Design the ~~Urban~~ Pocket Parks to be ~~an~~ all-season public spaces.

4. Provide on-street parking along adjacent road frontages, and an accessible sidewalk.

5. Fund the ~~Urban~~ Pocket Parks through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. ~~Community Amenity Contributions Policy.~~

6.1.4 ~~Nature Park & Nature Park~~ Natural Spaces

~~Nature Parks~~ Connection to nature is a hallmark of the small-town character of Booth. It includes natural landscapes and features that that enhance local ecosystems, support biodiversity and groundwater recharge. They provide various passive recreational opportunities.

~~Nature Parks and Nature Park~~ Natural Spaces Policies:

1. Secure ~~Nature Parks and related Nature Park~~ Natural Spaces, including but not limited to the Aquatic Conservation and Wildlife Habitat Patches, as shown on Map 2, ~~in perpetuity,~~ exclusive of any required road and trail dedications along the park perimeters.

2. Provide Wildlife Habitat Patches, in accordance with the Township's Wildlife Habitat Conservation Strategy, which provides food and foraging opportunities for wildlife and

serves as a small node in the Green Infrastructure Network. Protect vegetated areas from intrusion, provide low impact access for people and interpretive signage.

3. Prepare a ~~Booth Nature Park~~ Natural Spaces Conservancy and Management Plan to guide the management of the natural resources and systems.

4. Identify and fund new ~~Nature Parks and new Nature Park~~ Natural Spaces through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, as well as other funding sources.

6.2 Greenways/Trails

Greenways and pedestrian/cycling connections in Booth are an important component of the active transportation network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 2.

Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths

6.2.1 Greenways: Street and Neighbourhood Edge

Greenways are wide paths that offer safe and appealing routes for pedestrians and cyclists, connecting various community amenities such as parks, commercial areas, and neighbourhood services. Whether along major roads (street) or neighbourhood edges like the 196 Street corridor, these ~~greenways~~ neighbourhood edges serve as transition buffers while providing safe passage throughout the community.



Greenways: Street and Neighbourhood Edge Policies:

1. Provide continuous greenways in the locations identified on Map 2.

2. Greenways Construction:

   2.1 Street Greenways will be constructed within road dedications and an adjacent greenway dedication of 4.5 metres. Streetscapes with Street Greenways will include ~~on-street parking, curb, gutter~~, a 3-metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities, and utility services.

   2.2 Construct Municipal Buffers, in the form of Neighbourhood Edge Greenways within the road dedication and an additional ~~5.5~~ 6 metre wide dedication, as delineated on

Map 2. Streetscapes with Neighbourhood Edge Greenways include ~~on-street parking (except on most Arterial Roads), curb, gutter,~~ a 3 metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, and surface drainage facilities, and utility services.

3. Preserve existing, healthy trees (preferably coniferous varieties), where possible.

4. Streetscape design variations could include:

    - proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities
    - curb bulges to accommodate trees (for up to ten per cent of the block face)
    - narrow vehicle travel lanes (non-Arterial Road) for additional treed space
    - modest changes in the location and design of transit stops

5. Incorporate a variety of retained or new coniferous tree species to complement deciduous street trees and understorey plantings that will not interfere with surface drainage facilities and other required streetscape features.

6. Provide safe street crossings for pedestrians and cyclists at key intersections.

7. Build appropriate and effective connections and “tie-ins” where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

8. Fund Street Greenways and partially fund the Municipal Buffers ~~– land dedication costs plus additional construction costs –~~ through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.2 ~~Nature Corridor Greenways~~ Ecological Greenways

An Ecological Greenway provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood’s Green Infrastructure Network.

Ecological Greenway Policies:

1. Provide a continuous Ecological Greenway in the approximate location identified on Map 2. ~~avoiding locations parallel to private driveways, parking lot drive aisles and public roads.~~

2. Construct the Ecological Greenway at an average 30 metre width. It should be richly planted with retained and new native (coniferous) trees, and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity. It should include a 3-metre-wide multi-use asphalt pathway and seating on one edge of the greenway. Wildlife tunnels should be used at Collector and Arterial Road crossings, that provide natural light infiltration for the entire length.

3. ~~Determine the exact location of the Nature Corridor Greenway on a development site by using tree inventory information, the hydrogeological assessment report and aquafer protection plan information requirements, identified in Section 5.2, Policy #7 to guide decision making.~~ Prioritize the location of Ecological Greenways on particular development sites to include established stands of coniferous trees and quality groundwater recharge areas.

4. Allow reductions in width along select sections of the Ecological Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length; (2) the said reductions are spaced at a minimum 50 metres apart; (3) an average total greenway width of 30 metres is maintained; and (4) the nature and recreation connectivity is continuous. The Ecological Greenway may be divided evenly between two properties or development sites.

5. Where feasible, preserve existing, healthy trees and stands of trees, preferably coniferous. Changes to the alignment of the Ecological Greenway may be considered, provided that there is no net loss of habitat, and alignment locations at the neighbourhood plan edges are retained.

6. Build appropriate and effective connections and “tie-ins” where the Ecological Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund the portion of the Ecological Greenway located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. ~~Booth Fernridge and Rinn Amenity Zoning Policy.~~

6.2.3 Creek Greenways and Trails

Creek Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.



The Creek Greenway is part of a preserved, restored, and enhanced riparian corridor adjacent to waterbodies of various types (e.g., watercourses, wetlands, ponds, lakes). It is richly planted with retained and new native trees, specifically coniferous species, and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity.

Creek Greenways and Trails Policies:

1. Provide Creek Greenways in the locations identified on Map 2.

2. Construct Creek Greenways with a minimum average width of 6 metres, to accommodate a 3-metre-wide multi-use asphalt pathway ~~at the outer perimeter~~ outside of the required riparian area, and a 1.5 metre vegetated buffer on either side of the pathway.

~~3. In situations where the area of a Terrestrial Nature Conservation Area is added to the riparian area of a protected waterbody, the Creek greenway will be located at outer perimeter of the combined riparian and conservation areas.~~

3. Build appropriate and effective connections and "tie-ins" where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

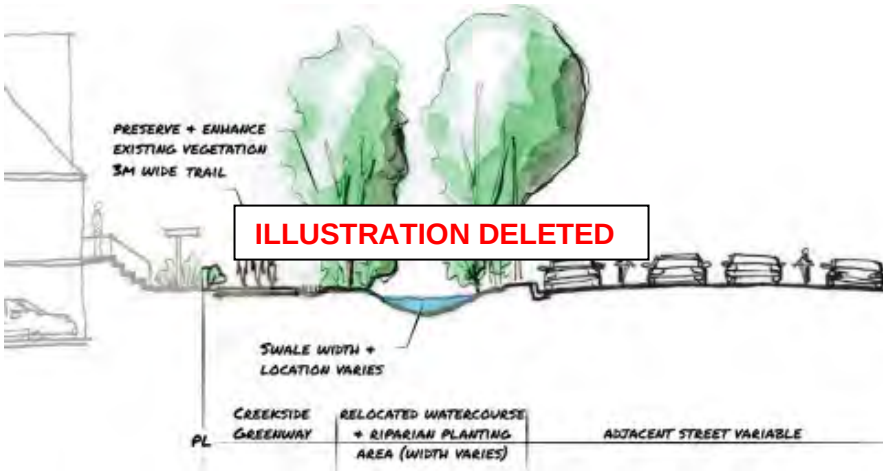
6.2.4 Semiahmoo Trail

The Township of Langley's Archaeological Overview Assessment (2021), prepared in consultation with local First Nations, identified two historic travel routes through Booth, from Noel Booth Community Park in the north to the municipal border at 196 Street and 28 Avenue in the south. To commemorate these indigenous travel routes, the Semiahmoo Trail will be restored in Booth.

Semiahmoo Trail Policies:

1. Construct the contiguous Semiahmoo Trail along the alignment identified on Map 2. The Semiahmoo Trail will be comprised of three Sections: Park Space Sections, Centre Sections and Residential Sections; and three Points: Main Entry Points, Crossroad Points and Transition Points.

2. Construct the Semiahmoo Trail to be 7 metres wide, at a minimum. Some trail Sections and Points will be required to be wider to provide space for interpretation, placemaking and specific programming. The Semiahmoo Trail will include a minimum 3-metre-wide pathway. The pathway surface material will vary in the different Sections and Points. The Semiahmoo Trail will also include a minimum 2-metre average buffer area on each side of the pathway surface and



will accommodate trees and native understorey plants, seating, lighting, public art, and interpretive signage, among other features.

3. Preserve existing, healthy trees, where technically feasible, and preferentially for coniferous varieties, that are situated within the area of the Semiahmoo Trail. Retain more existing, healthy coniferous trees by allowing small adjustments to the trail alignment and by applying corridor width and buffer area averaging techniques.

4. Allow reduced trail width along select Sections (not Points) of the Semiahmoo Trail to no less than 5 metres, provided that: (1) reduced width sections are no more than 10 metres in length; (2) are spaced a minimum of 50 metres apart; (3) that an average total trail width of 7 metres is maintained; and (4) the connectivity for nature and recreation purposes is continuous. The development of the full 7 metre width of the Semiahmoo Trail may be divided evenly between two properties or development sites.

5. Build appropriate and effective connections and "tie-ins" where the Semiahmoo Trail intersects with other pedestrian and cycling facilities and other types of Greenways.

6. Fund portions of the Semiahmoo Trail land and construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.5 Enhanced Sidewalks

Enhanced Sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway, and an additional wider green buffer between the sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways. Enhanced Sidewalks are ~~not~~ partially funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. ~~and are therefore the financial responsibility of development.~~

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 2.

2. Construct Enhanced Sidewalks within the road dedication, with a minimum:

    - 2-metre-wide buffer between curb and sidewalk,
    - continuous 3-metre-wide hard-surface (e.g., concrete, asphalt) multi-use pathway, and
    - 1-metre-wide buffer between the property line and the sidewalk.

6.2.6 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools, and areas where public access along corridors is widely

spaced. The locations for the Mid-Block Pedestrian Links are approximate, both in distance and frequency. The intent of these policies is to secure additional connection points through development to increase the walkability and public accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235. ~~Booth, Fernridge and Rinn Amenity Zoning Policy and are therefore the financial responsibility of development.~~

Mid-Block Pedestrian Links Policies:

1. Provide Mid-Block Pedestrian Links, per Policy 7.1.3, which are a minimum 6 metres wide and include a 3-metre-wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, or required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a public pathway. Build appropriate and effective connections and "tie-ins" to facilitate connections with other pedestrian and cycling facilities and other types of Greenways. ~~this "interpretation" where the Mid-Block Pedestrian Links intersect with other pedestrian and cycling facilities and other types of Greenways.~~



6.2.7 Safety, Security and Accessibility

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. The objective is to enhance personal safety and security through building siting, orientation, and design to ensure buildings and open spaces accommodate and provide access for all users and abilities. This is based on the following principles:

- Territoriality – fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance – maximizing the ability to spot suspicious people and activities
- Activity support – encouraging the intended use of public space by residents
- Hierarchy of space – identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening – using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment – making a design or location decision that considers the surrounding environment to minimize the use of space by conflicting groups
- Image/Maintenance – ensuring that a building or area is clean, well-maintained, and graffiti-free

Safety, Security, and accessibility Policies:

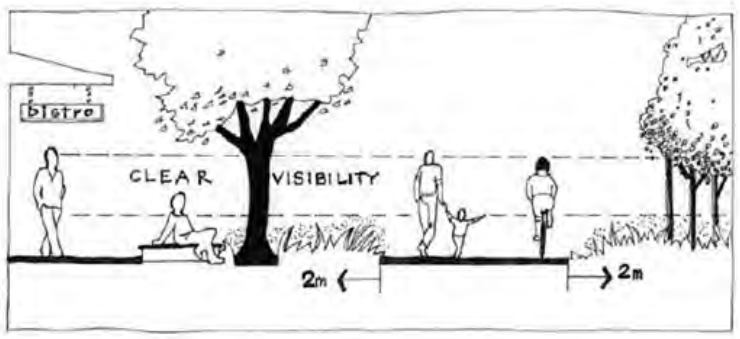
1. New developments should be designed to provide “eyes on the street” through the placement of windows, porches, balconies, and street-level uses. Design should allow for casual surveillance of all streets, parks, children’s play areas and other public spaces.

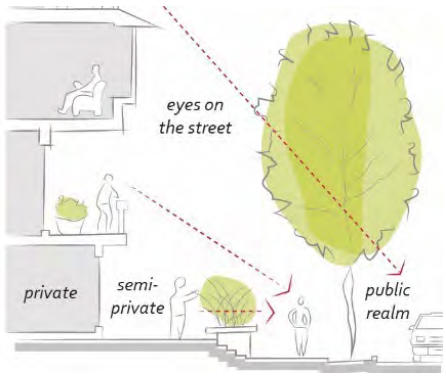
2. Adequate lighting should be provided for all streets, lanes, parking areas, parks and trails as appropriate, as well as building entrances, to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.

4. Ensure Crime Prevention Through Environmental Design (CPTED) principles are adhered to with respect to landscape design and construction.

5. Site design and landscaping should allow for natural surveillance between parking areas, public sidewalks, and building entrances.





6.3Heritage

~~In 2012, Township of Langley Council endorsed a Heritage Strategy that recognizes the importance of Langley’s historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities. It identifies nine goals and several actions to be implemented over ten years. The following actions would apply to resources in Booth:~~

- ~~Identify built, natural, and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process.~~
- ~~Preserve, protect, and celebrate significant historical resources that illustrate Langley’s range of heritage values.~~

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. The Township's Heritage Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands and its natural and cultural landscapes, in developing complete sustainable communities.

In 2021, Council received the Township of Langley Archaeological Overview Assessment (AOA), that included the identification of two First Nations trails that diagonally traversed through what is now Brookwood-Fernridge. To commemorate this travel route, established and used by First Nations, and later used by early settlers, a Semiahmoo Trail has been envisioned and delineated in the Booth Neighbourhood Plan. ~~These policies will protect archaeological resources and natural and cultural landscapes in Booth that are identified as having heritage value.~~

Heritage Policies:

1. Establish a Semiahmoo Trail that extends from Noel Booth Community Park at 36 Avenue to the intersection at 28 Avenue and 196 Street, linking key existing and future neighbourhood destinations.

2. All buildings of heritage interest should be evaluated to determine their historic value and significance; and available tools under the Local Government Act (LGA) should 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. ~~Ensure archaeological sites are documented and protected as mandated by the *Heritage Conservation Act*, assisted by the Township of Langley's Archaeological Site Protection Policy No. 07-167, as amended or replaced, and Guidelines for Archaeological Chance Find Management.~~

7.0 MOBILITY AND TRANSPORTATION INFRASTRUCTURE

Neighbourhood mobility networks comprise a variety roads, sidewalks and trails, bike routes and greenways. They also accommodate the public transit system and first responders and provide important corridors for infrastructure services.

Complete livable streets are designed to accommodate people of varying ages and abilities, to walk, cycle, take transit or drive. They are also designed to accommodate street furniture, street trees, greenways, utilities, stormwater management, and active uses such as sidewalk cafés.

Complete livable streets ensure that social, economic, and environmental priorities are integrated into planning and design. While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life.

7.1 Mobility Network

Mobility Network Policies:

1. Design each aspect of the mobility network to incorporate the following:

    a) Accommodate a range of users including pedestrians, cyclists, transit users, automobiles, and commercial vehicles.
    b) Ensure safety of all street users.
    c) Prioritize pedestrian movement.
    d) Incorporate green infrastructure through neighbourhood forestry including street trees, greenway plantings, retention of existing trees, private front yard landscaping and rain/stormwater and groundwater management.
    e) Promote streets as public spaces to maximize social and economic activity.

2. Provide new streets and street extensions, to develop an interconnected Arterial, Collector and Local Road network as delineated in the Road Network Concept on Map 4 to accommodate multi-modal transportation, circulation, and connections.

    ~~a) Prohibit the addition of other streets.~~
    Prohibit access to off street parking and freight deliveries from Arterial Roads (200 Street and 32 Avenue).
    b) For “Main Street” within the Booth Town Centre: Incorporate two travel lanes, diagonal parking on both sides, and a non-rectilinear, circuitous, curvilinear alignment that connects the future 33A Avenue (east of 200 Street) with 201 Street midway between 32 and 33A Avenues, and 202 Street.
    c) For 199 Street Local Road (connecting 30 and 35 Avenues): Provide right-in and right-out only turning movements at 32 Avenue.

3. Lay out the neighbourhood blocks with a maximum block length of 180 metres and provide Mid-Block Pedestrian Links where appropriate pursuant to Section 6.2.6 of this Plan.

4. Require rear lanes for development fronting Arterial Roads.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks and Mid-Block ~~and~~ Pedestrian Links to achieve the Plan's targeted maximum block length as identified in #3 above.

6. As part of the development process, seek additional public rights-of-way on all existing streets for sidewalk widening, greenways, cycling facilities, transit stops, street widening, and on-street parking.

7.2 Walking

Walking Policies:

1. Establish a pedestrian-friendly public realm incorporating features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, mid-block and pedestrian links and crossings, street furniture, pedestrian-oriented lighting, and continuous weather protection in the Booth Town Centre.



2. Provide safe and barrier-free pedestrian routes on public streets, greenways, and trails.

3. Use pedestrian routes to connect school sites with parks, open spaces, recreation facilities and residential areas.

4. Locate all above-ground infrastructure (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street, and pedestrian lighting) between the curb and the sidewalk so as not to impede pedestrian movement and accessibility.



5. Provide additional pedestrian crossings of Arterial Roads including, where feasible, measures that reduce crossing distance and improve safety and visibility for pedestrians.

7.3 Cycling

Cycling Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and greenways.

2. Provide additional cycling routes, as identified on Map 5.

3. Provide public bicycle parking and bikeshare facilities at schools, parks, civic facilities, and the Booth Town Centre.

4. Encourage end-of-trip cycling facilities such as showers, lockers, and change areas within commercial developments.

5. Collaborate with the City of Surrey to provide a seamless and complete cycling network between Booth and Campbell Heights employment areas.

6. Collaborate with TransLink to implement secure bike parkades at transit stop(s) in the Booth Town Centre.

7. Provide cycling linkages that connect school sites with parks, open spaces, recreation facilities and residential areas.

8. Provide separated cycling facilities along Arterial classified roads.



Improved Intersection for Cyclists

7.4 Transit

Transit Policies:

1. Work with TransLink to review opportunities for optimal transit service to meet user demand. This includes new routes, appropriate frequencies on existing routes, and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters, and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide space on streetscapes along existing and potential future transit routes for stops and other transit infrastructure to support mobility choice.

7.5 Mobility Hub

Mobility Hub Policies:

1. Establish the Booth Town Centre as a mobility hub to accommodate an extensive range of supportive mobility elements including:
    a. Pick-up and drop-off areas for public transit, and taxi and ride-hailing services
    b. Secure parking for bicycles
    c. Electric vehicle charging stations.

2. Include pedestrian-friendly features such as continuous weather protection for shops, services, and amenities.

7.6 Parking and Loading

Parking and Loading Policies:

1. Encourage shared, off-street non-residential (including civic and institutional) parking in the Booth Town Centre.

2. Encourage parking turnover through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development underground or concealed within a building.

4. Implement flexible curbside management practices to facilitate a variety of street uses (e.g., short-term residential loading, home delivery, food trucks).

5. Plan for sufficient and safe vehicular drop-off/pick-up facilities in the design of schools and childcare facilities.

6. Place loading access points and loading spaces in the rear and not along nor adjacent to Mandatory Commercial Street Frontage. Minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).

8.0 FINANCIAL STRATEGY

The Township will not finance, nor assume a financial risk, in the provision of engineering services required for any development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) Bylaw No. 5897, as amended or replaced, or other appropriate cost-recovery mechanisms. Property owners and/or the proponents of development are responsible to front end the construction of engineering services and parks; the Township may consent to enter into cost-recovery agreements.

DCCs are levied against new development to finance new servicing infrastructure and amenities. The Development Cost Charge Bylaw sets rates for engineering services and for parks. Rates are uniform across the Township regardless of their location.

Infrastructure that is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

Given the cost of sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms include Latecomer Agreements, Development Works Agreement, DCC rebates/credits and Development Cost Charges Front Ender Agreements. Potentially, property owners can recover their infrastructure investments through front ending. However, agreements are structured to provide sufficient time for property owners to recover infrastructure costs. It is recommended that the Township approve agreements with 10 to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

Amenities to be funded through the Brookswood-Fernridge Greenway Amenity Policy include: public art, greenways of various types, satellite recreation centre, Wildlife Habitat Patches and the Semiahmoo Trail.

New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to amenity costs is specified in applicable policies and bylaws, as they may be amended or replaced. These policies and bylaws include, but not limited to:

- Neighbourhood Park Land (5%) Policy No. 07-231
- Brookswood-Fernridge Greenway Amenity Policy No. 07-235
- Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
- Amenity Cost Charge Bylaw No. 6115
- Development Cost Charges Bylaw No. 5897

- ~~Urban Pocket Park~~
- ~~Public Square~~
- ~~Satellite Recreation Centre~~
- ~~Semiahmoo Trail~~
- ~~Greenways~~
- ~~Neighbourhood Gateways~~

~~New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to Amenity Costs is identified in the Brookswood-Fernridge Greenway Amenity Policy and the Community Amenity Contributions for the Booth, Fernridge, and Rinn neighbourhoods.~~

9.0 GROWTH AND CHANGE MANAGEMENT

Booth will grow based on contributions to develop Arterial Road infrastructure, communal drainage facilities, and combined elementary school and neighbourhood park sites in proximity to existing neighbourhoods.

9.1 General Prerequisites

1. ~~Provide a School/Park site on each side of 200 Street before any development may occur. For example, a School/Park site east of 200 Street must be provided before any development east of 200 Street may occur. This prerequisite does not apply to lands designated Employment~~ (Deleted per Council direction on July 21, 2025.)

2. Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.

3. Require all development applications adjacent to a designated Arterial Road as delineated on Map 4, including the 32 Avenue Extension from 204 to 208 Street, to ~~dedicate land measuring~~ include a minimum of 100 metres of road ~~widening~~ frontage to facilitate development of the arterial road network in a timely manner. Land assembly may be required prior to a development application. The required works and services for the construction of the Arterial Road, as defined by this Plan, the associated Engineering Services Plan, the Subdivision and Development Servicing Bylaw and other relevant bylaws, must be completed as part of the development or as part of the first phase of any multi-phased development, except for the 32 Avenue Arterial Road Extension (east of 204 Street). ~~Non-Arterial fronting development applications could proceed at that time.~~

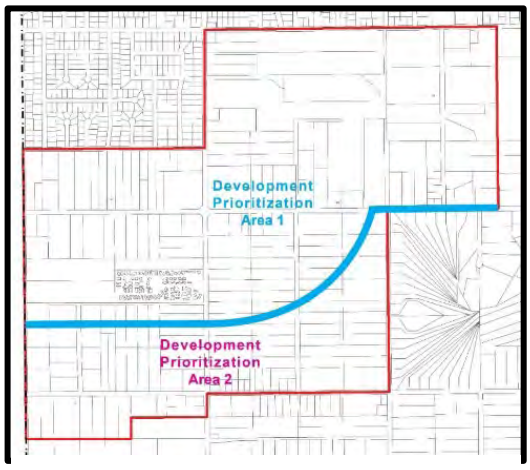


Figure 9.1: Development Prioritization Area

4. Prioritize development applications~~, as guided by Policy #7, Section 9.1 in BFCP~~, on lands within approximately 800 metres of the northern plan boundary (see Development Prioritization Area 1 in Figure 9.1). Continue this until one-half of the developable land has completed construction, is in the process of construction, or is approved for construction; then the prioritization area can be expanded by an additional 800 metres as shown in Figure 9.1. This prerequisite does not apply to lands designated Employment.

5. Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.

6. Provide major roads and extend engineering services (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.

9.2 Development Prerequisites in the Booth Town Centre

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in the Booth Town Centre (see Section 3.2) and areas designated for Commercial Village, Apartment or Rowhouse/Townhouse, the following shall be completed to the satisfaction of the Township.

Development Prerequisites in the Booth Town Centre Policies:

1. Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Booth Town Centre (plan view and three dimensional oblique view) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures, and development and servicing phasing.

2. Provide a “shell” space for a satellite Recreation Centre in the ~~West~~ Commercial Village ~~Phasing Area~~ in accordance with Section 4.7 Policy #8 of this Plan, to the acceptance of the Township of Langley, subject to other provisions of this Plan, along with the rezoning of any lands designated as Commercial Village, before any development may occur. ~~in this Phasing Area.~~

3. Provide a site of 4,050 m^2 (~43,590 ft^2) for a Pocket Park, acting as a public square, in accordance with Section 4.7 Policy #7 of this Plan, to the acceptance of the Township of Langley. The location of this site should be in the proximity of the proposed new intersection at 201 Street and the new Main Street. The site should be provided to the acceptance of the Township of Langley before any development in the Booth Town Centre.

9.3 Specific Development Prerequisites

The following development prerequisites must be completed to the satisfaction of the Township prior to adoption of a zoning bylaw amendment.

Specific Development Prerequisite Policies:

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 the servicing

provision of this neighbourhood plan together with the Township's existing servicing standards as set out in the Township's Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.

2. In flood ~~-prone~~ hazard areas, as identified in the OCP on Map 13, or as required, proposed subdivision, rezoning and building permit applications shall include a "safe for intended purposes" report prepared by a qualified professional, which also addresses the impact of the proposed project on existing flood-prone areas in the watershed. No building shall be constructed lower than the flood construction level as defined in the Zoning Bylaw No. 2500, Section 105 - Flood Control or Engineering Servicing Plan.

3. Comply with the Erosion and Sediment Control Bylaw, including provision of an erosion and sediment control plan, to the acceptance of the Township.

4. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw No. 5382, the relevant Engineering Services Plan, and the Township of Langley's Master Transportation Plan, all as amended or replaced, to the acceptance of the Township.

5. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, including provision of a final tree management plan incorporating tree retention, replacement, and protection details, to the acceptance of the Township.

6. Transfer any designated greenway, trail, or any other "greenspace" as shown on the Land Use Plan to the Township, or as determined by the Township. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways/Trails, Natural Spaces, Wildlife Habitat Patches, or Public Art construction.

7. Implement environmental protection measures as outlined in this plan, including the establishment of conservation areas and other neighbourhood green infrastructure, and as may be required by the Department of Fisheries and Oceans, including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway 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, type, and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age-friendly amenity area in accordance with the Section 111.5 of the Zoning Bylaw to the acceptance of the Township.

11. Adhere to the Township's Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

12. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian ~~and/or Lane~~ Links, lanes, roads, greenways, and sidewalks only. Public access shall not extend to on-street parking.

13. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided.

14. Register restrictive covenants that may include, but are not limited to:
    - non-disturbance setbacks
    - driveway access/location
    - building setback restrictions
    - restriction of on-street parking
    - Exterior Design Control Agreement for single-family developments

15. ~~Payment of rezoning, development permit and neighbourhood planning fees, Community Amenity Contribution fees, Arterial Road completion amenity fees, 5% Neighbourhood Parkland Amenity fees, and the Brookswood-Fernridge Greenway Amenity Policy~~.

    Payment of fees and charges specified in applicable policies and bylaws, as they may be amended or replaced, including, but not limited to:
    - Neighbourhood Park Land (5%) Policy No. 07-231
    - Brookswood-Fernridge Greenway Amenity Policy No. 07-235
    - Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
    - Amenity Cost Charge Bylaw No. 6115
    - Development Cost Charges Bylaw No. 5897

16. Consideration of voluntary contributions pursuant to Interim Policy Regarding Community Amenity Contributions (Policy No. 07-170), as amended or replaced.

Appendix A

Development Approval Information for Groundwater Protection and Management

1. Pursuant to Sections 485(1)(b) and 487(1)(a) of the Local Government Act (LGA), development approval information pertaining to groundwater protection and management shall be submitted with a zoning amendment application to the Township of Langley. Booth is situated above an unconfined aquifer that is highly vulnerable to contamination. This aquifer is the source of water supply for many residents, including those in surrounding rural areas. The analysis and impact assessment, as well as the conclusions and recommendations of this development approval information, will identify aquifer protection and recharge measures, and recharge area contamination prevention measures for the aquifer through development of the overlying land. This requirement is to ensure that development takes place in a manner that protects, restores, sustains, and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem.

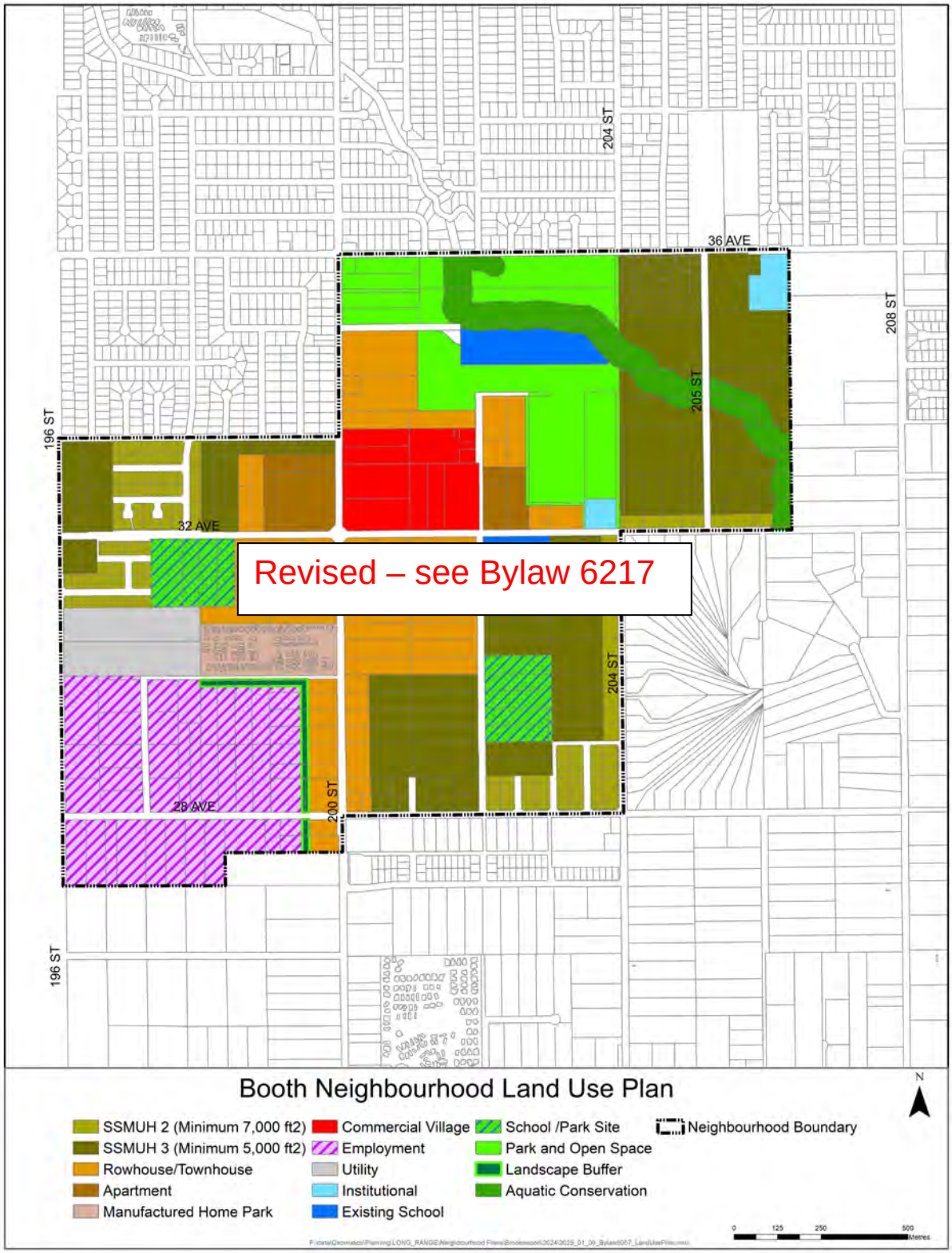
2. The development approval information shall consist of a Hydrogeological Impact Assessment report and an aquifer protection plan containing the following (this requested information only specifies minimum requirements and the professional preparing the report must utilize their local knowledge, expertise, and professional judgment to determine the scope of the undertaking while conducting the technical evaluation in support of the proposed development):

    a. A site plan prepared to scale, based on a legal survey, delineating the proposed development and associated land boundaries, unique features, existing buildings and structures, roads and driveways, topographic features and significant features identified in the site inventory.
    b. A map showing the ownership and location of all currently used water wells and surface water within a minimum radius of 1.0 km from the development site.
    c. A site inventory, providing information on existing pre-development conditions, including historical and current land uses.
    d. A description of the hydrogeological system and setting, including the type and characteristics of aquifer(s) present on site, aquifer boundaries, surficial geology, stratigraphy, site cross-sections and soil logs, and existing land uses within at least 500 metres of the site (to be shown on the map), including hydrological and hydrogeological uses and features, as well as identifying recharge/discharge areas if any, changes in the recharge to the underlying aquifers due to the proposed development, and changes in hydraulic inter-connectivity between surface water and groundwater features and baseflows to creeks and other waterbodies.
    e. A conceptual model of the groundwater, specific to the site and immediate surrounds.
    f. A description of existing groundwater and surface water users within 1.0 km radius of the development site.

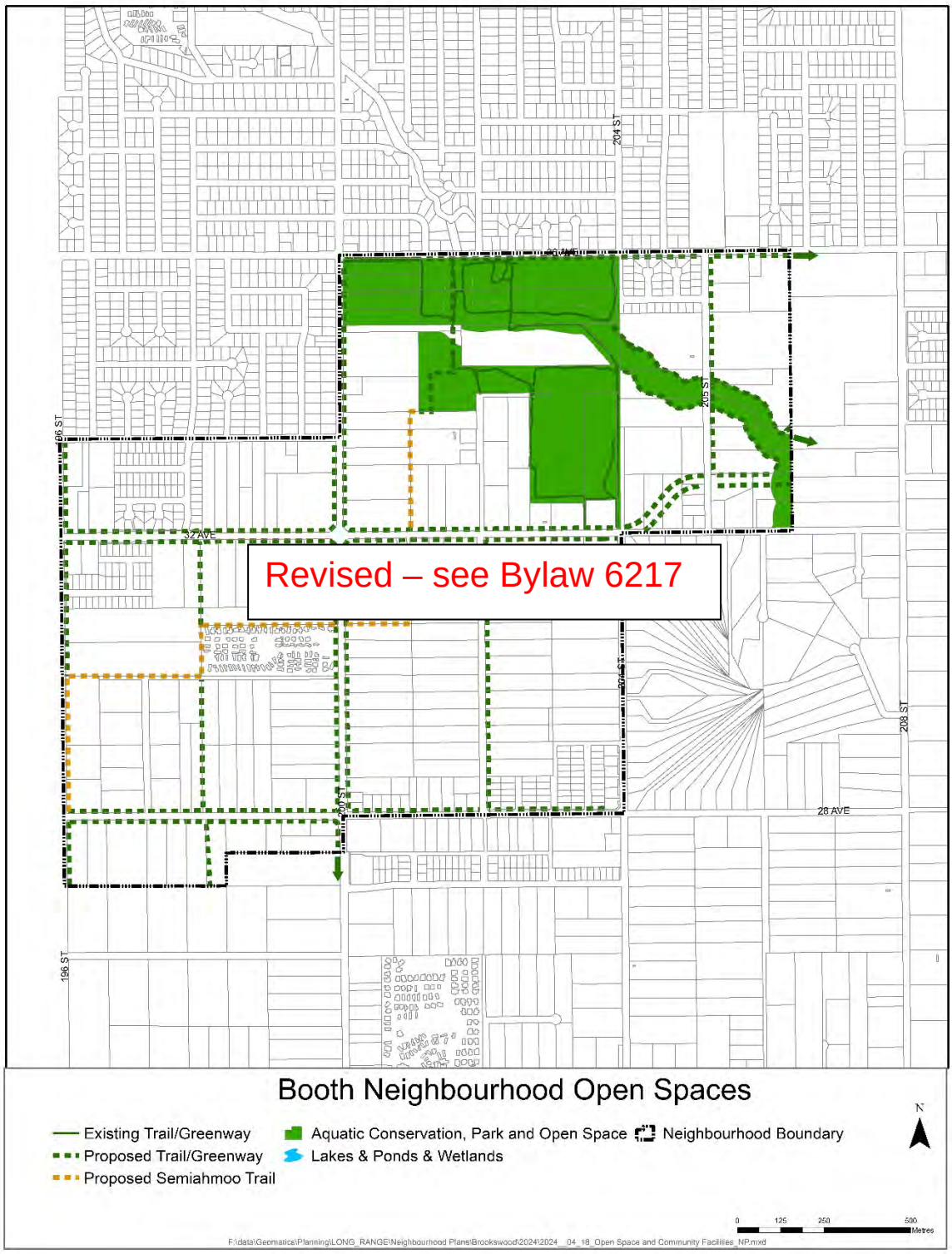
g. Methodology and, if applicable, uncertainties and limitations of the report.
h. A description of the proposed work, during or after the development phase, especially the activities that have the potential to adversely impact the local hydrology and groundwater regime. The report should also identify alternative options that will not negatively impact the local environmental and water systems.
i. An impact assessment including:
    i. Identification of all natural features that are potentially at risk from the proposed development and the facilities that will be built as part of this project, to be shown on a map.
    ii. Cumulative effects analysis.
    iii. Impact to existing groundwater users, water quality and water supply, identification of the potential groundwater issues in the area that may arise from the proposed land use, changes in the local water table depth and peak water table, and risk of mounding or ponding and others impact to surface waterbodies.
    iv. Other potential impact implications, such as changes in base flows and recharge quantity, down-gradient water quality changes, and others.
j. Conclusions and recommendations consisting of:
    i. A summary of results and impact assessment.
    ii. An unqualified statement that the proposed development will not adversely impact aquifer(s), existing public and private wells, or surface water bodies in terms of water quality and quantity; or
    iii. Where such a statement cannot categorically be made, specific recommendations on aquifer protection measures and mitigating the likelihood of potential impacts including measures that need to be implemented at pre- and post-development stages, which would result in the requirement being met.
k. Any recommended monitoring requirements, identifying actions that will be taken to ensure all proposed recommendations, activities and actions are completed as described, including the design and implementation of a groundwater monitoring program, groundwater quality protection plan, spill response, fire and contingency plans and process for resolving any non-compliance.

After the review of the Hydrogeological Impact Assessment, the Township may request additional clarifications, site investigations and analysis, in support of the report assumptions and conclusions.

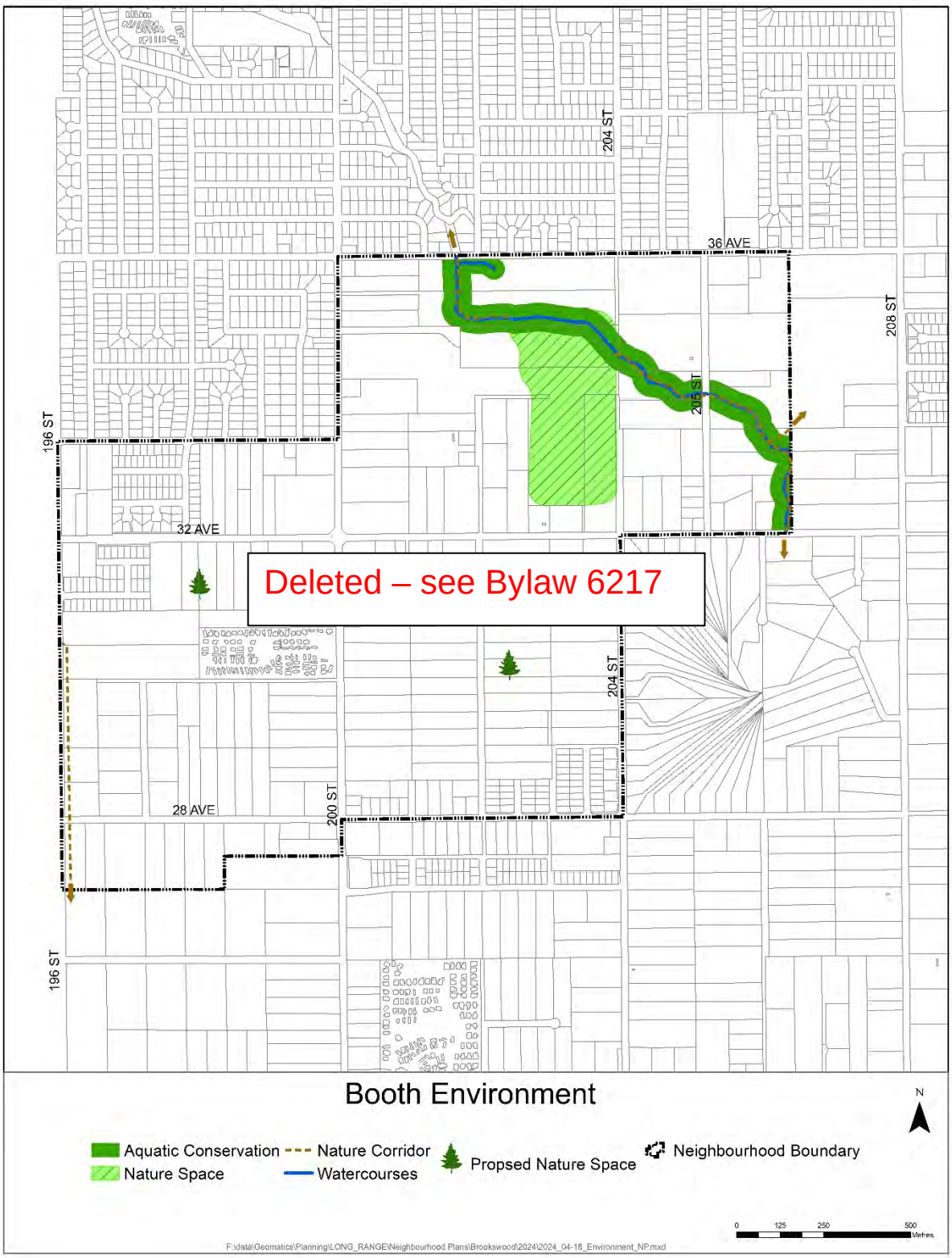
MAP 1 | Land Use Plan



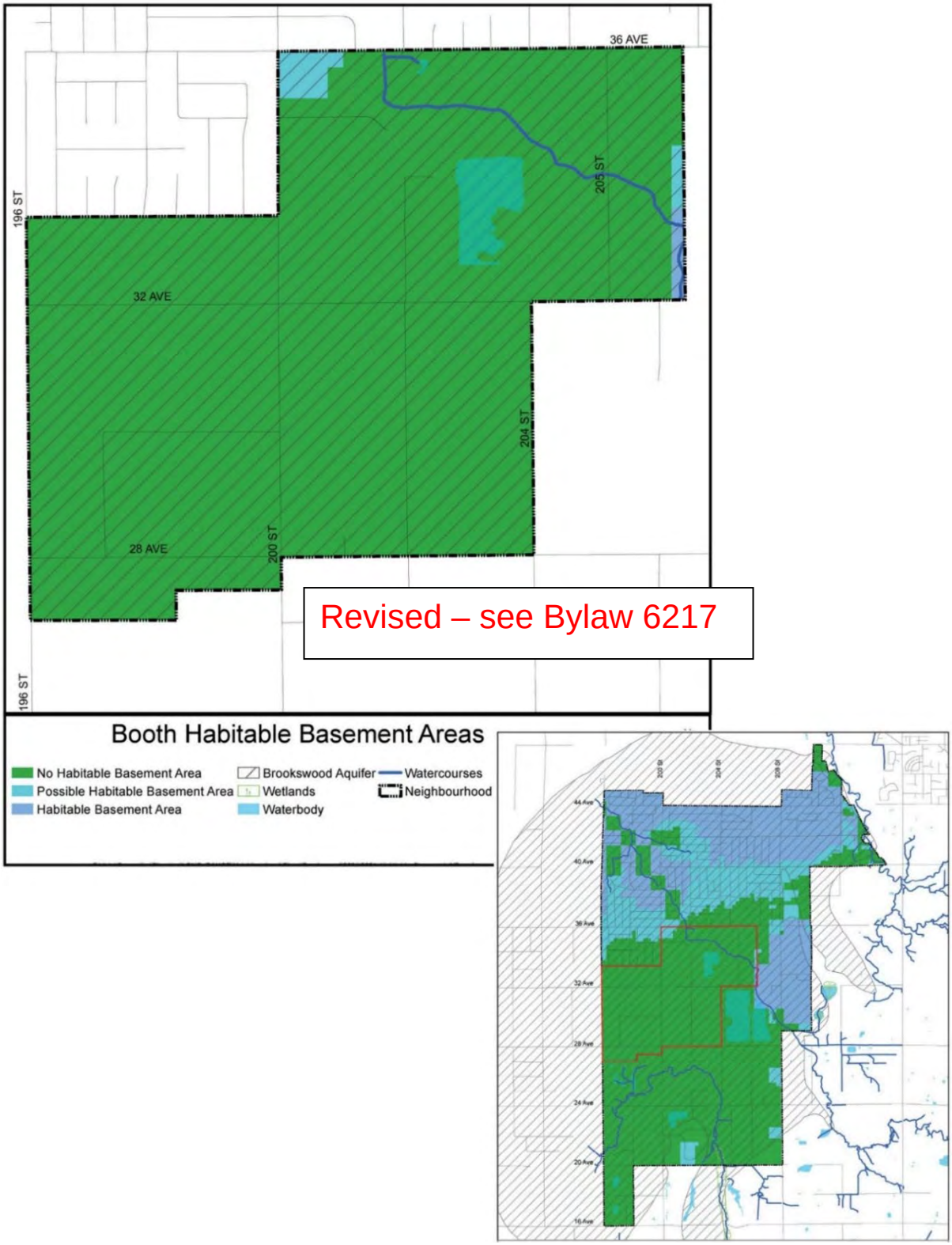
MAP 2 | Parks, Open Space and Neighbourhood Facilities



MAP 3 | Environment

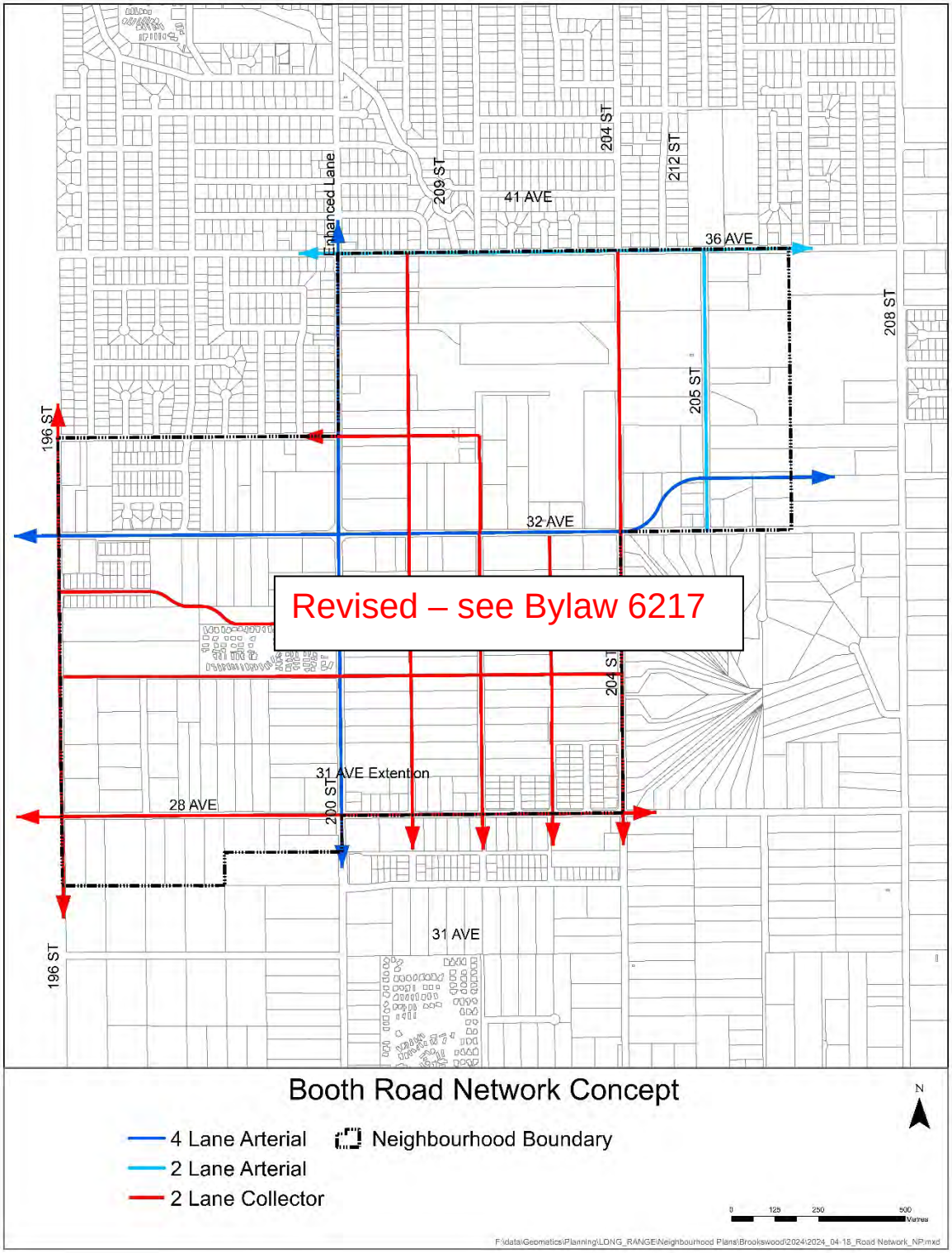


MAP 4 | Habitable Basement Overlay

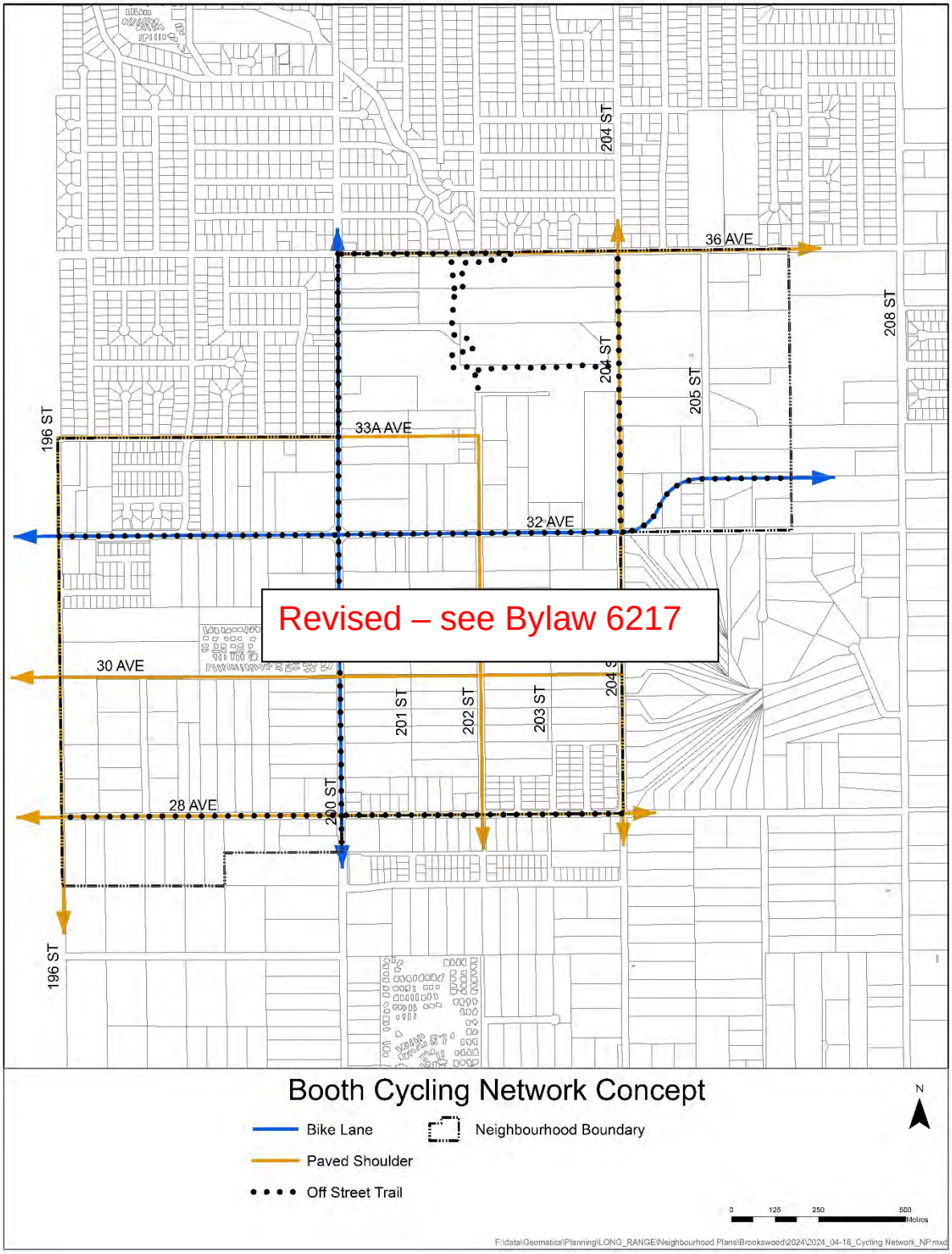


Note: Habitable basement acceptance will also be subject to a “safe for intended purposes” report in flood-prone areas, or as required by the Township

MAP 5 | Road Network Concept



MAP 6 | Cycling Network Concept



ATTACHMENT C



Fernridge Neighbourhood Plan

Bylaw No. 6009

Brookswood-Fernridge Community Plan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 6009

Adopted by Council: June 10, 2024

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
Bylaw No. 6057 (Fernridge Crescent Area)	Map/Text	January 27, 2025

Township of Langley
Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule "BF-2" Brookswood-Fernridge Community Plan

Fernridge Neighbourhood Plan

Fernridge Neighbourhood Plan
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1.0 INTRODUCTION

Fernridge neighbourhood is an area within the southern-most community of Brookswood-Fernridge in the Township of Langley. The Fernridge Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees by offering a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work, and play.

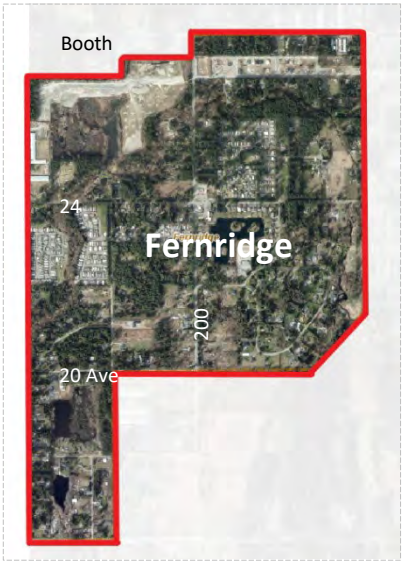
1.1 Policy Context

The Fernridge Neighbourhood Plan incorporates the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and implements the policies of the Official Community Plan (OCP) for the Township of Langley. The BFCP and the OCP guide growth and change in the Fernridge neighbourhood. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the Fernridge Neighbourhood Plan policy takes precedence.



1.2 Plan Area

The Fernridge Neighbourhood Plan area encompasses 276 hectares (681 acres) in the south-western area of Brookswood-Fernridge. East of the City of Surrey and south of the new neighbourhood of Booth, its boundaries are 196 Street (west), 28 Avenue (north), 204 Street (east), 20 Avenue and 16 Avenue (south). Its southern boundary is adjacent to the Agricultural Land Reserve, a portion of which is Campbell Valley Regional Park.

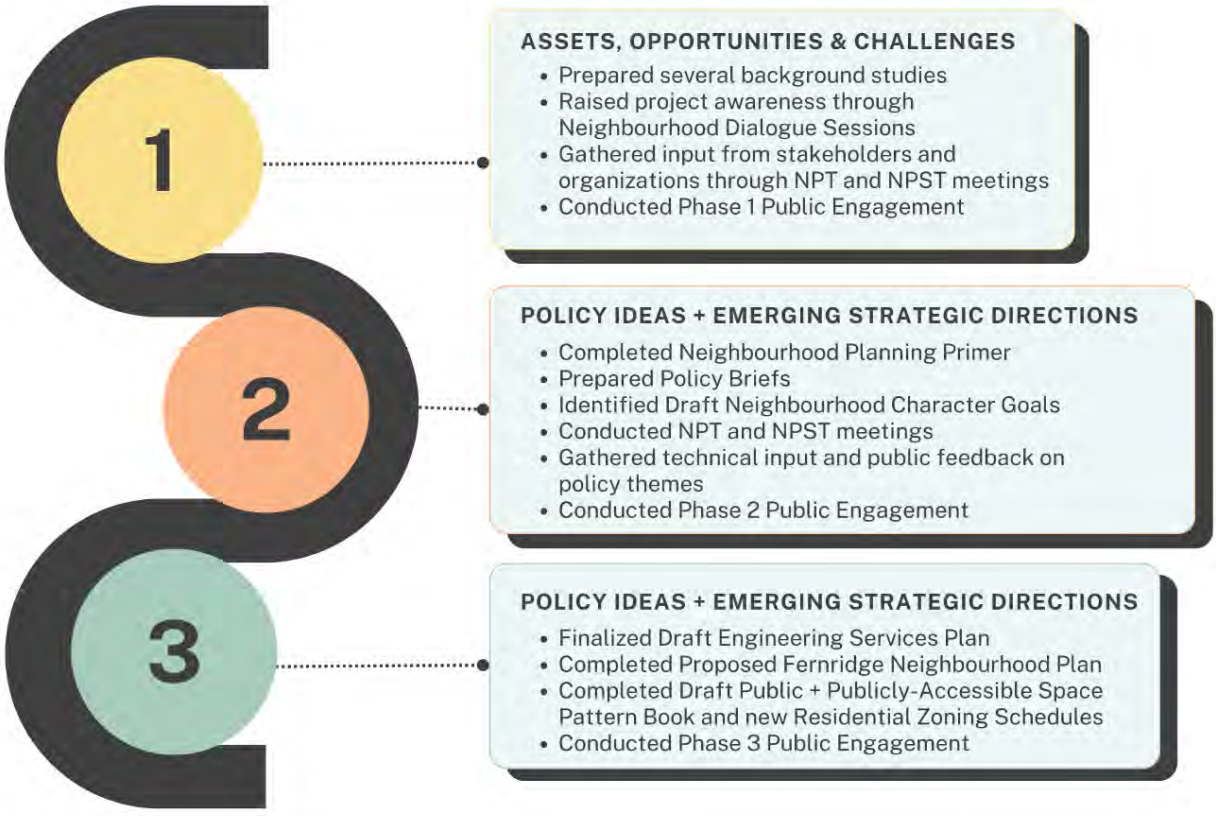


Fernridge Neighbourhood Plan

1.3 Plan Purpose and Process

The Township of Langley has invested a significant amount of time and resources in the planning of Brookswood-Fernridge. The planning process included two attempts to update the Brookswood-Fernridge Community Plan (2014 and 2016). The second attempt in 2016, resulted in a new plan that replaced one that was in place since 1987. The planning process involved technical analysis, policy research and community engagement that included dialogue sessions, workshops, open houses and Public Hearings. On October 23, 2017, Council adopted the new BFCP and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.

In January 2019, Council endorsed the Terms of Reference for the NPs. While the planning process for the NPs was impacted by the Covid-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, “ask-a-planner” sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.



In December 2023, the provincial government changed the Local Government Act to require municipalities to permit small-scale, multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form in single-family neighbourhoods. The Fernridge NP was revised in early 2024 to align with the new provincial legislation.

2.0 NEIGHBOURHOOD VISION AND OBJECTIVES

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the Township of Langley's prosperity. Planning the future of the Fernridge neighbourhood begins with recognizing the Vision and Guiding Principles of the BFCP. Policy will be guided by its four Neighbourhood Character Goals.

2.1 Vision Statement

Fernridge neighbourhood's small town, forested character is situated within a highly connected, north-south/east-west street and block grid pattern. The area has a dense tree canopy, tree-lined roads, wide sidewalks, and boulevard strips.

It provides for a variety of necessities, activities, and services, and supports human health and well-being. The Fernridge neighbourhood has incorporated long-term biodiversity and ecological functions along with climate change measures to have a limited carbon footprint. Fernridge is a great new neighbourhood that is distinct, welcoming, responsive, historic and change resilient.

2.2 Neighbourhood Character Goals

This vision is further articulated in four Neighbourhood Character Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design, and neighbourhood and development patterns.

Goal 1: Fernridge is Designed with Nature

Nature is an important part of Fernridge. Natural areas and features contribute to the neighborhood's livability and to the health of its residents, business owners and workers. Environmental change, whether natural or human-caused, will affect our municipality and region in the future. In response, the design and construction of built environments in Fernridge will incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements promoting nature conservation, preservation, restoration, enhancement, management, and stewardship of natural environments.

Goal 2: Fernridge is a Complete Community

Striving for a complete community, the Fernridge Neighbourhood Plan supports an integrated system where the built and natural spatial elements are intertwined. By balancing the social, economic, and environmental needs of Fernridge residents, people of all ages and abilities can live, work, shop, learn, and play locally.

The Fernridge neighbourhood will provide an appropriate housing supply to generate a sustainable population base, which will support:

- local businesses and services

- community amenities and utilities
- viable public transit
- a variety of land uses and densities
- investment in alternative transportation modes
- connected transit routes
- adaptable and resilient neighbourhoods



Goal 3: Fernridge is a Walkable Neighbourhood

Walkability is more than just pedestrian infrastructure (such as sidewalks and pathways). It is also about appropriate scale and design. Fernridge is comprised of small blocks, human-scaled buildings, and many connected public spaces. To encourage pedestrian activity and active and healthy lifestyles, the Fernridge neighbourhood:

- encourages social, economic and land use diversity
- provides easy access to green spaces
- includes universally accessible design features
- offers equitable access to goods, services, and facilities
- features street trees and wide sidewalks
- incorporates age-friendly design
- supports connectivity



As a walkable neighbourhood, Fernridge facilitates greater social interaction through features such as community parks, social spaces at a variety of scale and design features ~~such as front porches~~.

Goal 4: Fernridge is a Distinct Neighbourhood

Fernridge identifies as a “small-town” neighbourhood. Its character is shaped by its natural and built environments, which give it a distinctive personality. Development in Fernridge is integrated with nature, including distinctive subdivision and lot patterns, careful siting of buildings, and the provision of street trees and landscape features.



3.0 DESIGN CONCEPT

This section of the Plan defines the design concept for the Fernridge neighbourhood. The built environment in Fernridge includes several “building blocks” that establish the spatial arrangement and character. These include block and street patterns, lot configurations and street design, building forms and placement, vegetation, landscaping, and natural features such as trees, topography, and watercourses. The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability, and viable transit, which are cornerstones of the Township of Langley Official Community Plan.

3.1 Design Concept

The design concept for Fernridge incorporates both natural and built environments. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency, and attractive parks, streets, paths, and public spaces.

The Fernridge Town Centre is located at the “Four Corners” of the crossroads of 200 Street and 24 Avenue. This community-scale, mixed-use hub serves as both a neighbourhood anchor and community destination. It incorporates a “High Street” design concept, and includes a concentration of employment, commercial and community services, civic activities, and residential uses, as well as public gathering spaces and a high-quality design and character for the private and public realms. This town centre is intended to be the focal point of the Fernridge neighbourhood and the rural surrounds.

3.2 Fernridge Town Centre

Fernridge Town Centre Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity for pedestrian, bicycle and horse/rider comfort, and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

2. Provide public Mid-Block ~~Lane~~ Pedestrian Links for vehicle parking, cycling and pedestrian, resident, and visitor access, and loading and servicing access.

3. Provide continuous, ground-oriented, pedestrian focused commercial or civic/assembly uses on the ground floor of all buildings along arterial road frontages for the entire length of 24 Avenue and 200 Street, as well as the new High Street, as identified on Figure 3.1 as Mandatory Commercial Street Frontage.

4. Provide continuous ground-oriented residential or employment living – meaning space within a building or structure that can accommodate a permitted commercial use, a permitted residential use, or combination of the two – uses along frontages identified on Figure 3.1 as Secondary Active Street Frontage.

5. Establish a transportation and mobility infrastructure network in the Fernridge neighbourhood pursuant to Section 7 of this Plan.

6. Design a consistent street wall height for the Mandatory Commercial Street Frontages to create a unique public realm, design human scale buildings and streetscapes, and increase the dissemination of natural light on the public realm not including Fernridge Hall.

7. Incorporate "gateway features" that include distinct building/commercial signage, architectural features, and/or other measures to create a sense of arrival as identified on Figure 3.1 – all four corners of 24 Avenue and 200 Street intersection, as well as 199 Street and 25 Avenue. Orient a prominent, gateway building at each of the gateway "corners" that partly establishes a front building face that runs parallel to 200 Street and 24 Avenue. Public Art, funded by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, is to be provided at locations shown on Map 2.

8. Provide a cohesive landscape concept throughout the Commercial Village land use designation and the Institutional land use designation, with enhanced "gateway" landscaping.

~~9. Orient a prominent, gateway building at each of the gateway "corners" that partly establishes a front building face that runs parallel to 200 Street and 24 Avenue.~~

10. Incorporate a landscaped public space in the Fernridge Hall heritage property – southwest quadrant – along 200 Street and the adjacent street greenway, with a minimum size of 2,700 m^2 (~29,000 ft^2). This area will provide a green feel at this important intersection while maintaining the prominence of the historic Fernridge Hall on the southwest ~~side~~ corner of the intersection. The public space shall extend from 200 Street to the south lot line of the Fernridge Hall property across 200 Street to the west.

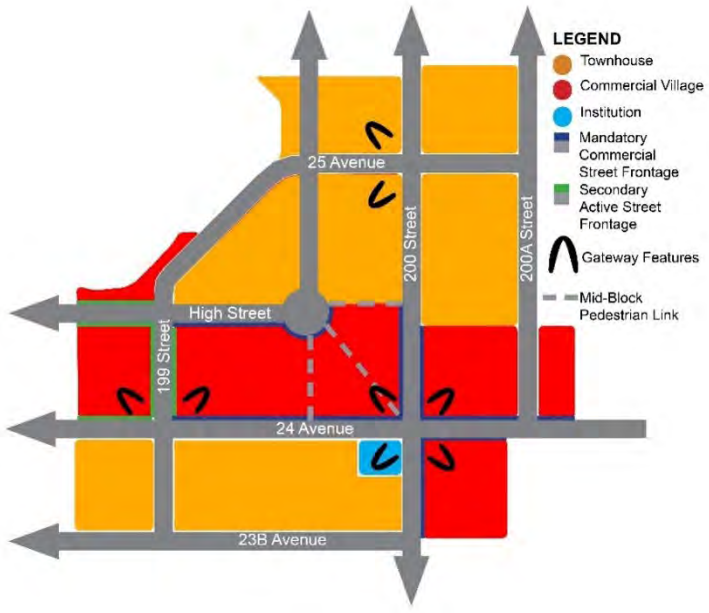


Figure 3.1: Fernridge Town Centre ~~Street Frontage Types~~

11. Enable development that is solar optimized, highly walkable, and supportive of other modes of active transportation, thereby assisting in the reduction of greenhouse gas emissions and improving energy efficiency.

4.0 LAND USE PLAN

The Neighbourhood Character Goals and Design Concept are embodied in the Fernridge Land Use Plan (see Map 1) and associated policies. The Land Use Plan identifies the land use designations in the plan area, as well as future transportation corridors, conservation areas, parks and schools, and other features and infrastructure.

4.1 Land Use Designations and Policies

The land use designations are identified on Map 1, which defines a future land use pattern by identifying the location, use, and building types/forms of development for all properties in the planning area.

The Township of Langley Zoning Bylaw further shapes land use by specifying requirements for development of individual and assembled properties. To ensure that the policies of the plan are achieved, Table 1 specifies the Corresponding Zones of the Zoning Bylaw that may be applied to the land use designations as part of rezoning consideration.

Land Use Designations Policies:

1. Use the Land Use Map (Map 1) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan and relevant policies of the BFCP to direct the land use pattern and form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

3. Comprehensive Development (CD) zoning is identified for the Commercial Village designation only. The use of CD zones may be considered based on the following conditions:

    a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones.
    b. The proposed development and CD zone fully implement Township of Langley policies and objectives.

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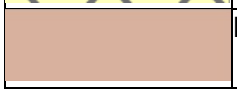
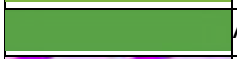
Map 1 Colour	Land Use	Corresponding Zone
	Small-Scale Multi-Unit Housing (SSMUH) 1	SR-1 Suburban Residential Zone
	SSMUH 2	R-1D Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	SSMUH 3	R-1B and R-1C Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	Fernridge Crescent Area	R-1E Residential Zone
	Manufactured Home Park	MH-1 Residential Manufactured Home Park Zone
	Rowhouse/Townhouse	R-CL (RH2) Rowhouse CD- Comprehensive Development P-1 Civic Institutional
	Commercial Village	CD- Comprehensive Development ~~Zone~~ P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	~~P-7 Aquatic Conservation~~ Every Zone
	Employment	M-1A and M-1B Service Industrial

Table 1: Land Use Designation ~~Legend~~ Corresponding Zones

4.2 General Policies

The following policies apply across multiple land use designations in the Fernridge neighbourhood.

4.2.1 General Land Use Designations Policies:

1. Obtain a Development Permit in accordance with Sections 488 (1) (a), ~~(b),~~ (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the Fernridge Neighbourhood Plan area as outlined by the Development Permit Areas on Map 11 of the BFCP to achieve quality, resilient design.

2. Calculate development density for land designated as Small-Scale Multi-Unit Housing, and rowhouse development on land designated as Rowhouse/Townhouse, based on minimum lot sizes.

3. Calculate development density for land designated as Commercial Village and Institutional, based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw No. 2500, as amended or replaced. Developable land area does not include ~~conservation areas,~~

~~publicly dedicated parks/open spaces, and land dedicated for new roads~~ parks/open spaces, trails, detention ponds, utility rights-of-way, land below top of bank of watercourses and land dedicated for roads.

4. Calculate development density for townhouse developments on land designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all land except land below top of bank of watercourses.

5. Incorporate existing stands of trees, along with the retention and integration of existing significant trees ~~as part of the Integrated Site Design Concept process, as outlined in the Subdivision and Development Servicing Bylaw Schedule I – Tree Protection~~. Retention and planting of evergreen, coniferous trees shall be part of the project design.

    a. For land designated as Commercial Village, as well as townhouse development on land designated as Rowhouse/Townhouse, incorporate medium and large sized trees for a minimum of twenty per cent of a development site through retention and planting. ~~Landscaping Area requirements as delineated in Section 111 of Township of Langley Zoning Bylaw No. 2500, as amended~~.

    b. For land designated as Small-Scale Multi-Unit Housing or designated as Rowhouse/Townhouse, provide for retention of medium and large sized trees or planting space for the next generation of trees in the front, back, and side yard setback areas for each lot.

    c. For land designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of ~~28.5%~~ 35% will be applied to new development ~~with the intent to be a reduced lot coverage~~.

6. Design ~~appropriate~~ building transitions between different land uses and distinct building types that are respectful of solar access, views, densities, and massing. Building massing, use of glazing, site design and landscaping should mitigate overlook and privacy considerations. Noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within one storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within two storeys of the adjacent building form. The depth of the step down should be equal to or greater than 1.5 times the height of the building storey.

7. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) to achieve maximum density as provided for in the Plan or

associated Zoning schedules will not be considered if it results in a loss of tree planting areas and open space, which are important neighbourhood character features.

8. Design all principal buildings to incorporate energy conservation through architectural and site design. Examples include, but are not limited to:
   - photovoltaic panels on the roof
   - overhangs/screens for windows on south and west facing elevations
   - low carbon mechanical systems (such as heat pumps)
   - rainwater management best practices

9. Ensure that a development site layout does not result in remnant properties that cannot be serviced (e.g., utilities and transportation), or would be uneconomic or impractical to develop.

4.2.2 Residential Land Use Designation Policies:

1. Provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans, and tenures within the Fernridge Neighbourhood Plan area, as guided by the Township of Langley Housing Action Plan and Housing Needs Report(s), including:

   a. Incorporating a diversity of housing choices to support housing affordability
   b. Encouraging secondary suites, coach homes, and laneway homes
   c. Encouraging a variety of tenures, such as fee simple, strata and purpose-built rental
   d. Encouraging development of short-term and long-term supportive housing, and subsidized rental housing (see Township of Langley Housing Action Plan)

2. Include adaptable housing requirements in accordance with Policy 3.1.12 of the OCP and the Housing Action Plan.

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4.3 Small-Scale Multi-Unit Housing (SSMUH)

The Small-Scale Multi-Unit Housing (SSMUH) designations accommodate a variety of ground-oriented housing types. ~~on individual fee-simple lots.that would have formerly been designated for "single-family" residential development. Permitted dwelling types, as defined in the Zoning Bylaw include:~~

- ~~Single-family dwelling (including secondary suite)~~
- ~~Two-family dwelling~~
- ~~Duplex~~
- ~~Triplex~~
- ~~Manorhome~~
- ~~Townhouse~~
- ~~Apartment~~
- ~~Coach house~~

~~Any future ground-oriented residential building types added to the Zoning Bylaw following adoption of this Neighbourhood Plan are permitted in the SSMUH designations.~~

The Fernridge Neighbourhood Plan includes four SSMUH designations which are differentiated by minimum lot size for purposes of subdivision:

1. SSMUH 1 – minimum lot size of ~~3,642~~ 3,716 m^2 (~~39,202~~ 40,000 ft^2)
2. SSMUH 2 – minimum lot size of 650 m^2 (7,000 ft^2)
3. SSMUH 3 – minimum lot size of 465 m^2 (5,000 ft^2)
4. Fernridge Crescent Area – minimum lot size of 929 m^2 (10,000 ft^2)

Small-Scale Multi Unit Housing Land Use Designation Policies:

1. Up to four dwelling units are permitted on each lot. Secondary suites are counted as dwelling units.

2. ~~Where permitted by the British Columbia Building Code, secondary suites will be counted as individual dwelling units within a SSMUH development~~.

   Subdivision and development in each SSMUH designation will be in accordance with the corresponding zone in the Zoning Bylaw, as shown in Table 1.

3. All new subdivided lots ~~and new townhouse developments~~ must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

4. ~~On corner lots, the front lot line must be perpendicular to the front yards of lots on the long side of a block, as shown in the figure below:~~

   Orient blocks to create an elongated "H" shape, with end lots perpendicular to the long side of the block, as in Figure 4.1.



Figure 4.1: Mid-block Pedestrian Link

5. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) for design expectations on these sites.

4.4 Manufactured Home Park

The Manufactured Home Park designation accommodates manufactured home park development.

Manufactured Home Park Policy:

1. Siting of buildings and structures requires a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations.

4.5 Rowhouse/Townhouse

The Rowhouse/Townhouse designation accommodates rowhouse and townhouse development. This designation is located as indicated on Map 1, including within and in proximity to the Fernridge Town Centre. It provides for ground-oriented housing to accommodate households with children, seniors and "empty-nesters". It is situated adjacent to schools and parks, urban greenways, local-serving commercial uses, future transit, and other destinations, and provides a land use, form and massing transition between higher and lower density uses.

4.5.1 Rowhouse Land Use Designation Policies:

1. Locate rowhouse dwellings on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse/Townhouse as delineated on Map 1. Rowhouse dwellings are to take the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard.

2. Orient rowhouses to be street-facing, along Collector and Local Roads only, with rear public lane access to vehicle and bicycle parking, and to provide for on-street parking that is not interrupted by individual driveways. Design rowhouses on corner lots to be street-facing to both public streets.

3. ~~Accommodate~~ Limit attached principal dwelling units to a maximum of four (4) (plus any associated secondary suites),~~or fewer dwelling units contained within a building. Up to two (2) additional dwelling units may be contained within each building if the resulting~~ except where a development provides for the retention of existing trees and/or ~~provisions for~~ additional tree planting areas for medium to large coniferous trees, in which case up to six (6) principal dwelling units may be attached together (plus any associated secondary suites).

4. Provide for a range of unit sizes, including three-plus bedrooms, to appeal to a broad range of households at different stages of life in accordance with Policy 3.1.9 of the OCP.

5. Provide sufficient front and rear yard setbacks, as well as separation distances between buildings on a lot, to accommodate medium- and large- sized trees with access to sufficient soil

volume, including coniferous species, as well as a pedestrian-oriented street and lane presence, and space for outdoor living areas and detached off-street parking structures.

6. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A maximum building height of 2.5 storeys (9 metres), with the uppermost (third) level having a floor area not exceeding 50 per cent of the floor area of the storey immediately below it.
    b. A minimum 2-metre-deep covered front porch, extending the entire width of the front elevation of the rowhouse.
    c. Rear entrances for all principal dwelling units in the form of ~~"swing doors"~~ a door that can be locked from either side that is separate from the front entrance.
    d. Off-street parking for the dwelling units shall be accessed from a rear lane in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be in a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a "flex" off-street parking space that is covered, but not enclosed (e.g., carport). The "flex" off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.
    e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities.
    f. Include, at a minimum, solar-ready measures to facilitate the application of solar energy generating technologies on the roof of the garage/carport/home-office.
    g. Incorporate crawl spaces in the principal residence to help facilitate, among other aspects of the architectural design, an elevated front porch, in areas where habitable space in basements is not permitted.

7. Demonstrate subtle design variations to strengthen unit identity from the street and support a pedestrian scale.

4.5.2 Townhouse Land Use Designation Policies:

1. The maximum density for townhouse development is 20 units per acre (UPA).

2. Design townhouse developments that contribute to a desirable streetscape character through a clear architectural identity for individual buildings.

~~3.~~ Provide for a range of townhouse unit sizes, including those with three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the

OCP. Specifically, for each townhouse development, a minimum ten per cent of the townhouses must have three or more bedrooms suitable for households with children.

4. Orient townhouses to be street-facing along Collector and Local roads, and east-west oriented Arterial roads only. Townhouse sites to be accessed Parking access is to be provided from a rear lane to provide generally continuous on-street parking that is not interrupted by individual driveways, and to increase opportunities for trees in front yards and street boulevards, and adequate space for rainwater and stormwater management facilities, among other streetscape features.

5. Provide sufficient front and rear yard setbacks, with separation distances between buildings on a lot, to accommodate medium- and large-sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence, and space for outdoor living areas and detached off-street parking structures.

6. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and lanes, the Semiahmoo Trail, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, including:

    a. Front porches for all dwelling units; and
    b. Convenient pedestrian connections through an on-site network of sidewalks and pathways. The pedestrian connections will be independent of a public lane and strata/private drive aisle

7. Demonstrate subtle building/architectural design variations to strengthen unit identity from the street and support a pedestrian scale.

4.6 Commercial Village

The Commercial Village land use designation will be at the core of the Fernridge Town Centre, situated in a landmark intersection at 200 Street and 24 Avenue. It will accommodate mixed-use commercial/residential buildings on three corners. and a heritage assembly use on the fourth. The Commercial Village designation provides opportunities for the integration of street-facing, ground-floor retail, dining, office and personal service uses, and civic facilities, along with apartment residential uses including seniors' housing.

Commercial Village Land Use Designation Policies:

1. Create a modestly scaled Commercial Village comprising a mix of commercial, residential, and recreational uses based on a traditional "High Street" as shown on Figure 3.1 and a maximum density not exceeding a gross floor area of 1.85 times the net developable lot land area (i.e., the Floor Space Ratio, or FSR).

2. Incorporate mixed-use buildings in this designation with apartments above ground floor commercial to provide residents with the opportunity to meet their daily needs within the same area and ensure “eyes on the street” for community safety.

3. Encourage local-serving commercial uses, such as financial institutions, retail stores, convenience stores, an anchor grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés (including those with outdoor/patio dining), pharmacies, childcare, liquor store, and fitness centres, and including live-work opportunities; but excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.11 Policies #8 and #9 of the BFCP.

~~4. Encourage the provision of childcare facilities within the Commercial Village Land Use Designation.~~

5. Accommodate and incorporate one (1) local-serving grocery establishment in the Commercial Village land use designation with ~~an approximate~~ a maximum size of 4,500 m^2 (~48,440 ft^2).

6. Provide a minimum total floor area for commercial uses of approximately 18,580 m^2 (~200,000 ft^2) which includes a minimum total floor area for retail and service commercial uses of approximately 15,330 m2 (~165,000 ft^2) and a minimum total floor area for office uses of approximately 3,250 m2 (~35,000 ft^2).

7. Incorporate an Urban Green, acting as a public square, that is central to the Commercial Village land use designation, in the northwest quadrant, with a minimum size of 1,000 m^2 (~10,760 ft^2) that provides an open space for a variety of activities such as public gatherings, socializing, resting, live performance and presentations, and eating, and serves as a focal point for the neighbourhood. Design features of the public square should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant view considerations, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply needs.

8. Design a combination of mixed-use commercial / residential and commercial / residential / institutional buildings in the Commercial Village, including:

    a. Buildings of a minimum four and a maximum six storeys, with fifth and sixth storeys stepped back in order to reduce visual and overshadowing impacts related to building height.
    b. Maximum lot coverage of sixty per cent where a minimum seventy-five per cent of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage may be increased to eighty per cent where one hundred percent of the off-street vehicle parking use, including visitor parking, is concealed parking.

c. Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces.
d. For an apartment or office use, one hundred per cent of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site, or within the interior of the buildings footprint when required due to high water table.

9. Provide a range of apartment unit sizes, in accordance with Policy 3.1.9 of the OCP, and tenures to appeal to a broad mix of households at different stages of life, including student-oriented housing, seniors housing, family housing, and purpose-built rental. Buildings should incorporate:

a. Individual exterior entrances for ground floor apartment units in mixed-use buildings.
b. A common lobby for each building with office uses and apartment units above the first storey, with the building entrance from a fronting or public street.
c. Lifestyle support features such as secure storage space for oversize sports equipment and seasonal supplies, and secure bicycle parking for buildings with residential uses.
d. Active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exit stairs, outdoor gardening places, and indoor amenity areas for the exclusive use of building residents and guests.
e. Continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.
f. A high-quality pedestrian realm along all building faces. Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).
g. All apartment buildings must provide 10% of the total number of residential units as adaptable units per OCP Policy 3.1.12.

10. Provide a minimum and consistent building separation distance of 12 metres between all buildings ~~to accommodate~~ containing pedestrian circulation and connections as part of a walkable neighbourhood.

4.7 Institutional and School/Park Site

The Institutional designation accommodates educational facilities, recreation centres, civic buildings, care facilities, ~~and~~ places of worship and other community spaces (e.g. Fernridge Hall) that are essential for a complete neighbourhood. At the time of Plan adoption, there were one public and two private schools, and a community firehall in the Fernridge area. Fernridge will require additional institutional uses to accommodate future population growth and new development.

The Future School/Park Site designation accommodates future schools/park site requirements. ~~A total of two (2) anticipated~~ One (1) new public elementary school~~s will be needed~~ is identified in

Fernridge to accommodate ~~the number of~~ students in this neighbourhood. ~~Proposed preferred locations are identified on Map 1.~~

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education and Child Care for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in the facilities plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities.

Institutional and School/Park Site Policies:

1. Accommodate ~~2~~ one (1) new Elementary School, on lands designated Future School/Park Site as shown on Map 1. ~~which will form part of a~~ the lands will form a joint neighbourhood park/elementary school site ~~with each~~ having a minimum total size of 4.9 hectares ~~eleven~~ (12 acres) ~~acres~~: 2 hectares (5-acres) neighbourhood park, 2 hectares (5-acres) elementary school, and 0.4 hectare (1-acre) for non-profit childcare or additional school or park space. Include an additional 0.4 hectare (1-acre) ~~nature/passive park space~~ Wildlife Habitat Patch that can be consolidated with ~~1-acre nature/passive park~~ other natural spaces in a different location within Brookswood-Fernridge. The 0.4 hectare (1 acre) Wildlife Habitat Patch ~~Each 1-acre nature/passive park space~~ will be financially compensated from the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

2. Inform the Langley School District of ~~Identify and secure the School/Park sites~~ each Community Plan amendment ~~rezoning~~ application to receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new School/Park Site prior to consideration of final reading of the zoning amendment bylaw.

3. Consider new neighbourhood institutional facilities (e.g., schools, daycares, seniors' centres, and places of worship) in any land use designation subject to:

    a. the site being located on and oriented to a collector road (as opposed to a local or arterial road only).
    b. the site having access to an adequate transportation network for the proposed size of the facility.

c. the site having adequate off-street parking and/or drop-off and pick-up space; and
d. the proposed development being consistent with the form, scale, and character of adjacent land uses.

4. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping, and pedestrian-friendly lighting.

5. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

~~6. In accordance with the Township of Langley Child Care Action Plan, incorporate childcare facilities, including before- and after-school programming, as part of new elementary schools.~~

7. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship.

8. Support the development of new seniors' housing and care facilities, as defined in the Zoning Bylaw.

4.8 Special Housing

To meet the needs of diverse residents at every stage of their lives, the housing stock in Brookswood-Fernridge should include a variety of housing forms and tenures. The Special Housing land use designation accommodates the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined in the Township of Langley Housing Action Plan, as amended or replaced from time to time. Policies specific to this Special Housing designation are as follows.

Special Housing Policies:

1. Support the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley Housing Action Plan, on lands with a Special Housing land use designation as delineated on Map 1. A variety of these special forms of housing can be included on the same development site.

2. Design the form and character of the development to be compatible with adjacent (property line or across a street) uses.

4.9 Parks and Open Space

This Plan retains an existing network of parks and open spaces and identifies approximate locations for required additional parks and open spaces. This expanded network of parks and open spaces

will contribute to the completeness and livability of Fernridge and surrounding neighbourhoods through active and passive recreation opportunities.

Parks and Open Space Designation Policies:

1. Incorporate Park and trail improvements on existing municipal lands in advance of new dedications and required property acquisitions to provide recreational infrastructure early in the neighbourhood's development and continued growth. For Fernridge, this specifically applies to the ~~Little Campbell River Wetlands Natural Park~~ Fernridge Nature Park (formerly known as Horne Pit).

2. Preserve the location and size of existing park spaces in Fernridge, as delineated on Map 1, in perpetuity.

3. Provide public roads adjacent to park space on at least two (2) sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

4. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones, including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.10 Aquatic Conservation

The Aquatic Conservation designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside protection and enhancement requirements in the OCP seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, ditches, wetlands, lakes and ponds.

These buffers are referred to as "Streamside Protection and Enhancement Areas" (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, mitigate heat events, and provide passive recreation opportunities. To preserve these benefits, these aquatic conversation areas ~~waterbodies~~, both known (Map ~~3~~ 2) and yet to be known, in the Fernridge Neighbourhood Plan area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Aquatic Conservation Policies:

1. Preserve, restore, enhance, and steward Little Campbell River, and its tributaries, by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the OCP.

2. Protect and retain other important waterbodies ~~– referred to as Aquatic Conservation and Nature Spaces (see Map 3) –~~ in the Fernridge plan area, including private aquatic features located within the neighbourhood. Establish a fifteen (15) metre no disturbance buffer around aquatic features to prevent unauthorized “works in and about a stream”, that may be subject to the provincial Water Sustainability Act.

3. Locate Creek Greenways beyond the 30-metre SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. 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~~ environment. Tree removal shall be avoided, and additional native plants may be needed to enhance greenways.

4. Prepare a ~~Fernridge Nature~~ Natural Spaces Park Conservancy and Management Plan for the ~~Little Campbell River Wetlands~~ Fernridge Nature Park to guide the active management of the natural resources and systems for nature parks and nature park spaces. This will preserve, restore, enhance, and maintain natural functions, delivering a wide array of ecological benefits and robust biodiversity, to enhance the well-being of neighbourhood residents, and to prioritize the needs and guidance for long-term maintenance and stewardship.

4.11 Employment

The Employment land use designation provides job opportunities for community residents. It provides for a mix of light industrial, warehousing and distribution uses designed in such a way as to be compatible with nearby residential uses.

Employment Land Use Policies:

1. Permit employment uses, limited to the following:

    a. wholesale, warehouse, and distribution
    b. indoor and outdoor storage
    c. scientific and technical research
    d. information technology
    e. restaurants
    f. brewery or distillery
    g. public work yards, maintenance, and storage facilities

2. Where an above use is defined in Zoning Bylaw 1987 No. 2500, as amended or replaced, the definition in said bylaw shall prevail above any other definition.

3. Provide a continuous Landscape Buffer (with the exception of site access points) at least 20 metres wide, as shown on Map 1. The Landscape Buffer provides an ample vegetated space between employment lands and surrounding uses. Considering the broad range of activities

typical of the employment area, additional measures have been added to reduce potential nuisances. Construct the landscape to accommodate a 3-metre-wide multi-use pathway on the opposite side of the employment uses, as well as a berm, an acoustic barrier (minimum of 1.8 m high) on top of the berm, landscaping, benches and lighting.

4. Where properties designated Employment share a border with the lands designated for the future Fernridge Nature Park, proponents are encouraged to provide pedestrian-scale frontages that activate the street.

5.0 NATURAL ENVIRONMENT AND CLIMATE CHANGE RESPONSE

Nature areas and features enhance the overall well-being of a neighbourhood. They include wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens as well as human-made components. These different types of nature areas and features are together referred to as “green infrastructure”.

~~Environmental~~ Climate change can affect the livability of our community in the future. ~~Nature has an important role to play with warmer, drier summers and milder, wetted winters.~~ Expected impacts include summer drought, air quality degradation, changes to groundwater conditions, and more frequent and severe weather events ~~during the different seasons~~. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity, and lifestyles. Nature conservation spaces and other “green infrastructure” are key contributors to neighbourhood mitigation and adaptation strategies. Local government services that contribute to recreation, climate regulation, rainwater management, clean air, habitat, and biodiversity are invaluable to the health and well-being of a community.

5.1 Nature Conservation

The Nature Conservation policies prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made green infrastructure. Natural components include forests, wetlands, watercourses, and other waterbodies. Human-made components include manicured parks, landscaping, trees, rain gardens, greenways, as well as hydro and bio-engineered features that incorporate natural environmental features.



Green Infrastructure components support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and provide opportunities for linkages between people, flora, and fauna within Fernridge. Integrated, connected ecosystems components form the neighbourhood Green Infrastructure Network.

The term “green infrastructure” repositions nature-based features as a neighbourhood necessity, not simply amenities or “nice-to-haves”. The Green Infrastructure Network for Fernridge includes systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments.

The Green Infrastructure Network must be resilient and dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. Identifying and prioritizing areas of ecological and biodiverse significance establishes framework elements for this work.

Nature Conservation Policies:

1. Establish a Green Infrastructure Network in Fernridge that is comprised of a variety of natural areas and features. There are two main categories: (1) Nature Conservation Hubs and Corridors and (2) Matrix Features, as elaborated in Figure 5.1 below, and includes specifically:
   - ALR Buffer
   - Creek Greenway
   - Ecological Greenway
   - Endangered Species Connection
   - Landscape Buffer
   - Pond Buffer
   - Wildlife Habitat Patch

2. Nature Conservation Hubs and Corridors

   2.1 Preserve the Nature Conservation Hubs and Corridors as defined~~/illustrated on Map 2.~~ in Figure 5.1, below.

   2.2 Identify and preserve additional Nature Conservation Hubs and Corridors. Secure funds, through a variety of sources including other levels of government, non-governmental grant programs, and ~~community amenity contributions~~ collected through the applicable bylaws and policies to fund additional Nature Conservation Hubs and Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow, and including conservation, forested and park lands in the adjacent neighbourhoods and communities and the City of Surrey, can be connected to contribute to the Green Infrastructure Network.

3. Matrix Features

   3.1 Integrate and accommodate mature trees and next generation trees (to expand the neighbourhood tree canopy), greenways, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces, and “naturescaping” practices (see Naturescape British Columbia Provincial Guide) throughout the neighbourhood.

   3.2 Provide design details for development activities and enhancements on public and private land. The design details should focus on green infrastructure at site level not typically addressed in existing bylaw and regulatory tools and requiring implementation guidance.

3.3 Raise public and development community understanding of environmental management, restoration and enhancement of green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout Fernridge.



3.4 Develop hedgerows and buffer strip trails to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

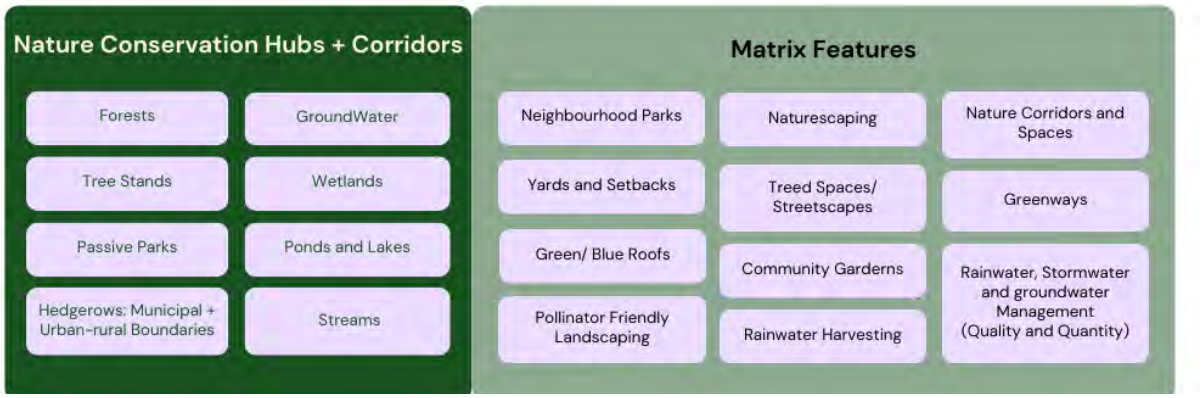


Figure 5.1: Green Infrastructure: Nature Conservation Hubs + Corridors ~~Framework Elements~~ and Matrix Features

5.2 Groundwater Protection and Management

Fernridge has several unconfined and confined aquifers. The Brookswood Aquifer is a groundwater reservoir comprised of porous, unconsolidated sands and gravels originating from glacial outwash deposits. This unconfined aquifer is an important water source for many Township of Langley residents, and also sustains important habitat.

The glacial deposits have high permeability, high groundwater flow and high hydraulic conductivity. This means that water can move easily and relatively quickly into the groundwater storage and within the groundwater itself, and discharge or exit through surface water, plant uptake and evaporation.

The unconfined Brookswood Aquifer is susceptible to contamination and interruptions to groundwater recharge. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants to the aquifer.

For the health of all users and the natural environment, groundwater resource protection requires:

- preservation of water quality
- management of water quantity
- maintenance of the surface water system's hydraulic integrity

Groundwater Protection and Management Policies:

1. Preserve, restore, enhance, and manage the neighbourhood forest and associated tree canopy to protect the underlying aquifer.

2. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential through specific zoning regulations, ~~and~~ development standards, and Engineering Servicing Plans. Where no such regulations, standards, and plans are available, meet development best practice standards/guidelines.

3. Maximize dispersed groundwater recharge at all spatial scales (from neighbourhood to individual building site), to minimize groundwater mounding conditions during rain events.

4. Require enhanced treatment for rainwater and stormwater runoff, particularly flowing from pollution-generating impervious surfaces used by vehicles. Locate all such treatment facilities to provide for ease of municipal maintenance.

5. Design and implement neighbourhood Green Infrastructure Network features that mimic natural hydrology through low impact development practices and implementation of source control best management practices for mitigation of development impacts on runoff catchment areas, peak flows, runoff volumes and water quality. Such features include disconnection of roof leaders, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers, and more.

6. ~~Obtain development approval information at the time of a zoning amendment application to the Township of Langley, pursuant to sections 484, 485, 486 and 487 of the Local Government Act, to ensure development protects, restores, sustains, and enhances the quality and quantity of groundwater sources and the overall health of the natural environment and aquatic ecosystem. See Appendix A.~~
   Require an unqualified statement from an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, that the proposed development is in accordance with principles, criteria and objectives of the Integrated Liquid Waste Management Plan, Anderson Creek Integrated Stormwater Management Plan, Little Campbell River Integrated Stormwater Plan, Township of Langley Water Management Plan, and Subdivision and Development Servicing Bylaw, all as amended or replaced, and that the proposed development will not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. Specific recommendations on aquifer protection measures and

mitigation of any impacts shall be outlined and supervised by the Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, as applicable.

7. Appropriately close test holes for geotechnical or hydrogeological investigations. Monitoring must be completed by an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

8. Design communal rainwater and stormwater detention facilities to provide bioretention capabilities, as feasible, and contribute to groundwater recharge while protecting the baseflows, maintaining peak flows and infiltrated water quality.

9. ~~Allow habitable basements in residential uses in areas delineated on Map 3 as Habitable Basement Area, subject to the Subdivision and Development Servicing Bylaw and site investigations to confirm that there is no risk of flooding, seepage, or water intrusion.~~ Areas delineated on Map 3 as a Possible Habitable Basement Area may be permitted to have habitable basements in residential uses, if confirmed by a technical feasibility study prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia. All applications in flood-prone areas, or as required by the Township, will also require a “safe for intended purposes” report by a Qualified Professional.

10. Prohibit habitable basements in residential uses, due to high water table conditions, in areas delineated on Map 3 as a No Habitable Basement Area.

11. Obtain necessary provincial approvals if a development requires dewatering, as groundwater use is regulated by the provincial government.

5.3 Neighbourhood Forestry

Trees improve livability, increase civic pride, and contribute to residents’ quality of life. Neighbourhood forests slow the production of ground-level ozone, filter air particulates, and absorb air-borne pollutants. Trees can reduce rainwater management costs by absorbing rainfall, and shading homes from overheating during summer months.

Trees increase a neighbourhood’s biodiversity by providing food and habitat for wildlife. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria, and fungi.

Trees can become stressed by water restrictions and impacted by wind and road salt / brine. They will face escalating changes to growing conditions, altered plant hardiness zones, and compromised longevity as a result of climate change.

The neighbourhood forestry policies encompass: (1) tree retention; (2) “right tree and right location” methodology; and (3) adaptive reforestation to establish a robust, multi-generational neighbourhood forest.

Neighbourhood Forestry Policies:



1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in Fernridge. Implement the Community Forest Management Strategy.

2. Maximize the tree canopy by establishing Zoning Bylaw provisions regarding:
    - lot coverage
    - maximum impervious cover (site coverage)
    - siting of buildings and structures (setbacks, interior separation distances)
    - introduction of required tree retention/plantable areas
    - tree selection criteria (species and planting location) for increasing energy efficiency of buildings
    - treatment of pollution-generating surface run-off
    - requirements for permeable surfaces
    - extent of underground structures
    - screening/landscaping requirements

3. Periodically review and update the Township's preferred tree list to support climate change adaptation, and in consideration of local availability of tree species.

4. Establish canopy/planting targets for each municipal park type, and in collaboration with the Langley School District for school sites.

5. Assess the urban forest tree canopy every five years, including inventory, location, quantity or extent, useful life expectancy and, when possible, cost and value of trees.

6. Develop a storm response plan for emergency tree risk assessment and tree removal associated with severe storm events.

7. Ensure new plantings are diverse in streetscapes, greenways, and parks as well as ~~Nature Conservation Area Hubs~~ in the Green Infrastructure Network and target no more than ten per cent of any species, twenty per cent of any genus and thirty per cent of any family at the neighbourhood scale.

8. Plan and fund naturescaping on public lands to support and enhance biodiversity, and to demonstrate best practices for naturescaping for private property owners.

5.4 Renewable Energy and Low Carbon Neighbourhoods

Building construction, operation, and maintenance and vehicle emissions contribute significantly to overall greenhouse gas emissions. Green buildings, site and landscape design, and active transportation can assist in reducing both energy use and water consumption. The Township of Langley strives to achieve low carbon neighbourhoods. The Fernridge Neighbourhood Plan intends to:

- Create neighbourhoods with a positive impact on the natural environment through a healthy neighbourhood forest that supports residents' physical and mental health
- Encourage and support innovation to create low carbon neighbourhoods through design features that facilitate passive and local renewable energy infrastructure
- Build neighbourhood block patterns that facilitate using transit, cycling, walking and other active forms of transportation



Renewable Energy and Low Carbon Neighbourhood Policies:

1. Design, develop and implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous tree species of varying ages and heights, along with a variety of native shrubs, perennials, and groundcovers with minimal or no turf grass (xeriscaping). This will limit the need for irrigation by replicating "layered" plant communities and encouraging biodiversity.

2. Incorporate landscape design strategies to reduce energy demands for heating, cooling, and lighting in buildings by:

    - using deciduous trees on the southern and western facing sides of a building to minimize the warming effect of solar radiation during the summer months, and optimizing sunlight during the cooler, darker months; and
    - situating coniferous evergreen trees in all other areas

3. Provide rainwater harvesting infrastructure with SSMUH and Rowhouse/Townhouse land use designations, sized to supply water for landscaped areas during the length of a typical dry season, based on best available climate change forecasts.

4. Encourage green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof or wall and heat transfer to the interior.

6.0 PARKS, OPEN SPACE AND HERITAGE

A neighbourhood is a place. Natural and built environments make up the neighbourhood character and give it a distinct personality. Every property, building, public place, environmental feature and infrastructure contributes to its character, as does their placement within the area.

The built environment's visual and physical patterns are defined by recurring characteristics, which can vary by neighbourhood, street, and block or can be consistent across the community. These patterns can accommodate varied building forms and scales while providing an underlying sense of cohesion that helps define the neighbourhood character.

Neighbourhoods establish and nurture a distinct identity determined in part by how residents, business operators, and visitors experience the place and socially interact within it.

6.1 Parks and Open Spaces

This Plan builds upon existing parks and nature spaces to establish an enhanced network of active and passive outdoor recreational opportunities.

Parks and open spaces Policies:

1. Accommodate an additional ~~18.4 hectares (45.4 acres)~~ 12.1 hectares (29.9 acres) of parks space for ~~Community and~~ Neighbourhood Parks, Pocket Parks and an Urban Green within the neighbourhood as shown on Map 2.

2. Incorporate ~~an Urban~~ Pocket Parks and an Urban Green for complementary programing spaces and pedestrian access as shown on Map 2.

6.1.1 Neighbourhood Park

Fernridge will have ~~five~~ two (2) new Neighbourhood Parks. These parks will provide a variety of recreational opportunities, including sports fields, playgrounds, and nature areas. These policies provide direction for the combined Neighbourhood Park site to be appropriately located, sized, and configured, and that necessary access and connectivity meet users' needs.



Neighbourhood Park Policies:

1. Provide and locate ~~five~~ two (2) Neighbourhood Parks, each with a minimum size of 2.8 hectares (7 acres).~~, as indicated on Map 2. Four (4) of these will be used as are park spaces while one (1) will be for Nature Conservation only.~~

2. ~~Secure the Neighbourhood Park sites, along with the rezoning of any lands designated for residential development, as outlined in Policy #1, Section 9.1, General Prerequisites.~~ The Neighbourhood Park sites are located on lands designated School/Park Site and Park and Open Space as identified on Map 1.

3. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) dedicated land required for the Neighbourhood Park site as contributions to neighbourhood forestry in the form of a ~~Nature Space~~ Wildlife Habitat Patch, as identified on Map 2. ~~which will be included as an update to Map 3.~~

6.1.2 ~~Urban~~ Pocket Park

Fernridge will include ~~one~~ two (2) ~~Urban~~ Pocket Parks, at ~~ranging from approximately~~ 0.4 ~~to 0.6~~ hectare (1.0 ~~to 1.5~~ acre) in size. They will serve as all-season gathering spots within the neighbourhood. Features will include active waterplay and water features, a variety of seating areas, and a combination of soft and hard surface areas. The ~~Urban~~ Pocket Parks will have an adaptable design so that they are able to accommodate different programming opportunities.



~~Urban~~ Pocket Park Policies:

1. Develop a minimum of ~~four~~ two (2) ~~Urban~~ Pocket Parks located generally in the areas indicated on Map 2, that are approximately 0.4 hectare (1.0 acre) ~~to 0.6 hectares (1.5 acres)~~ in size.

2. The ~~Urban~~ Pocket Parks should be ~~bound on one side by a Collector Road, and on one other side by a Collector or Local Road. It should include generous walkways of 6-metre-wide connected to public sidewalks .~~ connected to a Street Greenway.

3. Design the ~~Urban~~ Pocket Parks to be an all-season public space.

~~4. Provide on-street parking along adjacent road frontages, and an accessible sidewalk.~~

5. Fund the ~~Urban~~ Pocket Parks through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. ~~Community Amenity Contributions Policy.~~

6.1.3 Urban Green

Fernridge will include one (1) Urban Green, 0.1 hectare (0.25 acre) in size. The Urban Green located within the Commercial Village will act as a public square. The Urban Green will provide an open space for a variety of activities to be an all-season focal point for the neighbourhood. Features will include a combination of hard and soft design, landscaping features, and a variety of seating areas.

Urban Green Policies:

1. Develop one Urban Green located in the northwest quadrant of the Commercial Village acting as a public square, refer to Section 4.6.6.

2. Design the Urban Green to be an all-season public space.

3. Provide on site parking and an accessible sidewalk.

4. Fund the Urban Green though the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.1.4 ~~Nature Park &~~ ~~Nature~~ ~~Park~~ Natural Spaces

~~Nature Parks are~~ Connection to nature is a hallmark of the small-town character of Fernridge. It includes natural landscapes and features that enhance local ecosystems, support biodiversity and groundwater recharge. They provide various passive recreational opportunities.

~~Nature Parks and Nature Park~~ Natural Spaces Policies:

1. Secure ~~Nature Parks and related Nature~~ Natural ~~Park~~ Spaces, including but not limited to, Aquatic Conservation and Wildlife Habitat Patch, as shown on Map 2 ~~3~~, ~~in perpetuity,~~ exclusive of any required road and trail dedications along the park perimeters.

2. Prepare a Fernridge Nature Park Conservancy and Management Plan to guide the management of the natural resources and systems.

3. Identify and fund new Nature Parks and new ~~Nature Park~~ Natural Spaces through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, as well as other funding sources.

6.1.4.1 Aquatic Conservation (Natural Ponds):

Two natural ponds exist in the area between 16 Avenue and 20 Avenue, between 196 Street and 198 Street. These natural ponds are home to the Western Toad (*Anaxyrus boreas*), which is on the Endangered Species list. The primary objective of Natural Ponds Policies is to protect habitat and migration routes for Western Toads.

Natural Ponds Policies:

1. Provide a 6-metre Pond Buffer, consistent with Creek Greenway specifications.

2. Require a 10-metre wide Endangered Species Connection between the two (2) Aquatic Conservation areas (natural ponds) per Map 2, connecting to 20 Avenue and located along the north and south edge of 20 Avenue. The Endangered Species Connection is intended to provide

minimum protected corridor from the ponds along the most frequented migration routes for the Western Toads and toadlets. Additional lands may be considered for further protection of such routes as well as upland habitat for adult toads. Construct a 3-metre multi-use trail with landscaping, lighting, and directional/interpretative signage, where appropriate.

3. Maximize protected land generally reflecting established migration routes (see Figure 6.1) and emergence areas, including, but not limited to:
   - providing additional land(s) outside the areas identified as Pond Buffer, Endangered Species Connections and ALR Buffer, see Map 2
   - protecting a treed corridor north of 20 Avenue, if possible
   - protecting lands between the two ponds
   - protecting two (2) ten-metre corridors, Endangered Species Connections, linking each pond to 20 Avenue and the treed riparian area to the west
   - providing multiple road tunnel crossings and consider barrier free methods to direct toads to road crossings, both designed by a Qualified Environmental Professional

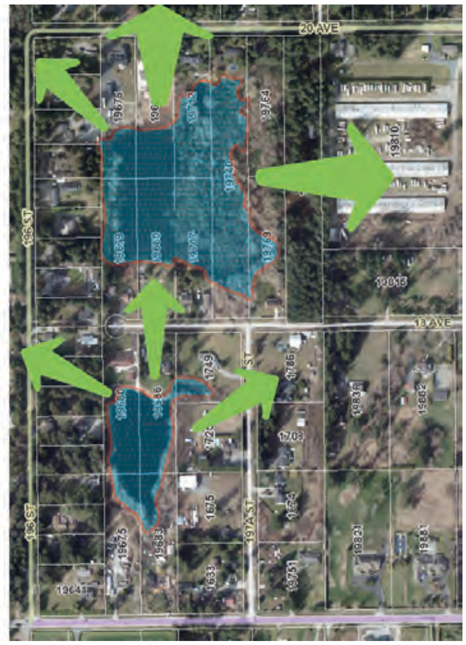


Figure 6.1: Western Toad Migration Routes

4. Funding for the Pond Buffer and Endangered Species Connection is provided by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. Seek additional funding mechanisms as they arise.

6.2 Greenways/Trails

Greenways and pedestrian/cycling connections in Fernridge are an important component of the active transportation network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 2.

Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.

6.2.1 Greenways: Street and Neighbourhood Edge

Greenways are wide paths that offer safe and appealing routes for pedestrians and cyclists, connecting various destinations such as parks, commercial areas, and neighbourhood services.

Whether along 196 Street or the agricultural and rural interface, these ~~greenways~~ neighbourhood edges serve as transition buffers while providing safe passage throughout the community. A municipal buffer will be applied along the entire east side of the 196 Street corridor. An agriculture buffer will be applied along the transition between residential areas and rural/agricultural lands



Greenways: Street and Neighbourhood Edge Policies:

1. Provide continuous greenways in the locations identified on Map 2.

2. Provide safe street crossings for pedestrians and cyclists at key intersections.

3. Greenway Construction:

   3.1. Street Greenways will be constructed within road dedications and an adjacent greenway dedication of 4.5 metres.

   - Street Greenways will include ~~on-street parking, curb, gutter,~~ a 3-metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities, and utility services. Preserve existing, healthy trees (preferably coniferous varieties), where possible.
   - Streetscape design variations could include:
     - proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities
     - curb bulges to accommodate trees (for up to ten per cent of the block face)
     - narrow vehicle travel lanes (non-Arterial Road) for additional treed space
     - modest changes in the location and design of transit stops
   - Build appropriate and effective connections and “tie-ins” where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.
   - Incorporate a variety of retained or new coniferous tree species to complement deciduous street trees and understorey plantings that will not interfere with surface drainage facilities and other required streetscape features.

~~Construct Neighbourhood Edge Greenways within the road dedication and an additional 5.5-metre-wide dedication. Neighbourhood Edge Greenways include on-street parking (except on most Arterial Roads), curb, gutter, a 3-metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, and surface drainage facilities, and utility services~~.

3.2. ALR Buffer:

Establish an ALR Buffer, in the form of Neighbourhood Edge Greenway, in the locations identified on Map 2. There are two types of conditions along the interface that require different responses.

3.2.1. The first interface type (road) is adjacent to a road dedicated and constructed to an appropriate standard. This interface type shall include a 7.5 metre wide vegetated buffer on the outside of and adjacent to the road allowance/dedication, on the on the neighbourhood side. At a minimum the streetscape associated with the first interface type includes on-street parking, curb, gutter, a 3 ~~1.8~~ metre multi-use asphalt pathway, abundant street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), and above-, at- and below-grade utilities, among other possible space/use requirements.

3.2.2. The second interface type (non-road) is situated along a shared property line between neighbourhood residential lands and rural/agriculture lands. This interface type shall consist of a 15 metre wide vegetated buffer on the neighbourhood side, a 3 metre multi-use asphalt pathway, abundant trees, retained and new coniferous trees, understory plantings, among other possible space/use requirements.

4. Municipal Buffer:

Construct a Municipal Buffer, in the form of a Neighbourhood Edge Greenway, along the east side of 196 Street within the required streetscape that is comprised of a portion of the road dedication as well as an additional 6 metre wide ~~park~~ dedication, as delineated on Map 2.

- At a minimum the streetscape associated with Municipal Buffer includes ~~on-street parking, curb, gutter,~~ a 3 metre multi-use concrete pathway, abundant street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales, and basins), above-, at- and below-grade utilities, among other possible space/use requirements.
- Preserve existing, healthy trees, where technically feasible, especially coniferous varieties (e.g., Coastal Douglas-Fir), that are situated within the area of the new Municipal Buffer and associated streetscape, provided that those applicable features, outlined in Policy #2 of this Section above, are retained. Retain existing trees through variations in the streetscape design such as combining driveway entrance/exits and associated curb let-downs along a public road, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10 percent of the block face (measured between the inside curb faces of two cross streets) – in order to provide sufficient on-street parking spaces, narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space.

5. Fund Street Greenways, the ALR Buffer and partially fund the Municipal Buffer ~~– land dedication costs plus additional construction costs –~~ through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.2 ~~Nature Corridor Greenways~~ Ecological Greenways Polices

~~A Nature Corridor Greenway~~ Ecological Greenways provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood's Green Infrastructure Network.

~~Nature Corridor Greenway~~ Ecological Greenways Policies:

1. Provide a continuous ~~Nature Corridor Greenway~~ Ecological Greenways in the approximate location identified on Map ~~3~~ 2, avoiding locations parallel to private driveways, parking lot drive aisles and public roads.

2. Construct the ~~Nature Corridor Greenway~~ Ecological Greenways at an average 30 metre width. It should be richly planted with retained and new native (coniferous) trees, and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity. It should include a 3-metre-wide multi-use asphalt pathway and seating on one edge of the greenway. Wildlife tunnels should be used at Collector and Arterial Road crossings, that provide natural light infiltration for the entire length.

3. ~~Determine the exact location of the Nature Corridor Greenway on a development site by using tree inventory information, the hydrogeological assessment report and aquifer protection plan information requirements, identified in Section 5.2, Policy #6 to guide decision making. Priorit~~ Prioritize the location of ~~Nature Corridor Greenways~~ Ecological Greenways on particular development sites to include established stands of coniferous trees and quality groundwater recharge areas.

4. Allow reductions in width along select sections of the ~~Nature Corridor Greenway~~ Ecological Greenways for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length; (2) the said reductions are spaced at a minimum 50 metres apart; (3) an average total greenway width of 30 metres is maintained; and (4) the nature and recreation connectivity is continuous. The ~~Nature Corridor Greenway~~ Ecological Greenways may be divided evenly between two properties or development sites.

5. Where feasible, preserve existing, healthy trees and stands of trees, especially coniferous species. Changes to the alignment of the ~~Nature Corridor Greenway~~ Ecological Greenways may be considered, provided that there is no net loss of habitat, and alignment locations at the neighbourhood plan edges are retained.

6. Build appropriate and effective connections and “tie-ins” where the ~~Nature Corridor Greenways~~ Ecological Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund the portion of the ~~Nature Corridor Greenway~~ Ecological Greenways located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.~~Fernridge and Rinn Amenity Zoning Policy.~~

6.2.3 Creek Greenways and Trails

Creek Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.



The Creek Greenway is part of a preserved, restored, and enhanced riparian corridor adjacent to waterbodies of various types (e.g., watercourses, wetlands, ponds, lakes). It is richly planted with retained and new native trees, specifically coniferous species, and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity.

In addition to Creek Greenways, there are different types of trails and greenways for diverse recreation and commuting purposes with varying standards. They include Wetland Trail in Fernridge Nature Park, Horse/Creek Greenways, Horse/Street Greenways, Horse/Off-street Recreational Greenways, and an Off-Street Recreational Greenway.

6.2.3.1 Creek Greenways and Trails Policies:

1. Provide Creek greenways in the locations identified on Map 2.

2. Construct Creek greenways with a minimum average width of 6 metres, to accommodate a 3-metre-wide multi-use asphalt pathway at the outer perimeter of the required riparian area, and a 1.5 metre vegetated buffer on either side of the pathway.

~~3. In situations where the area of a Terrestrial Nature Conservation Area is added to the riparian area of a protected waterbody, the Creek greenway will be located at the outer perimeter of the combined riparian and conservation areas.~~

4. Build appropriate and effective connections and “tie-ins” where the Creek greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

5. Fund Creek greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.2 Wetland Trail Policies:

The Wetland Trail is located in the Fernridge Nature Park.

1. Provide the Wetland Trail in the location identified on Map 2.

2. Construct a 3-metre-wide multi-use trail with landscaping, lighting, and directional and interpretive signage, as appropriate.

3. Fund the Wetland Trail through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.3 Horse/Creek Greenways Policies:

The Horse/Creek Greenways are 6-metre-wide trails that provide connections for horse riders along Creek Greenways.

1. Provide Horse/Creek Greenways in the location identified on Map 2.

2. Construct 6-metre-wide Horse/Creek Greenways with a minimum:
    a. 3-metre wide multi-use trail with a horse friendly travelling surface
    b. Landscaping
    c. Lighting
    d. Appropriate signage
    e. Fencing, as needed, to provide a safe barrier

3. Bridge required to connect the Horse/Creek Greenway.

4. Fund Horse/Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.4 Horse/Street Greenways Policies:

The Horse/Street Greenways are a minimum 8.5-metre trail that provides connections for horse riders along streets. These trails are different from standard Street Greenways in that the trails have a horse friendly travelling surface.

1. Provide Horse/Street Greenways in the locations identified on Map 2.

2. Construct 8.5 metre wide minimum Horse/Street Greenways with a minimum:
    a. 3-metre-wide multi-use trail (asphalt)

b. 2.4-metre-wide horse trail with a horse friendly travelling surface
c. Landscaping
d. Lighting
e. Appropriate signage
f. Appropriate fencing to provide a safe barrier between the street and the trail and between the horse and pedestrian paths to reduce conflicts.
g. Elevated rider activated crossing signalization, as needed.

3. Fund Horse/Street Greenways through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.5 Horse/Off-Street Recreational Greenways Policies:

The Horse/Off-Street Recreational Greenways provide connections for horse riders in areas away from roads and serve as unique connections. These trails are different from standard greenways in that the trails have a horse friendly travelling surface.

1. Provide Horse/Off-Street Recreational Greenways in the location identified on Map 2.

2. Construct Horse/Off-Street Recreational Greenways with a minimum:
   a. 3-metre wide multi-use trail with a horse friendly travelling surface
   b. Landscaping
   c. Lighting
   d. Provide appropriate signage
   e. Elevated rider activated crossing signalization as needed
   f. Fencing as needed to provide a safe barrier

3. Fund Horse/Off-Street Recreational Greenways through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.6 Off-Street Recreational Greenways Policies:

1. Provide an Off-Street Recreational Greenway in the location identified on Map 2.

2. Construct the 10 metre wide Off Street Recreational Greenway to accommodate a 3-metre-wide multi-use asphalt pathway, landscaping, benches, lighting and directional signage.

3. Fund the Off-Street Recreational Greenway through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.4 Enhanced Sidewalks

Enhanced Sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway, and an additional wider green buffer between the

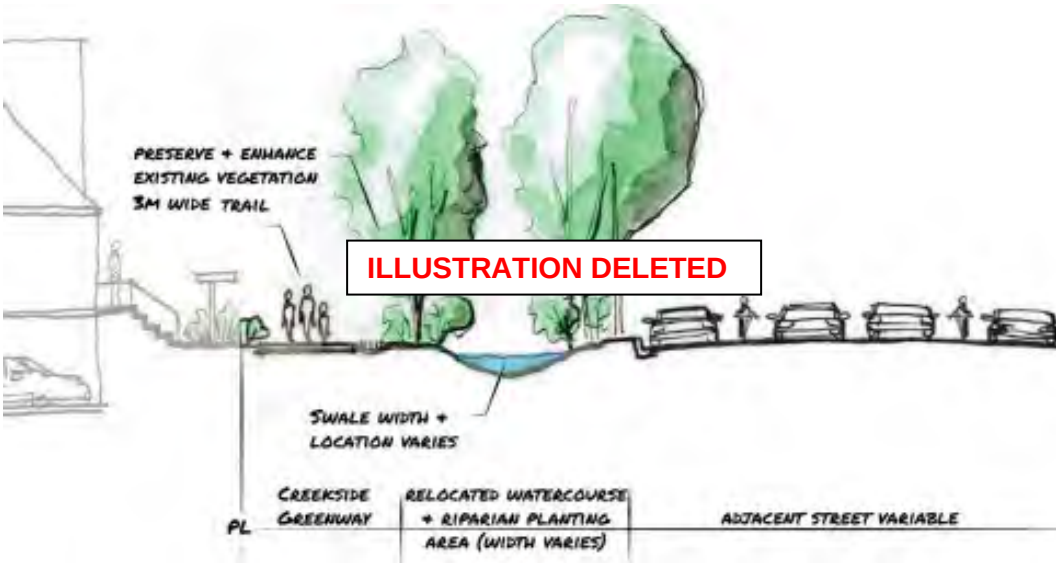
sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways. Enhanced Sidewalks are ~~not~~ partially funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced ~~and are therefore the financial responsibility of development~~.

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 2.

2. Construct Enhanced Sidewalks within the road dedication, with a minimum:

    - 2-metre-wide buffer between curb and sidewalk,
    - continuous 3-metre-wide hard-surface (e.g., concrete, asphalt) multi-use pathway, and
    - 1-metre-wide buffer between the property line and the sidewalk.



6.2.5 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connections through developments and subdivisions, to and from greenways, trails, schools, and areas where public access along corridors is widely spaced. The locations for the Mid-Block Pedestrian Links, are approximate, both in distance and frequency, refer to Section 7.1.6. The intent of these policies is to secure additional connection points through development to increase the walkability and public accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Brookswood-Fernridge Greenway Amenity Policy ~~Booth, Fernridge and Rinn Amenity Zoning Policy~~ and are therefore the financial responsibility of development.

Mid-Block Pedestrian Links Policies:



1. Provide Mid-Block Pedestrian Links, per Policy 7.1.3, which are a minimum 6 metres wide and include a 3-metre-wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, or as required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a "public" pathway. Build appropriate and effective connections and "tie-ins" to facilitate connections with other pedestrian and cycling facilities and other types of Greenways. ~~this "interpretation" where the Mid-Block Pedestrian Links intersect with other pedestrian and cycling facilities and other types of Greenways.~~

6.2.6 Safety, Security and Accessibility

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. The objective is to enhance personal safety and security through building siting, orientation, and design to ensure buildings and open spaces accommodate and provide access for all users and abilities. This is based on the following principles:

- Territoriality – fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance – maximizing the ability to spot suspicious people and activities
- Activity support – encouraging the intended use of public space by residents
- Hierarchy of space – identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening – using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment – making a design or location decision that considers the surrounding environment to minimize the use of space by conflicting groups
- Image/Maintenance – ensuring that a building or area is clean, well-maintained, and graffiti-free

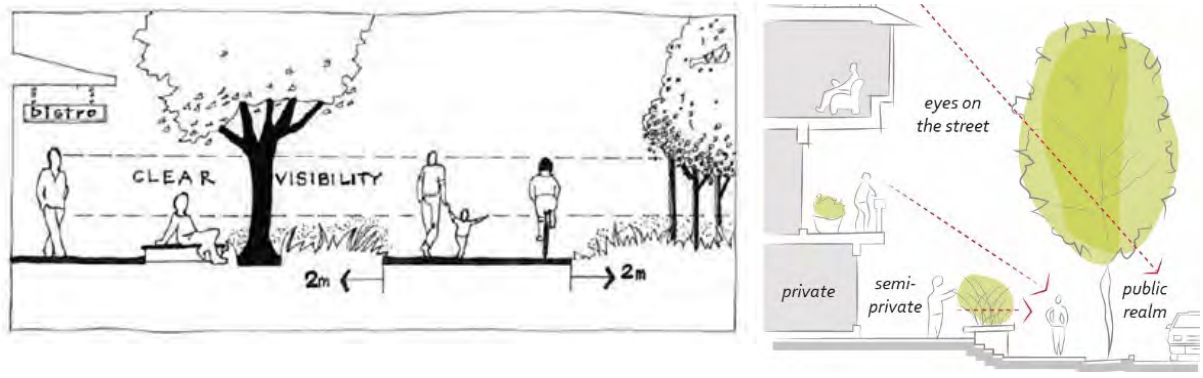
Safety, Security, and Accessibility Policies:

1. New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.

2. Adequate lighting should be provided for all streets, lanes, parking areas, parks and trails as appropriate, as well as building entrances, to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.

4. Ensure Crime Prevention Through Environmental Design (CPTED) principles are adhered to with respect to landscape design and construction.



5. Site design and landscaping should allow for natural surveillance between parking areas, public sidewalks, and building entrances.

6.3 Heritage

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. ~~In 2012,~~ The Township of Langley's ~~Council endorsed a~~ Heritage Strategy ~~that~~ recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities. ~~It identifies goals and several actions to be implemented over ten years. The following actions would apply to resources in Fernridge:~~

- ~~Identify built, natural, and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process.~~
- ~~Preserve, protect, and celebrate significant historical resources that illustrate Langley's range of heritage values.~~

~~In 2021, Council received the Township of Langley Archaeological Overview Assessment (AOA), that included the identification of two First Nations trails that diagonally traversed through what is now Brookwood-Fernridge. To commemorate this travel route, established and used by First Nations, and later used by early settlers., a Semiahmoo Trail has been envisioned and delineated in the Fernridge Neighbourhood Plan. These policies will protect archaeological resources and natural and cultural landscapes in Fernridge that are identified as having heritage value.~~

Heritage Policy:

1. All buildings of heritage interest should be evaluated to determine their historic value and significance; and available tools under the Local Government Act (LGA) should 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. ~~Ensure archaeological sites are documented and protected as mandated by the *Heritage Conservation Act,* assisted by the Township of Langley's Archaeological Site Protection policy no. 07-167, as amended or replaced, and Guidelines for Archaeological Chance Find Management.~~

7.0 MOBILITY AND TRANSPORTATION INFRASTRUCTURE

Neighbourhood mobility networks comprise a variety roads, sidewalks and trails, bike routes and greenways. They also accommodate the public transit system and first responders and provide important corridors for infrastructure services.

Complete livable streets are designed to accommodate people of varying ages and abilities, to walk, cycle, take transit or drive. They are also designed to accommodate street furniture, street trees, greenways, utilities, stormwater management, and active uses such as sidewalk cafés.

Complete livable streets ensure that social, economic, and environmental priorities are integrated into planning and design. While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life.

7.1 Mobility Network

Mobility Network Policies:

1. Design each aspect of the mobility network to incorporate the following:

    a. Accommodate a range of users including pedestrians, cyclists, transit users, automobiles, and commercial vehicles.
    b. Ensure safety of all street users.
    c. Prioritize pedestrian movement.
    d. Incorporate green infrastructure through neighbourhood forestry including street trees, greenway plantings, retention of existing trees, private front yard landscaping and rain/stormwater and groundwater management.
    e. Promote streets as public spaces to maximize social and economic activity.

2. Provide new streets and street extensions, as delineated in the Road Network Concept on Map 4 to accommodate mobility, circulation, and connections.

3. Require the creation of a street, rear public lanes, and block pattern for all development.

4. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks, greenways and trails, new streets and street extensions, lanes (for parking, loading, and servicing access) and Mid-Block Pedestrian Links to achieve the targeted maximum block length outlined in the Plan.

~~5. Seek the provision of additional public rights-of way on all existing streets, in accordance with the Zoning Bylaw, Subdivision and Development Servicing Bylaw, the Engineering Services Plan for this neighbourhood and policies of this Plan as part of development for sidewalk~~

~~widening, greenways, cycling facilities, transit passenger facilities, street widening, on-street parking provision and elements for and specific to particular street frontage types.~~

6. Require trucks to use designated routes as set out in the ~~Street~~ Highway and Traffic Bylaw No. 4758, as amended or replaced, except where necessary to access their destinations.

7. Lay out the neighbourhood blocks with a maximum block length of 180 metres and provide Mid-Block Pedestrian Links where appropriate pursuant to section 6.2.5 of this Plan.

8. Require rear lanes for development fronting Arterial Roads.

9. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks and Mid-Block Pedestrian Links to achieve the Plan's targeted maximum block length as identified in #6 ~~7~~ above.

10. As part of the development process, seek additional public rights-of-way on all existing streets for sidewalk widening, greenways, cycling facilities, transit stops, street widening, and on-street parking.

7.2 Walking

Walking Policies:

1. Establish a pedestrian-friendly public realm incorporating features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, mid-block pedestrian links and crossings, street furniture, pedestrian-oriented lighting, and continuous weather protection in the Fernridge Town Centre.



2. Provide safe and barrier-free pedestrian routes on public streets, greenways, and trails.

3. Use pedestrian routes to connect school sites with parks, open spaces, recreation facilities and residential areas.



4. Locate all above-ground infrastructure (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street, and pedestrian lighting) between the curb and the sidewalk so as not to impeded pedestrian movement and accessibility.

5. Provide additional pedestrian crossings of Arterial Roads including, where feasible, measures that reduce crossing distance and improve safety and visibility for pedestrians.

7.3 Cycling

Cycling Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and greenways.

2. Provide additional cycling routes, as identified on Map 5.

3. Provide public bicycle parking and bikeshare facilities at schools, parks, civic facilities, and the Fernridge Town Centre.

4. Encourage end-of-trip cycling facilities such as showers, lockers, and change areas within commercial developments.

5. Collaborate with the City of Surrey to provide a seamless and complete cycling network between Fernridge and Campbell Heights employment areas.

6. Collaborate with TransLink to implement secure bike parkades at transit stop(s) in the Fernridge Town Centre.

7. Provide cycling linkages that connect school sites with parks, open spaces, recreation facilities and residential areas.

8. Provide separated cycling facilities along Arterial classified roads.



Improved Intersection for Cyclists

7.4 Transit

Transit Policies:

1. Work with TransLink to review opportunities for optimal transit service to meet user demand. This includes new routes, appropriate frequencies on existing routes, and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters, and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide space on streetscapes along existing and potential future transit routes for stops and other transit infrastructure to support mobility choice.

7.5 Parking and Loading

Parking and Loading Policies:

1. Encourage shared, off-street non-residential (including civic and institutional) parking in the Fernridge Town Centre.

2. Encourage parking turnover through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development underground or concealed within a building.

4. Implement flexible curbside management practices to facilitate a variety of street uses (e.g., short-term residential loading, home delivery, food trucks).

5. Plan for sufficient and safe vehicular drop-off/pick-up facilities in the design of schools and childcare facilities.

6. Place loading access points and loading spaces in the rear and not along nor adjacent to Mandatory Commercial Street Frontage. Minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).

8.0 FINANCIAL STRATEGY

The Township will not finance, nor assume a financial risk, in the provision of engineering services required for any development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) Bylaw No. 5897, as amended or replaced, or other appropriate cost-recovery mechanisms. Property owners and/or the proponents of development are responsible to front end the construction of engineering services and parks; the Township may consent to enter into cost-recovery agreements.

DCCs are levied against new development to finance new servicing infrastructure and amenities. The Development Cost Charge Bylaw sets rates for engineering services and for parks. Rates are uniform across the Township regardless of their location.
Infrastructure that is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

Given the cost of sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms include Latecomer Agreements, Development Works Agreements, DCC rebates/credits and Development Cost Charges Front Ender Agreements. Potentially, property owners can recover their infrastructure investments through front ending. However, agreements are structured to provide sufficient time for property owners to recover infrastructure costs. It is recommended that the Township approve agreements with 10 to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

Amenities to be funded through the Brookswood-Fernridge Greenway Amenity Policy include: public art, greenways of various types, Pocket Parks, Urban Green and Wildlife Habitat Patches.

- ~~Urban Pocket Park~~
- ~~Public Square~~
- ~~Satellite Recreation Centre~~
- ~~Semiahmoo Trail~~
- ~~Greenways~~
- ~~Neighbourhood Gateways~~

New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to amenity costs is specified in applicable policies and bylaws, as they may be amended or replaced. These policies and bylaws include, but are not limited to:

- Neighbourhood Park Land (5%) Policy No. 07-231
- Brookswood-Fernridge Greenway Amenity Policy No. 07-235
- Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
- Amenity Cost Charge Bylaw No. 6115
- Development Cost Charges Bylaw No. 5897

~~identified in the Brookswood-Fernridge Greenway Amenity Policy and the Community Amenity Contributions for the Fernridge, Fernridge, and Rinn neighbourhoods~~..

9.0 GROWTH AND CHANGE MANAGEMENT

Fernridge will grow based on contributions to develop Arterial Road infrastructure, communal drainage facilities, and combined elementary school and neighbourhood park sites in proximity to existing neighbourhoods.

9.1 General Prerequisites

1. (Deleted per Council direction on July 21, 2025.) ~~Provide a School/Park Site as delineated on Map 1 before any development may occur. This prerequisite does not apply to lands designated Employment.~~

2. Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.

3. Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.

4. Provide major roads and extend engineering services (at no cost to the Township) to accommodate proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.

9.2 Development Prerequisites in the Fernridge Town Centre

Prior to Council consideration of first and second reading of a Zoning Bylaw amendment in the Fernridge Town Centre (see Section 3.2) and areas designated for Commercial Village, or Rowhouse/Townhouse, the following shall be completed to the satisfaction of the Township.

Development Prerequisites in the Fernridge Town Centre Policy:

1. Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Fernridge Town Centre (plan view and three dimensional oblique view) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures, and development and servicing phasing.

9.3 Specific Development Prerequisites

The following development prerequisites must be completed to the satisfaction of the Township prior to adoption of a zoning bylaw amendment.

Specific Development Prerequisite Policies:

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 the servicing provision of this neighbourhood plan together with the existing servicing standards as set out in the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.

2. In flood ~~-prone~~ hazard areas, as identified on Map 13 in the OCP, as required, proposed subdivision, rezoning and building permit applications shall include a "safe for intended purposes" report prepared by a qualified professional, which also addresses the impact of the proposed project on existing flood-prone areas in the watershed. No building shall be constructed lower than the flood construction level as defined in the Zoning Bylaw No. 2500, Section 105 - Flood Control, as amended or replaced, or Engineering Servicing Plan.

3. Comply with the Erosion and Sediment Control Bylaw No. 4381, as amended or replaced, including provision of an erosion and sediment control plan, to the acceptance of the Township.

4. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, the relevant Engineering Services Plan, and the Master Transportation Plan, to the acceptance of the Township.

5. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw No. 5382, as amended, including provision of a final tree management plan incorporating tree retention, replacement, and protection details, to the acceptance of the Township.

6. Transfer any lands designated greenway, trail, or any other "greenspace" as shown on the Land Use Plan to the Township, or as determined by the Township. Where greenspace or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Park and Open Spaces and Greenways and Trails construction.

7. Implement environmental protection measures as outlined in this plan, including the establishment of conservation areas and other neighbourhood green infrastructure, and as may be required by the Department of Fisheries and Oceans, including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township

for conservation, park, greenway 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, type, and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age-friendly amenity area in accordance with section 111.5 of Zoning Bylaw No. 2500, as amended or replaced, to the acceptance of the Township.

11. Adhere to the Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

12. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian ~~and/or Lane~~ Links, lanes, roads, greenways, and sidewalks only. Public access shall not extend to on-street parking.

13. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided.

14. Register restrictive covenants that may include, but are not limited to:
    - non-disturbance setbacks
    - driveway access/location
    - building setback restrictions
    - restriction of on-street parking
    - exterior design control agreement for single-family development

15. ~~Payment of rezoning, development permit, and neighbourhood planning fees, Community Amenity Contribution Neighbourhood Parkland, and the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended.~~
    Payment of fees and charges specified in applicable policies and bylaws, as they may be amended or replaced, including, but not limited to:
    - Neighbourhood Park Land (5%) Policy No. 07-231
    - Brookswood-Fernridge Greenway Amenity Policy No. 07-235
    - Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
    - Amenity Cost Charge Bylaw No. 6115
    - Development Cost Charges Bylaw No. 5897

16. Consideration of voluntary contributions pursuant to Interim Policy Regarding Community Amenity Contributions (Policy No. 07-170), as amended or replaced.

~~Appendix A~~

~~Development Approval Information for Groundwater Protection and Management~~

1. ~~Pursuant to Sections 485(1)(b) and 487(1)(a) of the Local Government Act (LGA), development approval information pertaining to groundwater protection and management shall be submitted with a zoning amendment application to the Township of Langley. Fernridge is situated above an unconfined aquifer that is highly vulnerable to contamination. This aquifer is the source of water supply for many residents, including those in surrounding rural areas. The analysis and impact assessment, as well as the conclusions and recommendations of this development approval information, will identify aquifer protection and recharge measures, and recharge area contamination prevention measures for the aquifer through development of the overlying land. This requirement is to ensure that development takes place in a manner that protects, restores, sustains, and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem.~~

2. ~~The development approval information shall consist of a Hydrogeological Impact Assessment report and an aquifer protection plan containing the following (this requested information only specifies minimum requirements and the professional preparing the report must utilize their local knowledge, expertise, and professional judgment to determine the scope of the undertaking while conducting the technical evaluation in support of the proposed development):~~

    a. ~~A site plan prepared to scale, based on a legal survey, delineating the proposed development and associated land boundaries, unique features, existing buildings and structures, roads and driveways, topographic features and significant features identified in the site inventory.~~
    b. ~~A map showing the ownership and location of all currently used water wells and surface water within a minimum radius of 1.0 km from the development site.~~
    c. ~~A site inventory, providing information on existing pre-development conditions, including historical and current land uses.~~
    d. ~~A description of the hydrogeological system and setting, including the type and characteristics of aquifer(s) present on site, aquifer boundaries, surficial geology, stratigraphy, site cross-sections and soil logs, and existing land uses within at least 500 metres of the site (to be shown on the map), including hydrological and hydrogeological uses and features, as well as identifying recharge/discharge areas if any, changes in the recharge to the underlying aquifers due to the proposed development, and changes in hydraulic inter-connectivity between surface water and groundwater features and baseflows to creeks and other waterbodies.~~
    e. ~~A conceptual model of the groundwater, specific to the site and immediate surrounds.~~
    f. ~~A description of existing groundwater and surface water users within 1.0-kilometre (km) radius of the development site.~~
    g. ~~Methodology and, if applicable, uncertainties and limitations of the report.~~
    h. ~~A description of the proposed work, during or after the development phase, especially the activities that have the potential to adversely impact the local hydrology and~~

groundwater regime. The report should also identify alternative options that will not negatively impact the local environmental and water systems.

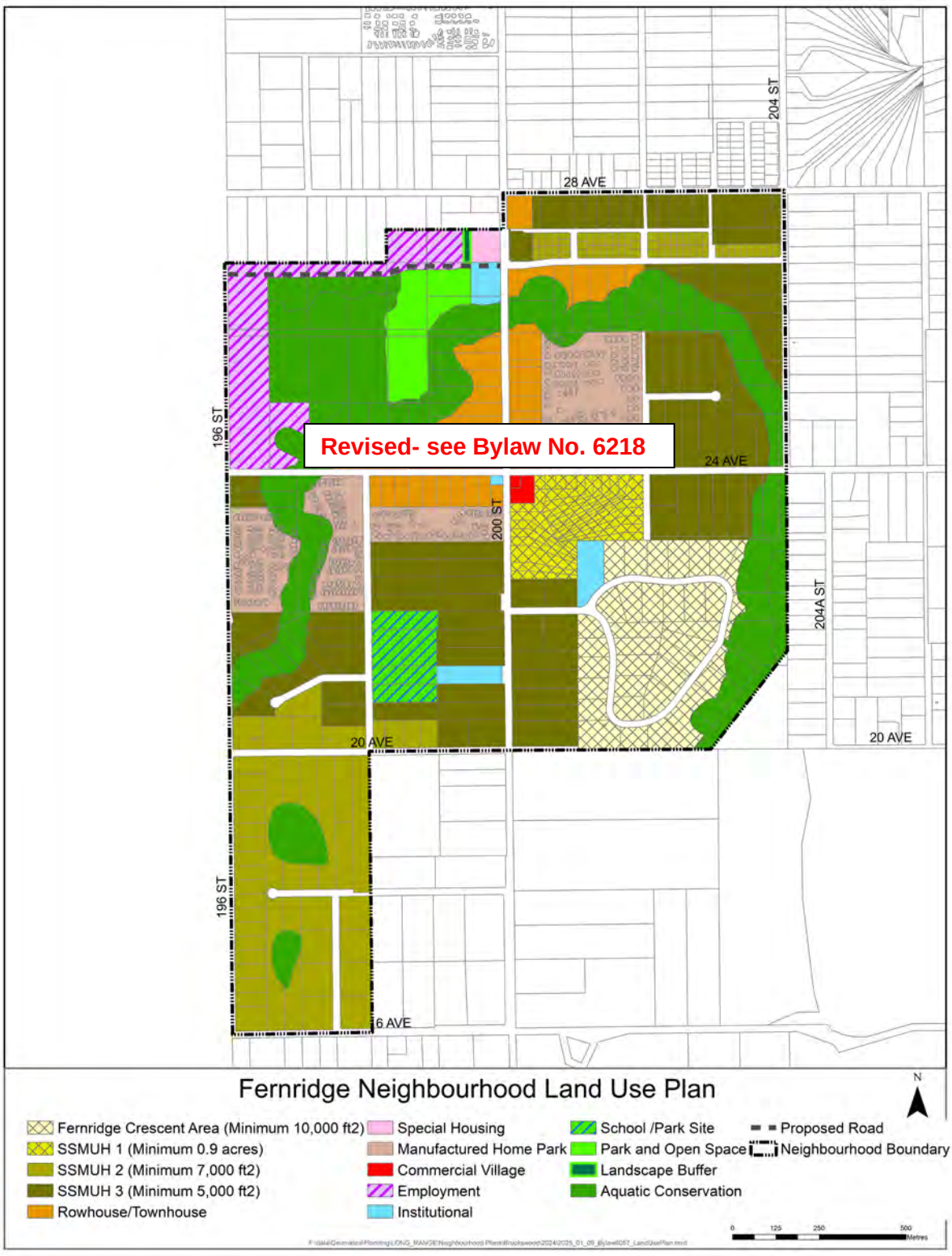
i. An impact assessment including:
    i. Identification of all natural features that are potentially at risk from the proposed development and the facilities that will be built as part of this project, to be shown on a map.
    ii. Cumulative effects analysis.
    iii. Impact to existing groundwater users, water quality and water supply, identification of the potential groundwater issues in the area that may arise from the proposed land use, changes in the local water table depth and peak water table, and risk of mounding or ponding and others impact to surface waterbodies.
    iv. Other potential impact implications, such as changes in base flows and recharge quantity, down-gradient water quality changes, and others.

j. Conclusions and recommendations consisting of:
    i. A summary of results and impact assessment.
    ii. An unqualified statement that the proposed development will not adversely impact aquifer(s), existing public and private wells, or surface water bodies in terms of water quality and quantity; or
    iii. Where such a statement cannot categorically be made, specific recommendations on aquifer protection measures and mitigating the likelihood of potential impacts including measures that need to be implemented at pre- and post-development stages, which would result in the requirement being met.

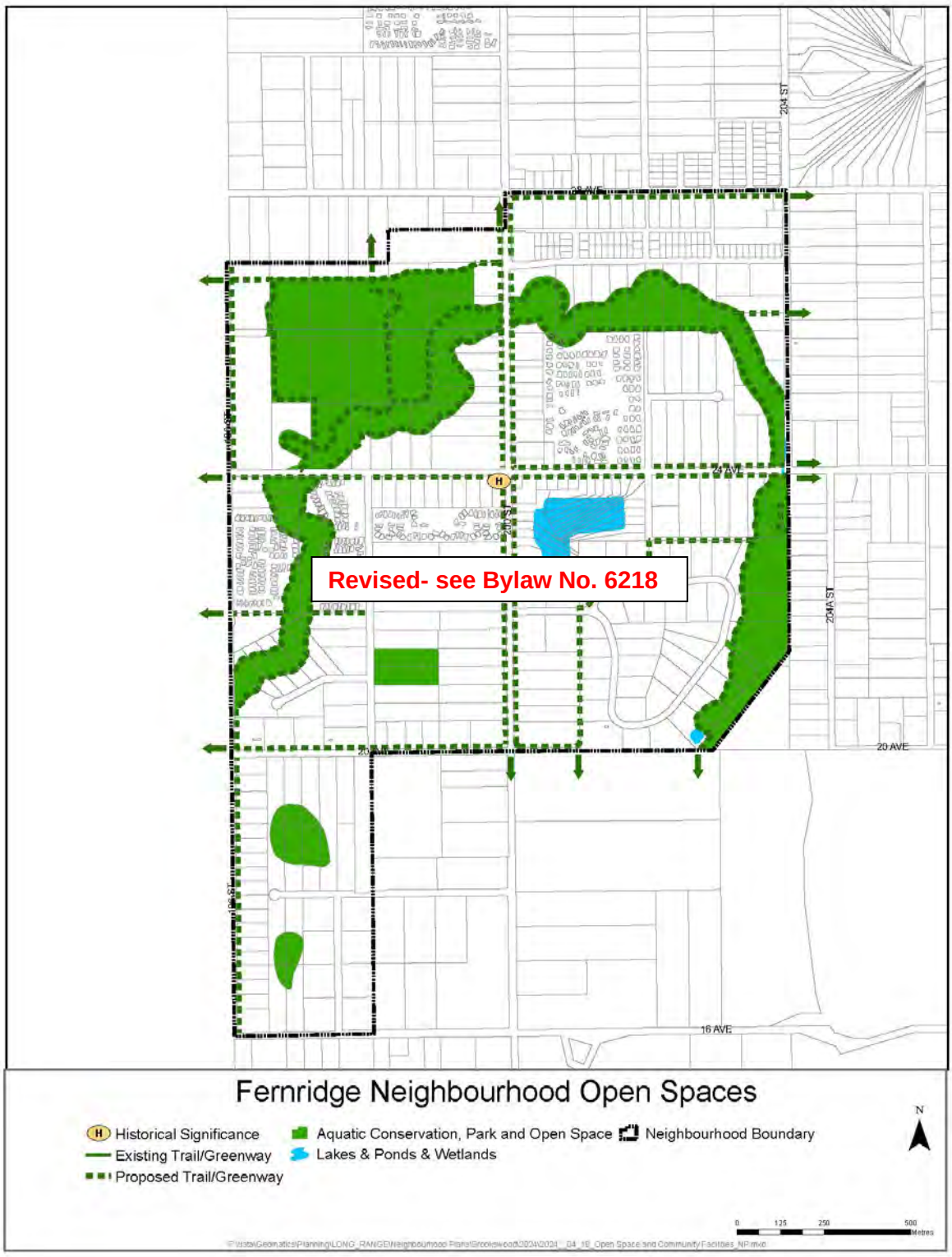
k. Any recommended monitoring requirements, identifying actions that will be taken to ensure all proposed recommendations, activities and actions are completed as described, including the design and implementation of a groundwater monitoring program, groundwater quality protection plan, spill response, fire and contingency plans and process for resolving any non-compliance.

After the review of the Hydrogeological Impact Assessment, the Township may request additional clarifications, site investigations and analysis, in support of the report assumptions and conclusions.

MAP 1 | Land Use Plan



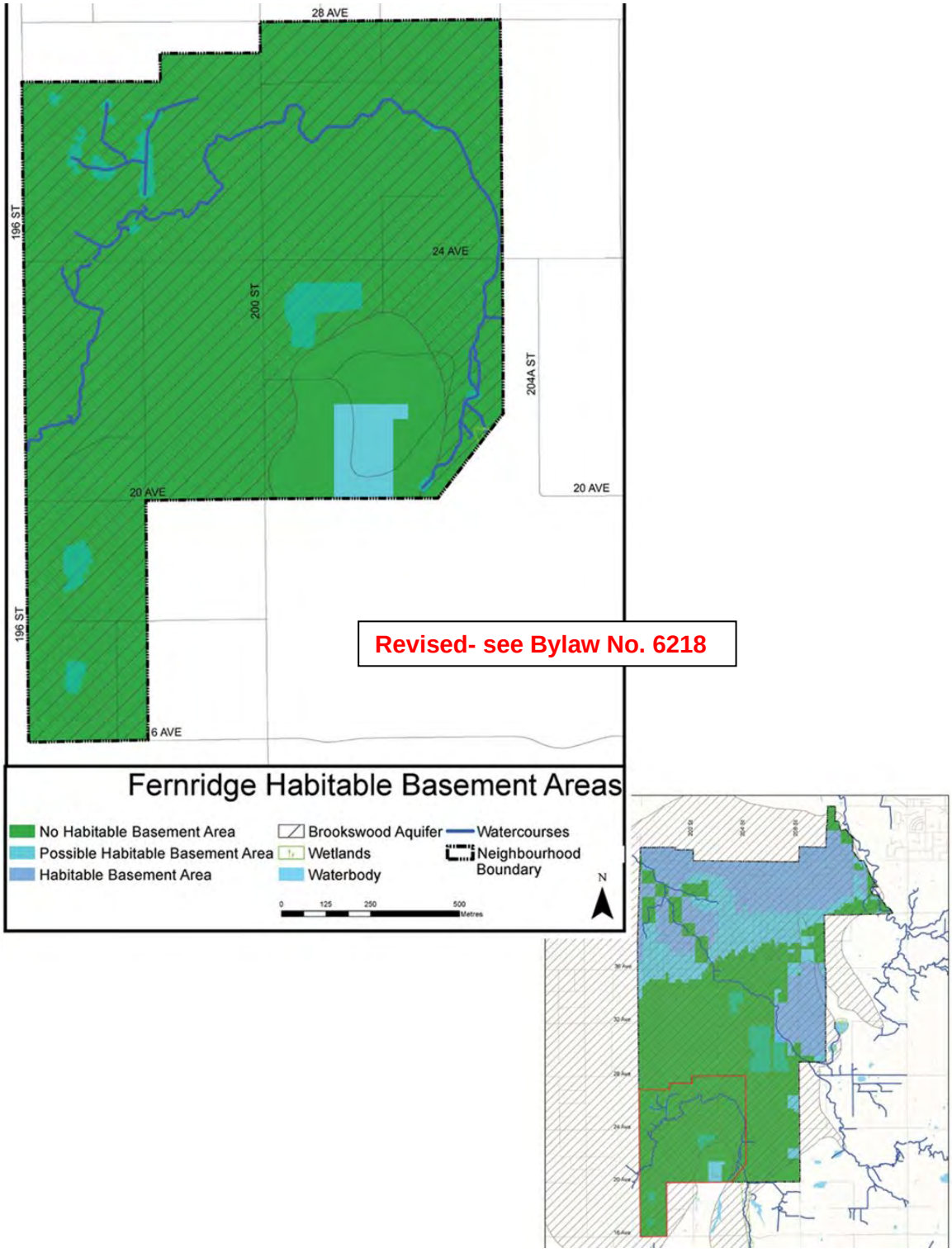
MAP 2 | Parks, Open Space and Neighbourhood Facilities



MAP 3 | Environment

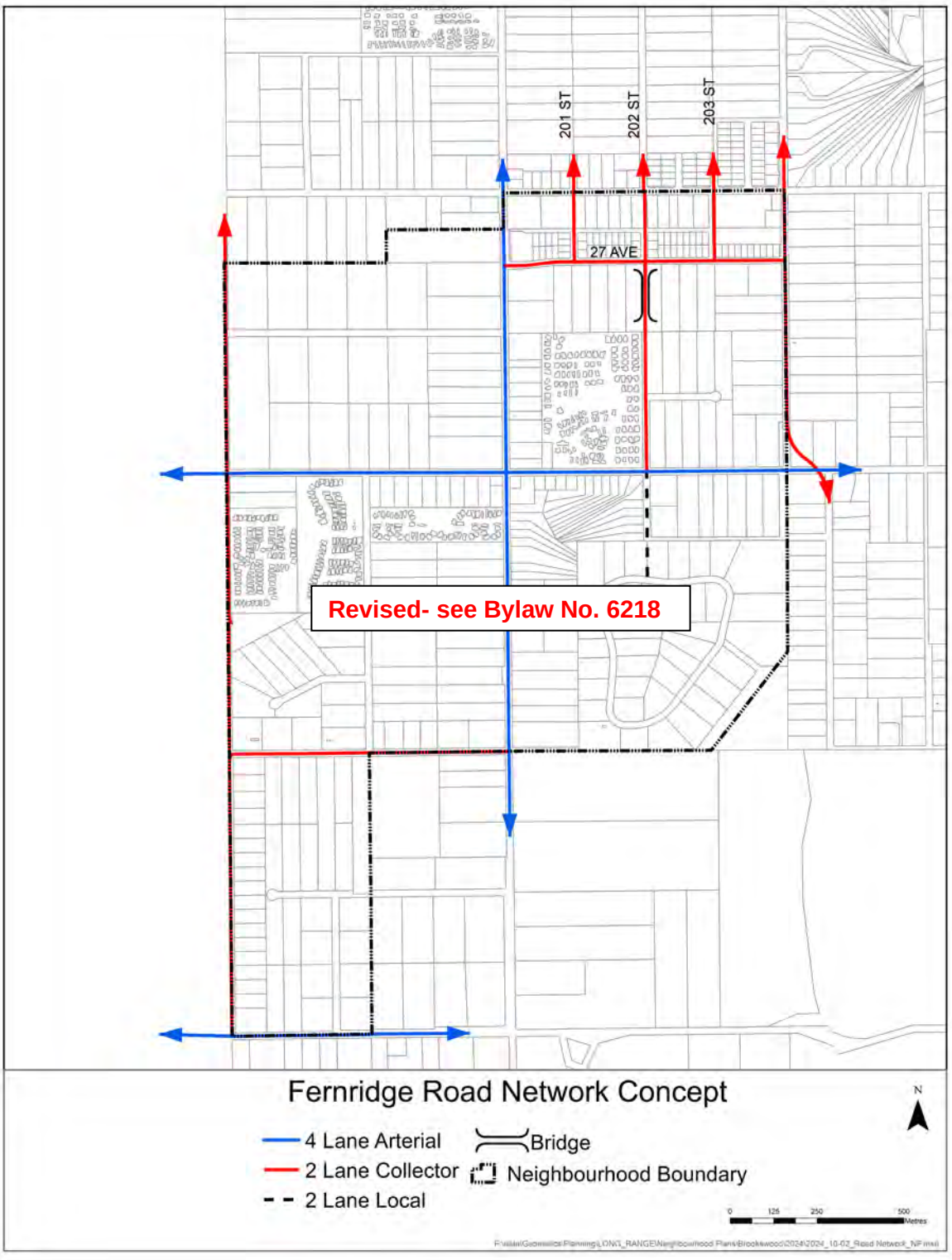


MAP 4 | Habitable Basement Overlay

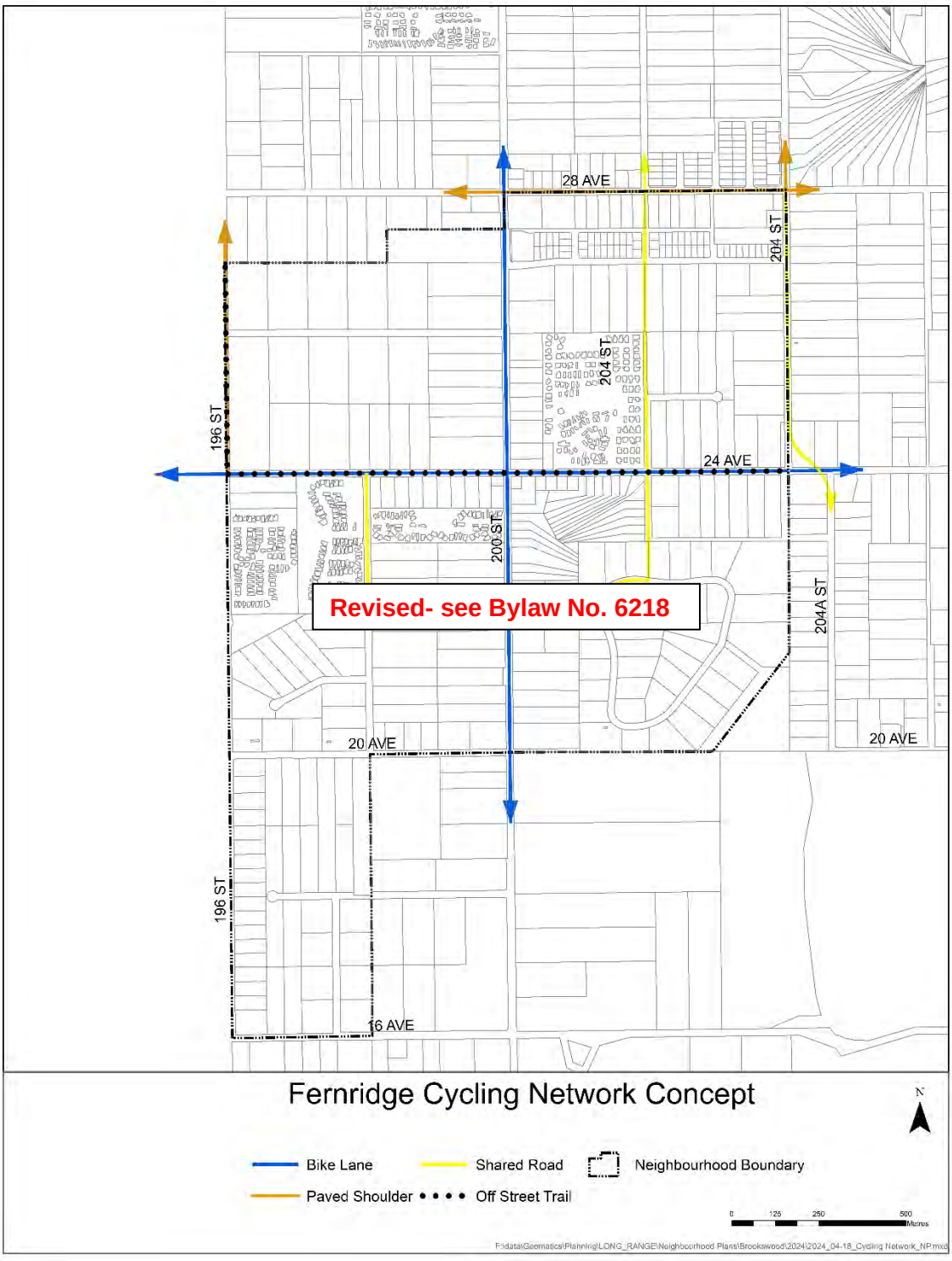


Note: Habitable basement acceptance in flood prone areas is subject to a “safe for intended purposes” report prepared by a qualified professional, and may be subject to additional requirements as determined by the Township

MAP 5| Road Network Concept



MAP 6| Cycling Network Concept



ATTACHMENT D



Rinn Neighbourhood Plan

Bylaw No. 6010

Brookswood-Fernridge Community Plan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (RINN NEIGHBOURHOOD PLAN) BYLAW NO. 6010

Adopted by Council: June 10, 2024

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AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION

Township of Langley
Est. 1873

The Corporation of the
Township of Langley

Schedule “BF-3”
Brookswood-Fernridge
Community Plan

Rinn
Neighbourhood Plan

Rinn Neighbourhood Plan
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1.0 INTRODUCTION

Rinn neighbourhood is an area within the eastern-most part of the community of Brookswood-Fernridge in the Township of Langley. The Rinn Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees by offering a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work, and play.

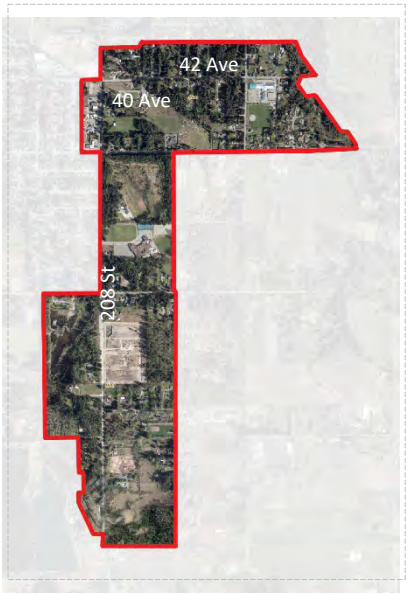
1.1 Policy Context

The Rinn Neighbourhood Plan incorporates the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and implements the policies of the Official Community Plan (OCP) for the Township of Langley. The BFCP and the OCP guide growth and change in the Rinn Neighbourhood. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the Rinn Neighbourhood Plan policy takes precedence.



1.2 Plan Area

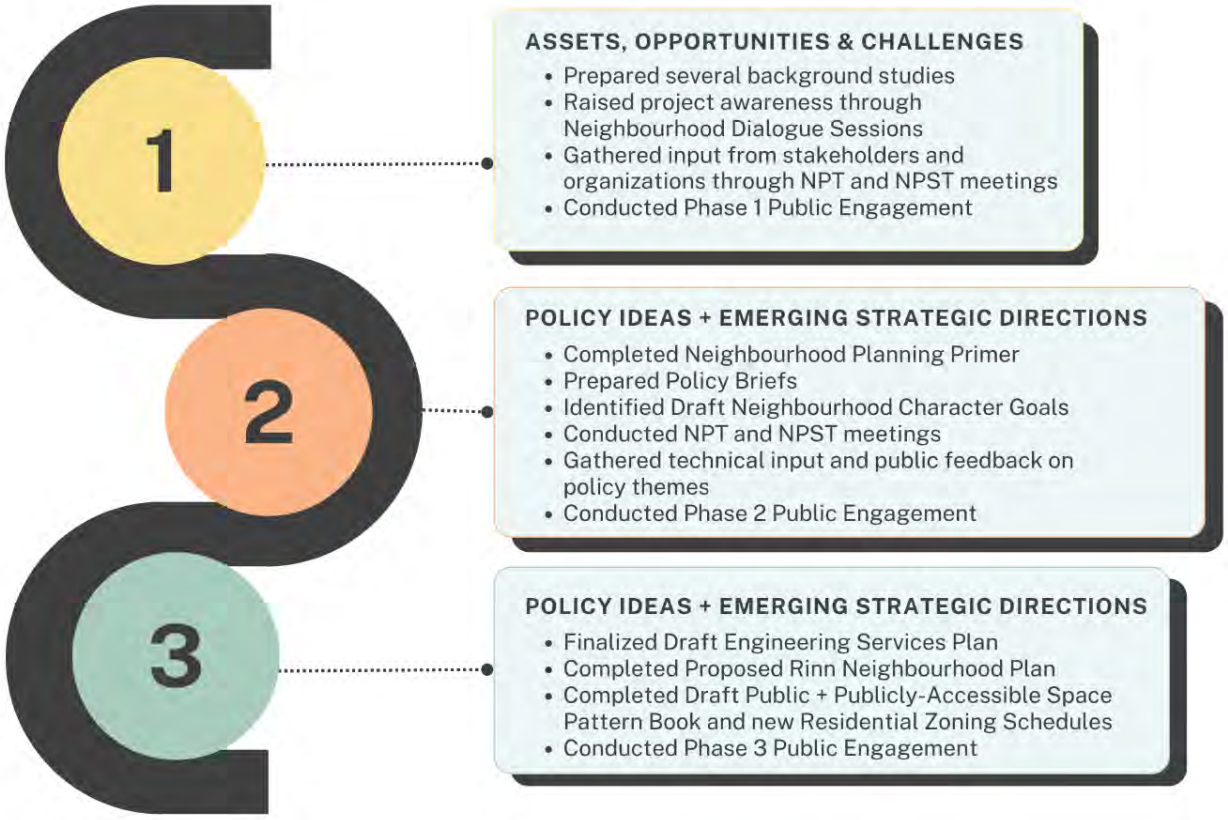
The Rinn Neighbourhood Plan area encompasses 183 hectares (453 acres) on the eastern edge of Brookswood-Fernridge. The eastern and southern boundary is the Agricultural Land Reserve of south Langley. The neighbourhood's three arterial roads are 208 Street, 36 and 40 Avenues, and a future fourth road, 32 Avenue.



Rinn Neighbourhood Plan Area

1.3 Plan Purpose and Process

The Township of Langley has invested a significant amount of time and resources in the planning of Brookswood-Fernridge. The planning process included two attempts to update the BFCP (2014 and 2016). The second attempt in 2016, resulted in a new plan that replaced one that was in place since 1987. The planning process involved technical analysis, policy research and community engagement that included dialogue sessions, workshops, open houses and Public Hearings. On October 23, 2017, Council adopted the new BFCP and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.



In January 2019, Council endorsed the Terms of Reference for the NPs. While the planning process for the NPs was impacted by the Covid-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, 'ask-a-planner' sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the provincial government changed the *Local Government Act* to require municipalities to permit small-scale, multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form in single-family neighbourhoods. The Rinn NP was revised in early 2024 to align with the new provincial legislation.

2.0 NEIGHBOURHOOD VISION AND OBJECTIVES

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the Township of Langley's prosperity. Planning the future of Rinn neighbourhood begins with recognizing the Vision and Guiding Principles of the BFCP. Policy will be guided by its four Neighbourhood Character Goals.

2.1 Vision Statement

Rinn neighbourhood's small town, forested character is situated within a highly connected, north-south/east-west street and block grid pattern. The area has a dense tree canopy, tree-lined roads and there are wide sidewalks and boulevard strips.

It provides for a variety of necessities, activities, and services, and supports human health and well-being. The Rinn neighbourhood has incorporated long-term biodiversity and ecological functions along with climate change measures to have a limited carbon footprint. Rinn is a great new neighbourhood that is distinct, welcoming, responsive, historic and change resilient.

2.2 Neighbourhood Character Goals

This vision is further articulated in four Neighbourhood Character Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design, and neighbourhood and development patterns.

Goal 1: Rinn is Designed with Nature

Nature is an important part of Rinn. Natural areas and features contribute to the neighborhood's livability and to the health of its residents, business owners and workers. Environmental change, whether natural or human-caused, will affect our municipality and region in the future. In response, the design and construction of built environments in Rinn will incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements promoting nature conservation, preservation, restoration, enhancement, management, and stewardship of natural environments.

Goal 2: Rinn is a Complete Community

Striving for a complete community, the Rinn Neighbourhood Plan supports an integrated system where the built and natural spatial elements are intertwined. By balancing the social, economic, and environmental needs of Rinn residents, people of all ages and abilities can live, work, shop, learn, and play locally.

The Rinn neighbourhood will provide an appropriate housing supply to generate a sustainable population base, which will support:

- local businesses and services
- community amenities and utilities
- viable public transit
- a variety of land uses and densities
- investment in alternative transportation modes
- connected transit routes
- adaptable and resilient neighbourhoods



Goal 3: Rinn is a Walkable Neighbourhood

Walkability is more than just pedestrian infrastructure (such as sidewalks and pathways). It is also about appropriate scale and design. Rinn is comprised of small blocks, human-scaled buildings, and many connected public spaces. To encourage pedestrian activity and active and healthy lifestyles, the Rinn neighbourhood:

- encourages social, economic and land use diversity
- provides easy access to green spaces
- includes universally accessible design features
- offers equitable access to goods, services, and facilities
- features street trees and wide sidewalks
- incorporates age-friendly design
- supports connectivity



As a walkable neighbourhood, Rinn facilitates greater social interaction through features such as community parks, social spaces at a variety of scale and design features.

Goal 4: Rinn is a Distinct Neighbourhood

Rinn identifies as a “small-town” neighbourhood. Its character is shaped by its natural and built environments, which give it a distinctive personality. Development in Rinn is integrated with nature, including distinctive subdivision and lot patterns, careful siting of buildings, and the provision of street trees and landscape features.



3.0 DESIGN CONCEPT

This section of the Plan defines the design concept of the Rinn neighbourhood. The built environment in Rinn includes several “building blocks” that together establish the spatial arrangement and character. These include block and street patterns, lot configurations and street design, building forms and placement, vegetation, landscaping, and natural features such as trees, topography, and watercourses. The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability, and viable transit, which are cornerstones of the Township of Langley OCP.

3.1 Design Concept

The neighbourhood design concept for Rinn incorporates both natural and built environments. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency, and attractive parks, streets, paths, and public spaces.

The Rinn Town Centre is generally located on the 208 Street corridor between 40 and 42 Avenues (see Figure 3.1). This community-scale, mixed-use hub serves as both a neighbourhood and a community anchor and destination, that incorporates a spatial concentration of employment, commercial and community services, and residential uses, as well as a public gathering space – Parkette – and a high-quality design and character for the private and public realms.

3.2 Rinn Town Centre

Rinn Town Centre Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity for pedestrians, cyclists, transit users, and motorists.

2. Provide continuous, small-scale pedestrian-oriented retail spaces for both sides of 208 Street, between 40 and 42 Avenues, as identified on Figure 3.1 showing Rinn Town Centre.

    a. Incorporate a back-to-back commercial unit/building design approach where one row of commercial units on the ground floor is oriented towards 208 Street and 40, 41 and 42 Avenues and that the opposite side of the commercial units orients towards the interior of the development site.
    b. Effectively link the primary entrances along the Mandatory Commercial Street Frontages to the adjacent Street Greenways.
    c. Provide gaps between buildings fronting the Mandatory Commercial Street Frontage to provide “permeability” of the streetscape and to accommodate publicly accessible Forested Courtyards, as illustrated on Figure 3.1**.** These Forested Courtyards should be a minimum 12 metres by 12 metres in size and

include, at a minimum, retained, and new trees, understorey plantings, seating, hard-surface pathways and patios, and permanent weather protection.

d. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along "Residential Street Frontages" identified in Figure 3.1

3. Establish a transportation and mobility ~~and transportation~~ infrastructure network in the Rinn neighbourhood pursuant to Section 7 of this Plan.

4. Incorporate gateway features that include distinct building/commercial signage, architectural and landscape design features, and/or other measures to create a sense of arrival, incorporating existing and new coniferous tree species. Funded by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. Public art is to be provided at locations shown on Map 2.

5. Incorporate two (2) Mid-Block Pedestrian Mews that are clearly identifiable from the street and connected to the Street Greenways and other pedestrian facilities.

    a. The Mid-block Pedestrian Mews extend east-west and connect with 208 Street and the enhanced lane on the west, and on 208 and 208B Street on the east. One Mew shall be situated somewhere between 40 and 41 Avenue, and the second should be situated somewhere between 41 and 42 Avenue.
    b. The Mews should be a minimum 12 metres wide, and include, at a minimum, retained and new trees to create a forest-like setting, a minimum 3-metre-wide hard-surface pathway, lighting at various elevations, and a variety of seating spaces. No parking, loading spaces, drive aisles or similar shall be located between the building face that is oriented perpendicular to the adjacent Arterial Road and immediately fronts the Pedestrian Mews.
    c. Provide residential uses along building faces of the Mid-Block Pedestrian Mews, including ground floor units that accommodate direct access to the pathway in the Pedestrian Mews. Incorporate elevated, partially inset, covered, single storey, usable terraces, adjacent to the main entrance of ground-floor residential units, and usable sized balconies for residential units above.

6. Provide Forested Courtyards functioning as public areas adjacent to the 208 Street greenway, midway between the east-west Avenues and the Mid-Block Pedestrian Mews. The Forested Courtyard areas must be square/rectangular and framed by buildings on the north and south sides. They should include a mixture of soft and hard landscaping with ample seating and lighting to facilitate use during day and evening hours.

7. Distribute surface, off-street parking into "pods" between east-west oriented buildings, for lands designated Commercial Village, that include multiple, plentiful and colourful landscaped areas with large trees, several raised and weather protected pedestrian pathways. Avoid a single, monotonous, aggregated off-street parking area.

8. Enable development that is solar optimized, highly walkable, and supportive of other modes of active transportation, thereby assisting in the reduction of greenhouse gas emissions and improving energy efficiency.

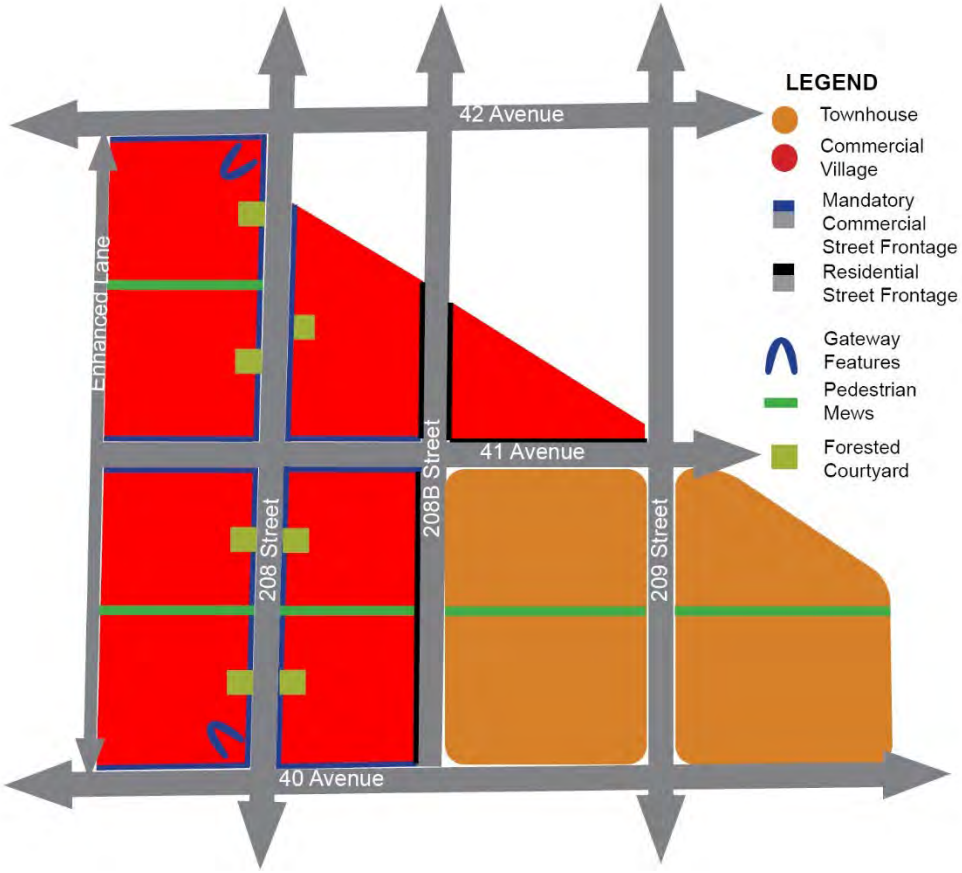


Figure 3.1: Rinn Town Centre ~~Street Frontage Types~~

4.0 LAND USE PLAN

The Neighbourhood Character Goals and Design Concept are embodied in the Rinn Land Use Plan (see Map 1) and associated policies. The Land Use Plan identifies the land use designations in the plan area, as well as future transportation corridors, conservation areas, parks and schools, and other features and infrastructure.

4.1 Land Use Designations and Policies

The land use designations are identified on Map 1, which defines a future land use pattern by identifying the location, use, and building types/forms of development for all properties in the planning area.

The Township of Langley Zoning Bylaw further shapes land use by specifying requirements for development of individual and assembled properties. To ensure that the policies of the plan are achieved, Table 1 specifies the Corresponding Zones of the Zoning Bylaw that may be applied to the land use designations as part of rezoning consideration.

Land Use Designations Policies:

1. Use the Land Use Map (Map 1) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan and relevant policies of the BFCP to direct the land use pattern and form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

3. Comprehensive Development (CD) zoning is identified for the Commercial Village designation only. The use of CD zones may be considered based on the following conditions:

    a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones.
    b. The proposed development and CD zone fully implement Township of Langley policies and objectives.

Map 1 Colour	Land Use	Corresponding Zone
	Small-Scale Multi-Unit Housing (SSMUH) 1	SR-1 Suburban Residential Zone
	SSMUH 2	R-~~1E~~ 1D Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	SSMUH 3	~~R-1D~~ R-1B and R-1C Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	Rowhouse Townhouse	R-CL (RH2) Rowhouse CD- Comprehensive Development P-1 Civic Institutional
	Commercial Village	CD- Comprehensive Development ~~Zone~~ P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	~~P-7 Aquatic Conservation~~ Every Zone
	Utility	Every Zone

Table 1: Land Use Designation ~~Legend~~ Corresponding Zones

4.2 General Policies

The following policies apply across multiple land use designations in the Rinn neighbourhood.

4.2.1 General Land Use Designations Policies:

1. Obtain a Development Permit in accordance with Sections 488 (1) (a), ~~(b),~~ (c), (e), and (f) ~~and (i)~~ of the *Local Government Act* (LGA) for development on lands within the Rinn Neighbourhood Plan area as outlined by the Development Permit Areas on Map 11 of the BFCP to achieve quality, resilient design.

2. Calculate development density for land designated as Small-Scale Multi-Unit Housing, and rowhouse development on land designated as Rowhouse/Townhouse, based on minimum lot sizes.

3. Calculate development density for land designated as Commercial Village and Institutional based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw No. 2500, as amended or replaced. Developable land area does not include ~~conservation areas, publicly dedicated parks/open spaces, and land dedicated for new roads~~ parks/open spaces, trails, detention ponds, utility rights-of-way, land below top of bank of watercourses and land dedicated for roads.

4. Calculate development density for townhouse developments on land designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all land except land below top of bank of watercourses.

5. Incorporate existing significant trees and stands of trees along with the retention and integration of existing significant trees. ~~, as part of the Integrated Site Design Concept process, as outlined in the Subdivision and Development Servicing Bylaw Schedule I – Tree Protection.~~ Retention and planting of evergreen, coniferous trees shall be part of the project design.

    a. For land designated as Commercial Village, as well as townhouse development on land designated as Rowhouse/Townhouse, incorporate medium and large sized trees for a minimum of twenty per cent of a development site through retention and planting. ~~- Landscaping Area requirements as delineated in Section 111 of Township of Langley Zoning Bylaw No. 2500, as amended.~~

    b. For land designated as Small-Scale Multi-Unit Housing or Rowhouse/Townhouse, provide for retention of medium and large sized trees or planting space for the next generation of trees in the front, back, and side yard setback areas for each lot.

    c. For land designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of ~~28.5%~~ 35% will be applied to new development. ~~with the intent to be a reduced lot coverage.~~

6. Design building transitions between different land uses and distinct building types that are respectful of solar access, views, densities, and massing. Building massing, use of glazing, site design and landscaping should mitigate overlook and privacy considerations. Noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within one storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within two storeys of the adjacent building form. The depth of the step down should be equal to or greater than 1.5 times the height of the building storey.

7. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) to achieve maximum density as provided for in the Plan or associated Zoning schedules will not be considered if it results in a loss of tree planting areas and open space, which are important neighbourhood character features.

8. Design all principal buildings to incorporate energy conservation through architectural and site design. Examples include, but are not limited to:

    - photovoltaic panels on the roof
    - overhangs/screens for windows on south and west facing elevations
    - low carbon mechanical systems (such as heat pumps)
    - rainwater management best practices

9. Ensure that a development site layout does not result in remnant properties that cannot be serviced (e.g., utilities and transportation) or would be uneconomic or impractical to develop.

4.2.2 Residential Land Use Designation Policies:

1. Provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans, and tenures within the Rinn Neighbourhood Plan area, as guided by the Township of Langley Housing Action Plan and Housing Needs Report(s), including:

    a. Incorporating a diversity of housing choices to support housing affordability
    b. Encouraging secondary suites, coach homes, and laneway homes
    c. Encouraging a variety of tenures, such as fee simple, strata and purpose-built rental
    d. Encouraging development of short-term and long-term supportive housing, and subsidized rental housing (see Township of Langley Housing Action Plan)

2. Include adaptable housing requirements in accordance with Policy 3.1.12 of the OCP and the Housing Action Plan.

4.3 Small-Scale Multi-Unit Housing (SSMUH)

The Small-Scale Multi-Unit Housing (SSMUH) designations accommodate a variety of ground-oriented housing types. ~~on individual fee-simple lots, that would have formerly been designated for "single-family" residential development. Permitted dwelling types, as defined in the Zoning Bylaw, include:~~

- ~~Single-family dwelling (including secondary suite)~~
- ~~Two-family dwelling~~
- ~~Duplex~~
- ~~Triplex~~
- ~~Manorhome~~
- ~~Townhouse~~
- ~~Apartment~~
- ~~Coach house~~

~~Any future ground-oriented residential building types added to the Zoning Bylaw following adoption of this Neighbourhood Plan are permitted in the SSMUH designations.~~

The Rinn Neighbourhood Plan includes three SSMUH designations which are differentiated by minimum lot size for purposes of subdivision:

1. SSMUH 1 – minimum lot size of ~~3,642~~ 3,716 m^2 (~~39,202~~ 40,000 ft^2)
2. SSMUH 2 – minimum lot size of 650 m^2 (7,000 ft^2)
3. SSMUH 3 – minimum lot size of 465 m^2 (5,000 ft^2)

Small-Scale Multi Unit Housing Land Use Designation Policies:

1. Up to four dwelling units are permitted on each lot. Secondary suites are counted as dwelling units.

~~2. Where permitted by the British Columbia Building Code, secondary suites will be counted as individual dwelling units within a SSMUH development.~~

2. Subdivision and development in each SSMUH designation will be in accordance with the corresponding zone in the Zoning Bylaw, as shown in Table 1.

3. All new subdivided lots ~~and new townhouses developments~~ must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

4. ~~On corner lots, the front lot line must be perpendicular to the front yards of lots on the long side of a block, as shown in the figure below:~~

   Orient blocks to create an elongated "H" shape, with end lots perpendicular to the long side of the block, as in Figure 4.1.



Figure 4.1: Mid-block Pedestrian Link

5. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) for design expectations on these sites.

4.4 Rowhouse/Townhouse

The Rowhouse/Townhouse designation accommodates rowhouse and townhouse development. This designation is located as indicated on Map 1, including within and in proximity to the Rinn Town Centre. It provides for ground-oriented housing to accommodate households with children, seniors and "empty-nesters". It is situated adjacent to schools and parks, urban greenways, local-serving commercial uses, future transit, and other destinations, and provides a land use, form and massing transition between higher and lower density uses.

4.4.1 Rowhouse Land Use Designation Policies:

1. Locate rowhouse dwellings on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse/Townhouse as delineated on Map 1. Rowhouse dwellings are to take the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard.

2. Orient rowhouses to be street-facing, along Collector and Local Roads only, with rear public lane access to vehicle and bicycle parking, and to provide for on-street parking that is not interrupted by individual driveways. Design rowhouses on corner lots to be street-facing to both public streets.

3. ~~Accommodate four (4) or fewer dwelling units contained within a building. Up to two (2) additional dwelling units may be contained within each building if the resulting development provides for the retention of existing trees and/or provisions for additional tree planting areas for medium to large coniferous trees.~~

   Limit attached principal dwelling units to a maximum of four (4) (plus any associated secondary suites), except where a development provides for the retention of existing trees and/or additional tree planting areas for medium to large coniferous trees, in which case up to six (6) principal dwelling units may be attached together (plus any associated secondary suites).

4. Provide for a range of unit sizes, including three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the OCP.

5. Provide sufficient front and rear yard setbacks, as well as separation distances between buildings on a lot to accommodate medium- and large- sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence, and space for outdoor living areas and detached off-street parking structures.

6. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

   a. A maximum building height of 2.5 storeys (9 metres), with the uppermost (third) level having a floor area not exceeding 50 percent of the floor area of the storey immediately below it.
   b. A minimum 2-metre-deep covered front porch, extending the entire width of the front elevation of the rowhouse.
   c. Rear entrances for all principal dwelling units in the form of ~~"swing doors"~~ a door that can be locked from either side that are separate from the front entrance.
   d. Off-street parking for the dwelling units shall be accessed from a rear lane in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be in a typical enclosed garage and can be

part of a shared accessory use and building with the adjacent rowhouse. The second required space is a “flex” off-street parking space that is covered, but not enclosed (e.g., carport). The “flex” off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.

e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities.
f. Include, at a minimum, solar-ready measures to facilitate the application of solar energy generating technologies on the roof of the garage/carport/home-office.
g. Incorporate crawl spaces in the principal residential to help facilitate, among other aspects of the architectural design, an elevated front porch, in areas where habitable space in basements is not permitted.

7. Demonstrate subtle design variations to strengthen unit identity from the street and support a pedestrian scale.

4.4.2 Townhouse Land Use Designation Policies:

1. Provide a maximum density of 20 units per acre for townhouse development.

2. Design townhouse developments that contribute to a desirable streetscape character through a clear architectural identity for individual buildings.

3. Provide for a range of townhouse unit sizes, including those with three-plus bedrooms, to appeal to a broad range of households at different stages of life in accordance with Policy 3.1.9 of the OCP. ~~Specifically, for each townhouse development, a minimum ten per cent of the townhouses must have three or more bedrooms suitable for households with children.~~

4. ~~Orient townhouses to be street-facing along Collector and Local roads, and east-west oriented Arterial roads only.~~ Townhouse sites to be accessed ~~Parking access is to be provided~~ from a rear lane to provide generally continuous on-street parking that is not interrupted by individual driveways, and to increase opportunities for trees in front yards and street boulevards, and adequate space for rainwater and stormwater management facilities, among other streetscape features.

5. Provide sufficient front and rear yard setbacks, with separation distances between buildings on a lot to accommodate medium- and large-sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence, and space for outdoor living areas and detached off-street parking structures.

6. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and Lanes, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, including:

a. Front porches for all dwelling units; and
b. Convenient pedestrian connections through an on-site network of sidewalks and pathways. The pedestrian connections will be independent of a public lane and strata/private drive aisle.

7. Demonstrate subtle building/architectural design variations to strengthen unit identity from the street and support a pedestrian scale.

4.5 Commercial Village

The Commercial Village designation provides opportunities for the integration of street- and plaza-oriented, ground-floor retail, dining and personal service uses, and civic facilities, along with apartment residential uses and seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units above ground floor commercial with pedestrian connections from at-grade parking areas to 208 Street, as well as a Parkette accessible from 208 Street.

Commercial Village Land Use Designation Policies:

1. Create a Commercial Village comprising a mix of commercial, residential, recreational uses ~~based on a traditional "High Street"~~ as shown on Figure 3.1, and a maximum density not exceeding a gross floor area of 1.85 times the ~~net~~ developable ~~lot~~ land area (i.e., the Floor Space Ratio, or FSR).

2. Incorporate mixed-use buildings in this designation to have apartments above ground floor commercial to provide residents with the opportunity to meet their daily needs within the same area and ensure "eyes on the street" for community safety.

3. Encourage local-serving commercial uses, such as financial institutions, retail stores, convenience stores, an anchor grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés (including those with outdoor/patio dining), pharmacies, childcare, liquor store, and fitness centres, and including live-work opportunities; but excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.11, Policies #8 and #9 of the BFCP. ~~Encourage the provision of childcare facilities within the Commercial Village land use designation.~~

4. Accommodate ground floor retail and service commercial uses (not including grocery store, pharmacy, fitness centre or childcare uses) in mixed-use buildings in premises not exceeding 1,000 m^2 (~10,764 ft^2). Business, medical, and professional offices should be located on the second storey above retail and service commercial. Office uses may also be accommodated in standalone commercial buildings.

5. Accommodate one (1) local-serving ~~anchor~~ grocery store in the Commercial Village designation with a maximum size of 2,500 m^2 (~27,000 ft^2) within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses, as identified in Policy #6 below, is built in advance of or in conjunction with the grocery store use.

6. Provide a minimum total commercial floor area of approximately 5,000 m^2 (~54,000 ft^2), including approximately 4,000 m^2 (~43,000 ft^2) for retail and service commercial uses, and approximately 1,000 m^2 (~11,000 ft^2) for office uses.

7. Incorporate a neighbourhood public Parkette in the vicinity and north or south of a new 41 Avenue, spanning the distance of said new 41 Avenue (between 208 Street and a new north-south lane) and measuring a minimum of 25 metres from the northern to southern boundary. The Parkette will be a visually prominent, placemaking feature and publicly accessible from 208 Street, functioning as an informal gather space with trees, lawn, ample seating, and tables for outdoor eating. Design of the Parkette should also include direct solar access, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety in programming of the space.

8. Design a combination of mixed-use commercial / residential and commercial / residential / institutional buildings in the Commercial Village, including:

    a. Buildings of a minimum three and a maximum six storeys, with fifth and sixth storeys stepped back in order to reduce visual and overshadowing impacts related to building height.
    b. Maximum lot coverage of sixty per cent where a minimum seventy-five per cent of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage may be increased to eighty per cent where one hundred percent of the off-street vehicle parking use, including visitor parking, is concealed parking.
    c. Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces.
    d. For an apartment or office use, one hundred per cent of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

9. Provide a range of apartment unit sizes, in accordance with Policy 3.1.9 of the OCP, and tenures to appeal to a broad mix of households at different stages of life, including student-oriented housing, seniors housing, family housing, and purpose-built rental. Buildings should incorporate:

    a. Individual exterior entrances for ground floor apartment units in mixed-use buildings.
    b. A common lobby for each building with office uses and apartment units above the first storey, with the building entrance from a fronting or public street.

c. Lifestyle support features such as secure storage space for oversize sports equipment and seasonal supplies, and secure bicycle parking for buildings with residential uses.
d. Active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exit stairs, outdoor gardening places, and indoor amenity areas for the exclusive use of building residents and guests.
e. Continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.
f. A high-quality pedestrian realm along all building faces. Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).
g. All apartment buildings must provide 10% of the total number of residential units as adaptable units per OCP Policy 3.1.12.

10. Provide a minimum and consistent building separation distance of 12 metres between all buildings to accommodate pedestrian circulation and connections as part of a walkable neighbourhood.

11. Design pedestrian, block, and street structure for both sides of 208 Street, between 40 and 42 Avenue with high connectivity that incorporates pedestrian, bicycle and horse/rider comfort, and mobility, transit accessibility, freight delivery, and automobile movement.

12. Configure the pedestrian scale block and local road patterns with a maximum block size length of 190 metres between two street intersections and on average between 180 and 185 metres (measured between the outside curb faces of two cross streets) (see Figure 4.2).

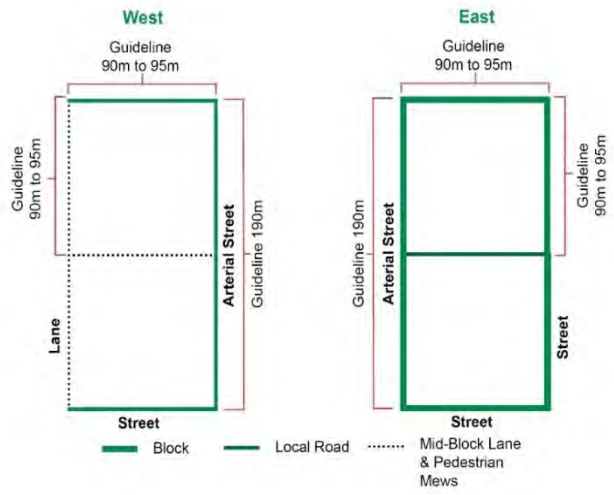


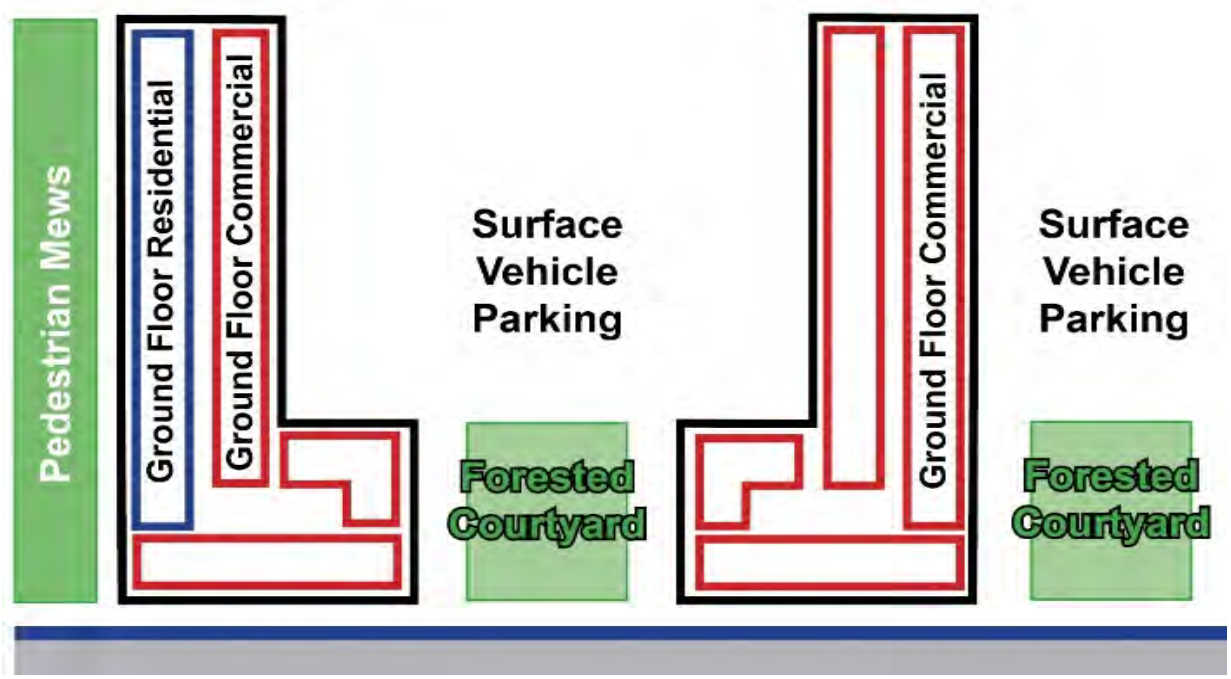
Figure 4.2: Block Pattern Guideline

13. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed here, to/from 208 Street and 40 Avenue in the Rinn Town Centre.

14. Provide continuous commercial or civic/assembly uses on the ground floor of all buildings in the Rinn Town Centre as Mandatory Commercial Street Frontage. Provide “gaps” between buildings fronting the Mandatory Commercial Street Frontage to provide permeability of the

streetscape and to accommodate publicly accessible Forested Courtyards, as illustrated on Figure 4.3. These Forested Courtyards should be a minimum 12 metres by 12 metres in size and include retained and new trees, understorey plantings, seating, hard-surface pathways and patios, and permanent weather protection.

15. Incorporate functional continuous weather protection for pedestrians on building façades with no gaps wherever possible. Weather protection is required on Mandatory Commercial Street Frontages and associated publicly accessible Commercial Village buildings that are not on the Mandatory Commercial Street Frontages.



208 Street – Mandatory Commercial Street Frontage

Figure 4.3: Recommended Site Layout Concept

4.6 Institutional and School/Park Site

The Institutional designation accommodates educational facilities, recreation centres, civic buildings, care facilities, and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there were two public schools – a specialty elementary and a secondary school – and a place of worship in the Rinn area. Rinn will require additional institutional uses to accommodate future population growth and new development.

The Future School/Park Site designation accommodates future school/park sites. ~~A total of two (2)~~ One new public elementary school is identified ~~will be needed~~ in Rinn to accommodate ~~the number of~~ students in this neighbourhood. An ~~secondary~~ additional school may be required, as

determined by the Langley School District. ~~Proposed preferred locations are identified on Map 1.~~

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education and Child Care for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities.

Institutional and School/Park Site Policies:

~~1. Accommodate 2 new Elementary Schools, which will form part of a joint neighbourhood park/elementary school site with each having a minimum total size of eleven (11) acres: 5 acre neighbourhood park, 5-acre elementary school, and 1-acre for non-profit childcare or additional school or park space. Include an additional 1-acre nature/passive park space that can be consolidated with 1-acre nature/passive park spaces in a different location within Brookswood-Fernridge. Each 1-acre nature/passive park space will be financially compensated from the Brookswood-Fernridge Greenway Amenity Policy.~~

1. Accommodate one (1) new Elementary School on lands designated Future School/Park Site south of 32 Avenue as shown on Map 1. The lands will form a joint neighbourhood park/elementary school site having a minimum total size of 4.9 hectares (12 acres): 2.0 hectares (5 acres) neighbourhood park, 2 hectares (5 acres) elementary school, and 0.4 hectare (1 acre) for non-profit childcare or additional school or park space. Include an additional 0.4 hectare (1 acre) Wildlife Habitat Patch that can be consolidated with other natural spaces in a different location within Brookswood-Fernridge. The 0.4 hectare (1 acre) Wildlife Habitat Patch will be financially funded from the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

2. Accommodate an additional school on lands designated Future School/Park Site north of 36 Avenue as shown on Map 1.

3. Inform the Langley School District of ~~Identify and secure the School/Park sites as shown as development advances in the neighbourhood~~ each Community Plan amendment ~~rezoning~~ application to receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge

community before final reading of the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new School/Park Site prior to consideration of final reading of the zoning amendment bylaw.

4. Consider new neighbourhood institutional facilities (e.g., schools, daycares, seniors' centres, and places of worship) in any land use designation subject to:

    a. the site being located on and oriented to a collector road (as opposed to a local or arterial road only).
    b. the site having access to an adequate transportation network for the proposed size of the facility.
    c. the site having adequate off-street parking and/or drop-off and pick-up space; and
    d. the proposed development being consistent with the form, scale, and character of adjacent land uses.

5. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping, and pedestrian-friendly lighting.

6. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

~~7. In accordance with the Township of Langley Child Care Action Plan, incorporate childcare facilities, including before- and after-school programming, as part of new elementary schools.~~

8. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship.

9. Support the development of new seniors' housing and care facilities, as defined in the Zoning Bylaw.

4.7 Parks and Open Space

This Plan retains an existing network of parks and open spaces and identifies approximate locations for required additional parks and open spaces. This expanded network of parks and open spaces will contribute to the completeness and livability of Rinn and surrounding neighbourhoods through active and passive recreation opportunities.

Parks and Open Space Designation Policies:

1. Incorporate Park and trail improvements on existing municipal lands in advance of new dedications and required property acquisitions to provide recreational infrastructure early in the neighbourhood's development and continued growth.

2. Preserve the location and size of existing park spaces in Rinn, as delineated on Map 1 ~~and Map 2~~, in perpetuity.

3. Provide public roads adjacent to park space on at least two (2) sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

4. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones, including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.8 Aquatic Conservation

The Aquatic Conservation land use designation is intended to be a space of environmental preservation, restoration, enhancement, and stewardship of aquatic environments and their associated riparian areas, which combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside Protection and Enhancement Requirements in the municipal-wide OCP seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, ditches, wetlands, lakes and ponds.

These buffers are referred to as Streamside Protection and Enhancement Areas (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, and provide passive recreation opportunities. To preserve these benefits, these aquatic conservation areas ~~waterbodies~~, both known (Map 2) and yet to be known, in the Rinn area must be protected through the establishment of SPEAs.

Aquatic Conservation Policies:

1. Preserve, restore, enhance, and steward Anderson Creek and Murray Creek, and its tributaries, by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the OCP.

2. Protect and retain other important waterbodies – referred to as Aquatic Conservation areas (see Map 2) in the Rinn plan area, including private aquatic features adjacent to the neighbourhood~~, such as Sunrise and Rees Lakes, as they provide important habitat value and contribute to the neighbourhood Green Infrastructure Network (Section 5.1), despite~~

~~landing outside the municipal regulatory purview of SPEA~~. Establish a 15-metre no-disturbance buffer around aquatic features to prevent unauthorized works in and about a stream, that may be subject to the provincial Water Sustainability Act.

3. Locate Creek Greenways beyond the 30-metre SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. 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 environment ~~greenway~~. Tree removal shall be avoided, and additional native plants may be needed to enhance greenways.

~~4. Amend the Township of Langley Zoning Bylaw to include a new Institutional Zone for aquatic conservation areas.~~

4.9 Utility

The Utility land use designation accommodates utility infrastructure and facilities.

5.0 NATURAL ENVIRONMENT AND CLIMATE CHANGE RESPONSE

Nature areas and features enhance the overall well-being of a neighbourhood. They include wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens as well as human-made components. These different types of nature areas and features are together referred to as “green infrastructure”.

Climate change can affect the livability of our community in the future. ~~Nature has an important role to play with warmer, drier summers and milder, wetter winters~~. Expected impacts include summer drought, air quality degradation, changes to groundwater conditions, and more frequent and severe weather events ~~during the different seasons~~. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity, and lifestyles. Nature conservation spaces and other “green infrastructure” are key contributors to neighbourhood mitigation and adaptation strategies. Local government services that contribute to recreation, climate regulation, rainwater management, clean air, habitat, and biodiversity are invaluable to the health and well-being of a community.

5.1 Nature Conservation

The Nature Conservation policies prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made green infrastructure. Natural components include forests, wetlands, watercourses, and other waterbodies. Human-made components include manicured parks, landscaping, trees, rain gardens, greenways, as well as hydro and bio-engineered features that incorporate natural environmental features.



Green Infrastructure components support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and provide opportunities for linkages between people, flora, and fauna within Rinn. Integrated, connected ecosystems components form the neighbourhood Green Infrastructure Network.

The term “green infrastructure” repositions nature-based features as a neighbourhood necessity, not simply amenities or “nice-to-haves”. The Green Infrastructure Network for Rinn

includes systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments.

The Green Infrastructure Network must be resilient and dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. Identifying and prioritizing areas of ecological and biodiverse significance establishes framework elements for this work.

Nature Conservation Policies:

1. Establish a Green Infrastructure Network in Rinn, in alignment with Figure 5.1 in the BFCP, that is comprised of a variety of natural areas and features~~, There are two main categories: (1) Nature Conservation Hubs and Corridors and (2) Matrix Features,~~ as elaborated in Figure 5.1 below, and includes specifically:
    - ALR Buffer
    - Creek Greenway
    - Ecological Greenway
    - Off Street Recreational Greenway
    - Wildlife Habitat Patch

2. Nature Conservation Hubs and Corridors

    2.1 Preserve the Nature Conservation Hubs and Corridors as defined~~/illustrated on Map 2.~~ in Figure 5.1, below.

    2.2 Identify and preserve additional Nature Conservation Hubs and Corridors. Secure funds, through a variety of sources including other levels of government, non-governmental grant programs, and collected through ~~community amenity contributions~~ the applicable bylaws and policies to fund additional Nature Conservation Hubs and Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow, and including conservation, forested and park lands in the adjacent neighbourhoods and communities, can be connected to contribute to the Green Infrastructure Network.

3. Matrix Features

    3.1 Integrate and accommodate mature trees and next generation trees (to expand the neighbourhood tree canopy), greenways, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces, and “naturescaping” practices (see Naturescape British Columbia Provincial Guide) throughout the neighbourhood.

    3.2 Provide design details for development activities and enhancements on public and private land. The design details should focus on green infrastructure at site level not typically addressed in existing bylaw and regulatory tools and requiring implementation guidance.

3.3 Raise public and development community understanding of environmental management, restoration and enhancement of green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout Rinn.



3.4 Develop hedgerows and buffer strip trails to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.



Figure 5.1: Green Infrastructure: ~~Framework Elements~~ Nature Conservation Hubs + Corridors and Matrix Features

5.2 Groundwater Protection and Management

Rinn has several unconfined and confined aquifers. The Brookswood Aquifer is a groundwater reservoir comprised of porous, unconsolidated sands and gravels originating from glacial outwash deposits. This unconfined aquifer is an important water source for many Township of Langley residents and also sustains important habitat.

The glacial deposits have high permeability, high groundwater flow and high hydraulic conductivity. This means that water can move easily and relatively quickly into the groundwater storage and within the groundwater itself, and discharge or exit through surface water, plant uptake and evaporation.

The unconfined Brookswood Aquifer is susceptible to contamination and interruptions to groundwater recharge. Depending on the season, the highly permeable sand and gravel allows

rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants to the aquifer.

For the health of all users and the natural environment, groundwater resource protection requires:

- preservation of water quality
- management of water quantity
- maintenance of the surface water systems hydraulic integrity

Groundwater Protection and Management Policies:

1. Preserve, restore, enhance, and manage the neighbourhood forest and associated tree canopy to protect the underlying aquifer.

2. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential through specific zoning regulations and development standards, and Engineering Servicing Plans. Where no such regulations, standards and plans are available, meet development best practice standards/guidelines.

3. Maximize dispersed groundwater recharge at all spatial scales (from neighbourhood to individual building site), to minimize groundwater mounding conditions during rain events.

4. Require enhanced treatment for rainwater and stormwater runoff, particularly flowing from pollution-generating impervious surfaces used by vehicles. Locate all such treatment facilities to provide for ease of municipal maintenance.

5. Design and implement neighbourhood Green Infrastructure Network features that mimic natural hydrology through low impact development practices and implementation of source control best management practices for mitigation of development impacts on runoff catchment areas, peak flows, runoff volumes and water quality. Such features include disconnection of roof leaders, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers, and more.

6. ~~Obtain development approval information at the time of a zoning amendment application to the Township of Langley, pursuant to sections 484, 485, 486 and 487 of the Local Government Act, to ensure development protects, restores, sustains, and enhances the quality and quantity of groundwater sources and the overall health of the natural environment and aquatic ecosystem. See Appendix A~~.

   Require an unqualified statement from an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, that the proposed development is in accordance with principles, criteria and objectives of the Integrated Liquid Waste Management Plan, Anderson Creek Integrated Stormwater Management Plan, Little Campbell River Integrated Stormwater Plan, Township of Langley

Water Management Plan, and Subdivision and Development Servicing Bylaw, all as amended or replaced, and that the proposed development will not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. Specific recommendations on aquifer protection measures and mitigation of any impacts shall be outlined and supervised by the Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, as applicable.

7. Appropriately close test holes for geotechnical or hydrogeological investigations. Monitoring must be completed by an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

8. Design communal rainwater and stormwater detention facilities to provide bioretention capabilities, as feasible, and contribute to groundwater recharge while protecting the baseflows, maintaining peak flows and infiltrated water quality.

9. Allow habitable basements in residential uses in areas delineated on Map 3 as a Possible Habitable Basement Area, subject to the Subdivision and Development Servicing Bylaw and site investigations to confirm that there is no risk of flooding, seepage, or water intrusion. Areas delineated on Map 3 as a Possible Habitable Basement Area may be permitted to have habitable basements in residential uses, if confirmed by a technical feasibility study prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia. All applications in flood-prone areas, or as required by the Township, will also require a “safe for intended purposes” report by a Qualified Professional.

10. Prohibit habitable basements in residential uses, due to high water table conditions, in areas delineated on Map 3 as a No Habitable Basement Area.

11. Obtain necessary provincial approvals if a development requires dewatering, as groundwater use is regulated by the provincial government.

5.3 Neighbourhood Forestry

Trees improve livability, increase civic pride, and contribute to residents’ quality of life. Neighbourhood forests slow the production of ground-level ozone, filter air particulates, and absorb air-borne pollutants. Trees can reduce rainwater management costs by absorbing rainfall, and shading homes from overheating during summer months.

Trees increase a neighbourhood’s biodiversity by providing food and habitat for wildlife. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria, and fungi.

Trees can become stressed by water restrictions and impacted by wind and road salt / brine. They will face escalating changes to growing conditions, altered plant hardiness zones, and compromised longevity as a result of climate change.

The neighbourhood forestry policies encompass: (1) tree retention; (2) “right tree and right location” methodology; and (3) adaptive reforestation to establish a robust, multi-generational neighbourhood forest.



Neighbourhood Forestry Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in Rinn. Implement the Community Forest Management Strategy.

2. Maximize the tree canopy by establishing Zoning Bylaw provisions regarding:
    - lot coverage
    - maximum impervious cover (site coverage)
    - siting of buildings and structures (setbacks, interior separation distances)
    - introduction of required tree retention/plantable areas
    - tree selection criteria (species and planting location) for increasing energy efficiency of buildings
    - treatment of pollution-generating surface run-off
    - requirements for permeable surfaces
    - extent of underground structures
    - screening/landscaping requirements

3. Periodically review and update the Township’s preferred tree list to support climate change adaptation, and in consideration of local availability of tree species.

4. Establish canopy/planting targets for each municipal park type, and in collaboration with the Langley School District for school sites.

5. Assess the urban forest tree canopy every five years, including inventory, location, quantity or extent, useful life expectancy and, when possible, cost and value of trees.

6. Develop a storm response plan for emergency tree risk assessment and tree removal associated with severe storm events.

7. Ensure new plantings are diverse in streetscapes, greenways, and parks as well as ~~Nature Conservation Area Hubs~~ in the Green Infrastructure Network and target no more than ten per cent of any species, twenty per cent of any genus and thirty per cent of any family at the neighbourhood scale.

8. Plan and fund naturescaping on public lands to support and enhance biodiversity, and to demonstrate best practices for naturescaping for private property owners.

5.4 Renewable Energy and Low Carbon Neighbourhoods

Building construction, operation, and maintenance and vehicle emissions contribute significantly to overall greenhouse gas emissions. Green buildings, site and landscape design, and active transportation, can assist in reducing both energy use and water consumption. The Township of Langley strives to achieve low carbon neighbourhoods. The Rinn Neighbourhood Plan intends to:



- Create neighbourhoods with a positive impact on the natural environment through a healthy neighbourhood forest that supports residents' physical and mental health.
- Encourage and support innovation to create low carbon neighbourhoods through design features that facilitate passive and local renewable energy infrastructure.
- Build neighbourhood block patterns that facilitate using transit, cycling, walking and other active forms of transportation.

<u>Renewable Energy and Low Carbon Neighbourhood Policies:</u>

1. Design, develop and implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous tree species of varying ages and heights, along with a variety of native shrubs, perennials, and groundcovers with minimal or no turf grass (xeriscaping). This will limit the need for irrigation by replicating "layered" plant communities and encouraging biodiversity.

2. Incorporate landscape design strategies to reduce energy demands for heating, cooling, and lighting in buildings by:
   - using deciduous trees on the southern and western facing sides of a building to minimize the warming effect of solar radiation during the summer months, and optimizing sunlight during the cooler, darker months; and
   - situating coniferous evergreen trees in all other areas.

3. Provide rainwater harvesting infrastructure with SSMUH and Rowhouse/Townhouse land use designations, sized to supply water for landscaped areas during the length of a typical dry season, based on best available climate change forecasts.

4. Encourage green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof or wall and heat transfer to the interior.

6.0 PARKS, OPEN SPACE AND HERITAGE

A neighbourhood is a place. Natural and built environments make up the neighbourhood character and give it a distinct personality. Every property, building, public place, environmental feature and infrastructure contributes to its character, as does their placement within the area.

The built environment's visual and physical patterns are defined by recurring characteristics, which can vary by neighbourhood, street, and block or can be consistent across the community. These patterns can accommodate varied building forms and scales while providing an underlying sense of cohesion that helps define the neighbourhood character.

Neighbourhoods establish and nurture a distinct identity determined in part by how residents, business operators, and visitors experience the place and socially interact within it.

6.1 Parks and Open Spaces

This Plan builds upon existing parks and nature spaces to establish an enhanced network of active and passive outdoor recreational opportunities.

Parks and Open Spaces Policy:

1. Accommodate an additional ~~8.5~~ 12.8 hectares (~~21~~ 31.6 acres) of parks space for Community and Neighbourhood Parks and the Nature Park within the neighbourhood as shown on Map 2.

6.1.1 Community Park

Rinn neighbourhood has programming similar to community park programming on Brookswood Secondary School grounds and adjacent to George Preston Recreation Centre. A modest addition to these existing facilities ~~in the Plan area~~ will provide space for a variety of amenities and activities that serve the residents of Rinn and complement the programming that is already present. These policies provide direction for the community park site to be appropriately located, sized, and configured, and that necessary access and connectivity to and from the park meets users needs.

Community Park Policies:

1. Provide additional community park space with a minimum size of ~~4 hectares~~ 8 hectares (19.8 ~~10~~ acres). Locate the new community park within the vicinity of Brookswood Secondary School, ~~as shown on Map 2~~ on lands designated School/Park Site north of 36 Avenue as shown on Map 1.

2. ~~Identify and~~ Secure lands for the new community park through a variety of municipal funding sources.

3. Retain trees as shown in Map 2. ~~Ensure that the combined community park and middle and secondary school campus are appropriately located.~~



6.1.2 Neighbourhood Park

Rinn will have ~~four~~ one (1) new Neighbourhood Park. This park will provide a variety of recreational opportunities, including sports fields, playgrounds, and nature areas. These policies provide direction for the combined Neighbourhood Park site to be appropriately located, sized, and configured, and that necessary access and connectivity meet users' needs.

Neighbourhood Park Policies:



1. Provide and locate ~~four~~ one (1) Neighbourhood Park, with a minimum size of 2.8 hectares (7 acres)~~, as indicated on Map 2.~~

2. ~~Secure~~ The Neighbourhood Park site is located on lands designated School/Park Site south of 32 Avenue as identified on Map 1. ~~along with the rezoning of any lands designated for residential development, as outlined in Policy #1, Section 9.2, General Prerequisites.~~

3. Secure lands for the new neighbourhood park through a variety of municipal funding sources.

4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) land dedicated required for the Neighbourhood Park site as contributions to neighbourhood forestry in the form of a Wildlife Habitat Patch ~~Nature Space~~, as shown on Map 2. ~~which will be included as an update to Map 3.~~

6.1.3 ~~Nature Park & Nature Park~~ Natural Spaces

~~Nature Parks~~ Connection to nature is a hallmark of the small-town character of Rinn. It includes natural landscapes and features that enhance local ~~ecology~~ ecosystems, support biodiversity and groundwater recharge. They provide various passive recreational opportunities.

~~Nature Parks and Nature Park~~ Natural Spaces Policies:

1. Secure ~~Nature Parks and related Nature Park~~ Natural Spaces, including but not limited to the Nature Park, Dale Ball Passive Park, Aquatic Conservation and Wildlife Habitat Patch, as shown on Map 2, ~~in perpetuity~~, exclusive of any required road and trail dedications along the park perimeters. The only exception is the potential diminishment in the size of Dale Ball Passive Park to accommodate road dedication for upgrading 208 Street and 36 Avenue.

2. Provide an additional 2 hectares (5 acres) for Nature Park ~~Space~~ in the Rinn Neighbourhood.

3. Provide physical and visual public access with possible features such as trails, lighting, small picnic spaces, education and historical commemoration, weather-protected seating, and outdoor exercise spaces. Nature and nature programming should remain the dominant feature of the Nature Park and ~~Nature Park~~ Natural Spaces.

4. Provide a Wildlife Habitat Patch, in accordance with the Township's Wildlife Habitat Conservation Strategy, which provides food and foraging opportunities for wildlife and serves as a small node in the Green Infrastructure Network. Protect vegetated areas from intrusion, provide low impact access for people and interpretive signage.

5. Prepare a ~~Rinn Nature Park~~ Natural Spaces Conservancy and Management Plan to guide the management of the natural resources and systems.

6. Identify and fund new ~~Nature Parks and new Nature Park~~ Natural Spaces through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, as well as other funding sources.

6.2 Greenways/Trails

Greenways and pedestrian/cycling connections in Rinn are an important component of the active transportation network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 2.

Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.

6.2.1 Greenways: Street and Neighbourhood Edge

Greenways are wide paths that offer safe and appealing routes for pedestrians and cyclists, connecting various community amenities such as parks, commercial areas, and neighbourhood services. Whether along major roads (street) or neighbourhood edges along the transition

between residential areas and rural/agricultural lands, these greenways serve as transition buffers while providing safe passage throughout the community.

Greenways: Street and Neighbourhood Edge Policies:



1. Provide continuous greenways in the locations identified on Map 2.

2. Greenways Construction:

2.1 Street Greenways will be constructed within road dedications and an adjacent greenway dedication of 4.5 metres. ~~Streetscapes with~~

- Street Greenways will include ~~on-street parking, curb, gutter,~~ a 3-metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities, and utility services. Preserve existing, healthy trees (preferably coniferous varieties), where possible.
- Streetscape design variations could include:
  - proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities
  - curb bulges to accommodate trees (for up to ten per cent of the block face)
  - narrow vehicle travel lanes (non-Arterial Road) for additional treed space
  - modest changes in the location and design of transit stops
- Incorporate a variety of retained or new coniferous tree species to complement deciduous street trees and understorey plantings that will not interfere with surface drainage facilities and other required streetscape features.
- Provide safe street crossings for pedestrians and cyclists at key intersections.
- Build appropriate and effective connections and “tie-ins” where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

~~2.2 Construct Neighbourhood Edge Greenways within the road dedication and an additional 5.5-metre-wide dedication. Streetscapes with Neighbourhood Edge Greenways include on-street parking (except on most Arterial Roads), curb, gutter, a 3-metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, and surface drainage facilities, and utility services.~~

2.2 Establish an ALR Buffer ~~in the form of a Neighbourhood Edge Greenway~~ along the neighbourhood rural/agriculture interface, in the locations identified on Map 2. There are two types of conditions along the interface that require different responses.

2.2.1 The first interface type (road) is adjacent to a road dedicated and constructed to an appropriate standard. This interface type shall include a 7.5-metre-wide vegetated buffer on the outside of and adjacent to the road allowance/dedication, on the neighbourhood side. At a minimum the streetscape associated with ~~Nature Corridor Greenway~~ Ecological Greenways includes on-street parking, curb, gutter, a ~~1.8~~ 3 metre multi-use ~~concrete~~ asphalt pathway, abundant street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), above-, at- and below-grade utilities, among other possible space/use requirements. ~~For the Horse/ ALR Buffer, the 1.8-metre-wide trail will have a horse friendly surface, instead of a concrete trail surface and appropriate fencing to provide a safe barrier between the street and the trail.~~ The Horse/ALR Buffer, shall include an additional 2.4 metre wide horse trial with a horse friendly surface and appropriate fencing to provide a safe barrier between the street and the multi-use pathway and between the horse and pedestrian paths to reduce conflict.

2.2.2 The second interface type (non-road) is situated along a shared property line between neighbourhood residential lands and rural/agriculture lands. This interface type shall include a 15-metre-wide vegetated buffer on the residential land side, a ~~1.8~~ 3 metre multi-use ~~concrete~~ asphalt pathway, abundant trees, retained and new coniferous trees, understorey plantings, among other possible space/use requirements.

3. Fund Street Greenways and ALR Buffers ~~– land dedication costs plus additional construction costs –~~ through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.2 ~~Nature Corridor~~ Ecological Greenways

~~Nature Corridor Greenway~~ An Ecological Greenway provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood's Green Infrastructure Network.

~~Nature Corridor Greenway~~ Ecological Greenway Policies:

1. Provide a continuous ~~Nature Corridor Greenway~~ Ecological Greenway in the approximate locations identified on Map 2. ~~3, avoiding locations parallel to private driveways, parking lot drive aisles and public roads.~~

2. Construct the ~~Nature Corridor Greenway~~ Ecological Greenway at an average 30 metre width. It should be richly planted with retained and new native (coniferous) trees, and native understorey plantings that provide sources of food and cover, and support high wildlife value

and biodiversity. It should include a 3-metre-wide multi-use asphalt pathway and seating on one edge of the greenway. Wildlife tunnels should be used at Collector and Arterial Road crossings, that provide natural light infiltration for the entire length.

3. ~~Determine the exact location of the Nature Corridor Greenway on a development site by using tree inventory information, the hydrogeological assessment report and aquiafer protection plan information requirements, identified in Section 5.2, Policy #7 6 to guide decision making.~~ Prioritize the location of ~~Nature Corridor Greenway~~ Ecological Greenways on particular development sites to include established stands of coniferous trees and quality groundwater recharge areas.

4. Allow reductions in width along select sections of the ~~Nature Corridor Greenway~~ Ecological Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length; (2) the said reductions are spaced at a minimum 50 metres apart; (3) an average total greenway width of 30 metres is maintained; and (4) the nature and recreation connectivity is continuous. The ~~Nature Corridor Greenway~~ Ecological Greenway may be divided evenly between two properties or development sites.

5. Where feasible, preserve existing, healthy trees and stands of trees, preferably coniferous. Changes to the alignment of the ~~Nature Corridor Greenway~~ Ecological Greenway may be considered, provided that there is no net loss of habitat, and alignment locations at the neighbourhood plan edges are retained.

6. Build appropriate and effective connections and “tie-ins” where the Ecological Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund the portion of ~~the Nature Corridor Greenway~~ the Ecological greenway located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. ~~Rinn Fernridge and Rinn Amenity Zoning Policy~~.

6.2.3 Creek Greenways and Trails

Creek Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.



The Creek Greenway is part of a preserved, restored, and enhanced riparian corridor adjacent to waterbodies of various types (e.g., watercourses, wetlands, ponds, lakes). It is richly planted with retained and new native trees, specifically coniferous species, and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity.

Creek Greenways and Trails Policies:

1. Provide Creek Greenways in the locations identified on Map 2.

2. Construct Creek Greenways with a minimum average width of 6 metres, to accommodate a 3-metre-wide multi-use asphalt pathway ~~at the outer perimeter~~ outside of the required riparian area, and a 1.5 metre vegetated buffer on either side of the pathway.

~~3. In situations where the area of a Terrestrial Nature Conservation Area is added to the riparian area of a protected waterbody, the Creek greenway will be located at outer perimeter of the combined riparian and conservation areas.~~

3. Build appropriate and effective connections and “tie-ins” where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.4 Off Street Recreational Greenway

Off Street Recreational Greenway Policies:

1. Provide an Off Street Recreational Greenway in the location identified on Map 2.

2. Construct the 10 metre wide Off Street Recreational Greenway to accommodate a 3-metre-wide multi-use asphalt pathway, landscaping, benches, lighting and directional signage.

3. Fund the Off Street Recreational Greenway through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.5 Enhanced Sidewalks

Enhanced Sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway, and an additional wider green buffer between the sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways. Enhanced Sidewalks are ~~not~~ partially funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. ~~and are therefore the financial responsibility of development.~~

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 2.

2. Construct Enhanced Sidewalks within the road dedication, with a minimum:

    - 2-metre-wide buffer between curb and sidewalk,
    - continuous 3-metre-wide hard-surface (e.g., concrete, asphalt) multi-use pathway, and
    - 1-metre-wide buffer between the property line and the sidewalk.

6.2.6 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools, and areas where public access along corridors is widely spaced. The locations for the Mid-Block Pedestrian Links, are approximate, both in distance and frequency, refer to Section 7.1.3. The intent of these policies is to secure additional connection points through development to increase the walkability and public accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced ~~Booth, Fernridge and Rinn Amenity Zoning Policy~~ and are therefore the financial responsibility of development.

Mid-Block Pedestrian Links Policies:

1. Provide Mid-Block Pedestrian Links, per Policy 7.1.3, which are a minimum 6 metres wide and include a 3-metre-wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, or as required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a “public” pathway. Build appropriate and effective connections and “tie-ins” to facilitate connections with other pedestrian and cycling facilities and other types of Greenways. ~~this “interpretation” where the Mid-Block Pedestrian Links intersect with other pedestrian and cycling facilities and other types of Greenways.~~



6.2.7 Safety, Security and Accessibility

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. The objective is to enhance personal safety and security through building siting, orientation, and design to ensure buildings and open spaces accommodate and provide access for all users and abilities. This is based on the following principles:

- Territoriality – fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance – maximizing the ability to spot suspicious people and activities
- Activity support – encouraging the intended use of public space by residents
- Hierarchy of space – identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening – using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment – making a design or location decision that considers the surrounding environment to minimize the use of space by conflicting groups
- Image/Maintenance – ensuring that a building or area is clean, well-maintained, and graffiti-free

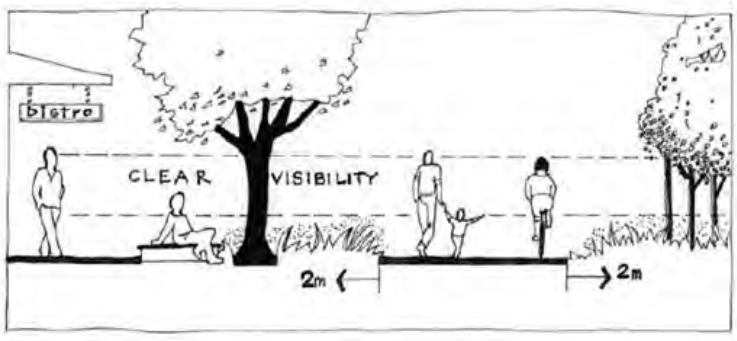
<u>Safety, Security, and Accessibility Policies:</u>

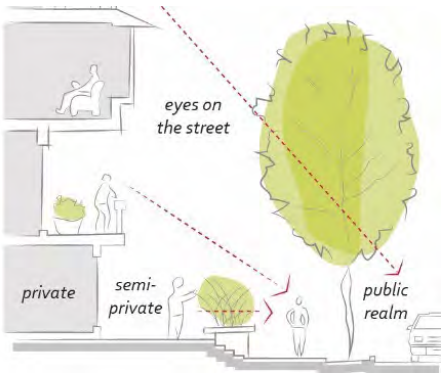
1. New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.

2. Adequate lighting should be provided for all streets, lanes, parking areas, parks and trails as appropriate, as well as building entrances, to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.

4. Ensure Crime Prevention Through Environmental Design (CPTED) principles are adhered to with respect to landscape design and construction.





5. Site design and landscaping should allow for natural surveillance between parking areas, public sidewalks, and building entrances.

6.3 Heritage

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. ~~In 2012,~~ The Township of Langley's ~~Council endorsed a~~ Heritage Strategy ~~that~~ recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities. ~~It identifies goals and several actions to be implemented over ten years. The following actions would apply to resources in Rinn:~~

- ~~Identify built, natural, and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process.~~
- ~~Preserve, protect, and celebrate significant historical resources that illustrate Langley's range of heritage values.~~

~~The intent of these policies is to guide the commemoration of archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Rinn area.~~

Heritage Policy:

1. All buildings of heritage interest should be evaluated to determine their historic value and significance; and available tools under the Local Government Act (LGA) should 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.
   ~~Ensure archaeological sites are documented and protected as mandated by the *Heritage Conservation Act*, assisted by the Township of Langley's Archaeological Site Protection Policy No. 07-167, as amended or replaced, and Guidelines for Archaeological Chance Find Management.~~

7.0 MOBILITY AND TRANSPORTATION INFRASTRUCTURE

Neighbourhood mobility networks comprise a variety roads, sidewalks and trails, bike routes and greenways. They also accommodate the public transit system and first responders and provide important corridors for infrastructure services.

Complete livable streets are designed to accommodate people of varying ages and abilities, to walk, cycle, take transit or drive. They are also designed to accommodate street furniture, street trees, greenways, utilities, stormwater management, and active uses such as sidewalk cafés.

Complete livable streets ensure that social, economic, and environmental priorities are integrated into planning and design. While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life.

7.1 Mobility Network

Mobility Network Policies:

1. Design each aspect of the mobility network to incorporate the following:

    a. Accommodate a range of users including pedestrians, cyclists, transit users, automobiles, and commercial vehicles.
    b. Ensure safety of all street users.
    c. Prioritize pedestrian movement.
    d. Incorporate green infrastructure through neighbourhood forestry including street trees, greenway plantings, retention of existing trees, private front yard landscaping and rain/stormwater and groundwater management.
    e. Promote streets as public spaces to maximize social and economic activity.

2. Provide new streets and street extensions, to develop an interconnected Arterial, Collector and Local Road network as delineated in the Road Network Concept on Map 4 to accommodate multi-modal transportation, circulation, and connections.

    ~~a. Prohibit the addition of other streets.~~
    b. Provide an enhanced lane adjacent to the western property line of lands with a Commercial Village Land Use Designation. This lane will ultimately extend from 40 to 42 Avenues, will connect with a new 41 Avenue, and will take the place of curb let-downs and vehicle access directly from 208 Street and 40 and 42 Avenues.
    c. Provide mid-block east-west local roads on the east side of 208 Street, with right-in and right-out only, providing on-street parking and access to residential development, when determined technically feasible and appropriate based on a transportation/traffic study provided by an applicant.

d. Realign the centre line of 208 Street toward the west when adjacent to lands designated as Agricultural Land Reserve so that the full, required cross-section of this arterial road can be realized on the urban side without disturbing the rural/agricultural side of the alignment.
e. Prohibit access to off street parking and freight deliveries from 208 Street and 40 Avenue in the Rinn Town Centre.

3. Lay out the neighbourhood blocks with a maximum block length of 180 metres and provide Mid-Block Pedestrian Links where appropriate pursuant to section 6.2.6 of this Plan.

4. Require rear lanes for development fronting Arterial Roads.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks and Mid-Block Pedestrian Links to achieve the Plan's targeted maximum block length as identified in #3 above.

6. As part of the development process, seek additional public rights-of-way on all existing streets for sidewalk widening, greenways, cycling facilities, transit stops, street widening, and on-street parking.

7.2 Walking

Walking Policies:

1. Establish a pedestrian-friendly public realm incorporating features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, mid-block pedestrian links and crossings, street furniture, pedestrian-oriented lighting, and continuous weather protection in the Rinn Town Centre.



2. Provide safe and barrier-free pedestrian routes on public streets, greenways, and trails.

3. Use pedestrian routes to connect school sites with parks, open spaces, recreation facilities and residential areas.



4. Locate all above-ground infrastructure (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street, and pedestrian lighting) between the curb and the sidewalk so as not to impeded pedestrian movement and accessibility.

5. Provide additional pedestrian crossings of Arterial Roads including, where feasible, measures that reduce crossing distance and improve safety and visibility for pedestrians.

7.3 Cycling

Cycling Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and greenways.

2. Provide additional cycling routes, as identified on Map 5.

3. Provide public bicycle parking and bikeshare facilities at schools, parks, civic facilities, and the Rinn Town Centre.

4. Encourage end-of-trip cycling facilities such as showers, lockers, and change areas within commercial developments.

5. ~~Collaborate with the City of Surrey to provide a seamless and complete cycling network between Rinn and Campbell Heights employment areas.~~

6. Collaborate with TransLink to implement secure bike parkades at transit stop(s) in the Rinn Town Centre.



Improved Intersection for Cyclists

7. Provide cycling linkages that connect school sites with parks, open spaces, recreation facilities and residential areas.

8. Provide separated cycling facilities along Arterial classified roads.

7.4 Transit

Transit Policies:

1. Work with TransLink to review opportunities for optimal transit service to meet user demand. This includes new routes, appropriate frequencies on existing routes, and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters, and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide space on streetscapes along existing and potential future transit routes for stops and other transit infrastructure to support mobility choice.

7.5 Parking and Loading

Parking and Loading Policies:

1. Encourage shared, off-street non-residential (including civic and institutional) parking in the Rinn Town Centre.

2. Encourage parking turnover through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development underground or concealed within a building.

4. Implement flexible curbside management practices to facilitate a variety of street uses (e.g., short-term residential loading, home delivery, food trucks).

5. Plan for sufficient and safe vehicular drop-off/pick-up facilities in the design of schools and childcare facilities.

6. Place loading access points and loading spaces in the rear and not along nor adjacent to Mandatory Commercial Street Frontage. Minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).

8.0 FINANCIAL STRATEGY

The Township will not finance, nor assume a financial risk, in the provision of engineering services required for any development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) Bylaw No, 5897, as amended or replaced, or other appropriate cost-recovery mechanisms. Property owners and/or the proponents of development are responsible to front end the construction of engineering services and parks; the Township may consent to enter into cost-recovery agreements.

DCCs are levied against new development to finance new servicing infrastructure and amenities. The Development Cost Charge Bylaw sets rates for engineering services and for parks. Rates are uniform across the Township regardless of their location.

Infrastructure that is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

Given the cost of sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms include Latecomer Agreements, Development Works Agreement, DCC rebates/credits and Development Cost Charges Front Ender Agreements. Potentially, property owners can recover their infrastructure investments through front ending. However, agreements are structured to provide sufficient time for property owners to recover infrastructure costs. It is recommended that the Township approve agreements with 10 to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

Amenities to be funded through the Brookswood-Fernridge Greenway Amenity Policy, as amended or replaced, include public art, greenways of various types, and the ALR Buffer.~~:~~

- ~~Urban Pocket Park~~
- ~~Public Square~~
- ~~Greenways of various types~~
- ~~Neighbourhood Gateways~~

New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to ~~Amenity Costs is identified in the Brookswood-Fernridge Greenway Amenity Policy and the Community Amenity Contributions for the Rinn, Fernridge, and Rinn neighbourhood.~~ amenity costs is specified in applicable policies and bylaws, as they may be amended or replaced. These policies and bylaws include, but not limited to:

- Neighbourhood Park Land (5%) Policy No. 07-231
- Brookswood-Fernridge Greenway Amenity Policy No. 07-235
- Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
- Amenity Cost Charge Bylaw No. 6115
- Development Cost Charges Bylaw No. 5897

9.0 GROWTH AND CHANGE MANAGEMENT

Rinn will grow based on contributions to develop Arterial Road infrastructure, communal drainage facilities, and combined elementary school and neighbourhood park sites in proximity to existing neighbourhoods.

9.1 General Prerequisites

1. (Deleted per Council direction on July 21, 2025.) ~~Provide a School/Park Site south of 32 Avenue as delineated on Map 1 before any development may occur~~.

2. Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.

3. Require all development applications adjacent to a designated Arterial Road as delineated in Map 4 to ~~dedicate land measuring~~ include a minimum of 100 metres of road frontage to facilitate development of the arterial road network ~~widening~~ in a timely manner. Land assembly may be required prior to a development application. The required works and services for the construction of the Arterial Road, as defined by this Plan, the associated Engineering Services Plan, the Subdivision and Development Servicing Bylaw and other relevant bylaws, must be completed as part of the development or as part of the first phase of any multi-phased development. ~~Non-Arterial fronting development applications could proceed at that time.~~

4. Prioritize development applications, ~~as guided by Policy #7, Section 9.1 in BFCP,~~ on lands within approximately 800 metres of the boundary between the mature suburban neighbourhoods of Brookswood – roughly defined west to east by 208 Street, and north to south by 43 Avenue to 36 Avenue – and the Rinn area. Implementation of this policy will continue until one-half of the developable land has completed construction, is in the

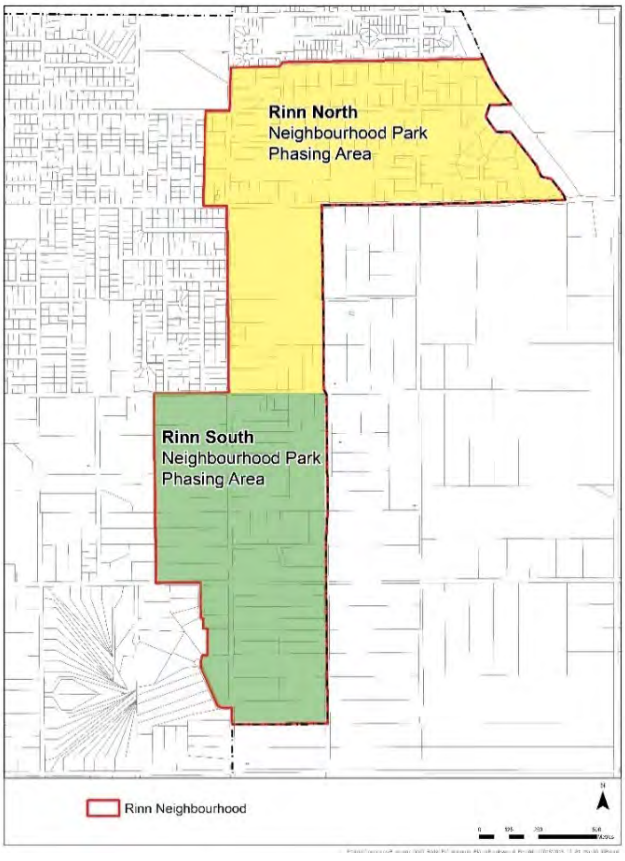


Figure 9.1: Neighbourhood Park Phasing Area

process of construction, or is approved for construction; then the prioritization area can be expanded by an additional 800 metres – a total of 1,600 metres from said boundary.

5. Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.

6. Provide major roads and extend engineering services (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.

9.2 Development Prerequisites in the Rinn Town Centre

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the Rinn Town Centre (see Section 3.2) and areas designated for Commercial Village ~~Apartment~~ or Rowhouse/Townhouse, the following shall be completed to the satisfaction of the Township.

Development Prerequisites in the Rinn Town Centre Policy:

1. Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Rinn Town Centre (plan view and three dimensional oblique view) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures, and development and servicing phasing.

9.3 Specific Development Prerequisites

The following development prerequisites must be completed to the satisfaction of the Township prior to adoption of a zoning bylaw amendment.

Specific Development Prerequisite Policies:

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 the servicing provision of this neighbourhood plan together with the Township’s existing servicing standards as set out in the Township’s Subdivision and Development Servicing Bylaw, No. 5382, as amended or replaced.

2. In flood~~-prone~~ hazard areas, as identified on Map 13 in the OCP, or as required, proposed subdivision, rezoning and building permit applications shall include a “safe for intended purposes” report prepared by a qualified professional, which also addresses the impact of the proposed project on existing flood-prone areas in the watershed. No building shall be

constructed lower than the flood construction level as defined in the Zoning Bylaw, No. 2500, Section 105 - Flood Control, as amended or replaced, or Engineering Servicing Plan.

3. Comply with the Erosion and Sediment Control Bylaw No. 4381, as amended or replaced, including provision of an erosion and sediment control plan, to the acceptance of the Township.

4. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, the relevant Engineering Services Plan, and the ~~Township of Langley's Master Transportation Plan~~ Transportation and Mobility Strategy, to the acceptance of the Township.

5. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, including provision of a final tree management plan incorporating tree retention, replacement, and protection details, to the acceptance of the Township.

6. Transfer any designated greenway, trail, or any other "greenspace" as shown on the Land Use Plan to the Township, or as determined by the Township. Where greenspace or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Park and Open Spaces and Greenways and Trails construction.

7. Implement environmental protection measures as outlined in this plan, including the establishment of conservation areas and other neighbourhood green infrastructure, and as may be required by the Department of Fisheries and Oceans, including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway 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, type, and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age-friendly amenity area in accordance with the Section 111.5 of Zoning Bylaw No. 2500 as amended or replaced, to the acceptance of the Township.

11. Restore/relocate or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township. Adhere to the Township's Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

12. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian ~~and/or Lane~~ Links, lanes, roads, greenways, and sidewalks only. Public access shall not extend to on-street parking.

13. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided.

14. Register restrictive covenants that may include, but are not limited to:
    a. non-disturbance setbacks
    b. driveway access/location
    c. building setback restrictions
    d. restriction of on-street parking
    e. Exterior Design Control Agreement for single-family developments

15. Payment ~~of rezoning, development permit, and neighbourhood planning fees, Community Amenity Contribution fees, Arterial Road completion amenity fees, 5% Neighbourhood Park Land Amenity fees, and the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended.~~ of fees and charges specified in applicable policies and bylaws, as they may be amended or replaced, including, but not limited to:
    - Neighbourhood Park Land (5%) Policy No. 07-231
    - Brookswood-Fernridge Greenway Amenity Policy No. 07-235
    - Brookswood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
    - Amenity Cost Charge Bylaw No. 6115
    - Development Cost Charges Bylaw No. 5897

16. Consideration of voluntary contributions pursuant to Interim Policy Regarding Community Amenity Contributions (Policy No. 07-170), as amended or replaced.

~~Appendix A~~

~~Development Approval Information for Groundwater Protection and Management~~

1. ~~Pursuant to Sections 485(1)(b) and 487(1)(a) of the Local Government Act (LGA), development approval information pertaining to groundwater protection and management shall be submitted with a zoning amendment application to the Township of Langley. Rinn is situated above an unconfined aquifer that is highly vulnerable to contamination. This aquifer is the source of water supply for many residents, including those in surrounding rural areas. The analysis and impact assessment, as well as the conclusions and recommendations of this development approval information, will identify aquifer protection and recharge measures, and recharge area contamination prevention measures for the aquifer through development of the overlying land. This requirement is to ensure that development takes place in a manner that protects, restores, sustains, and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem.~~

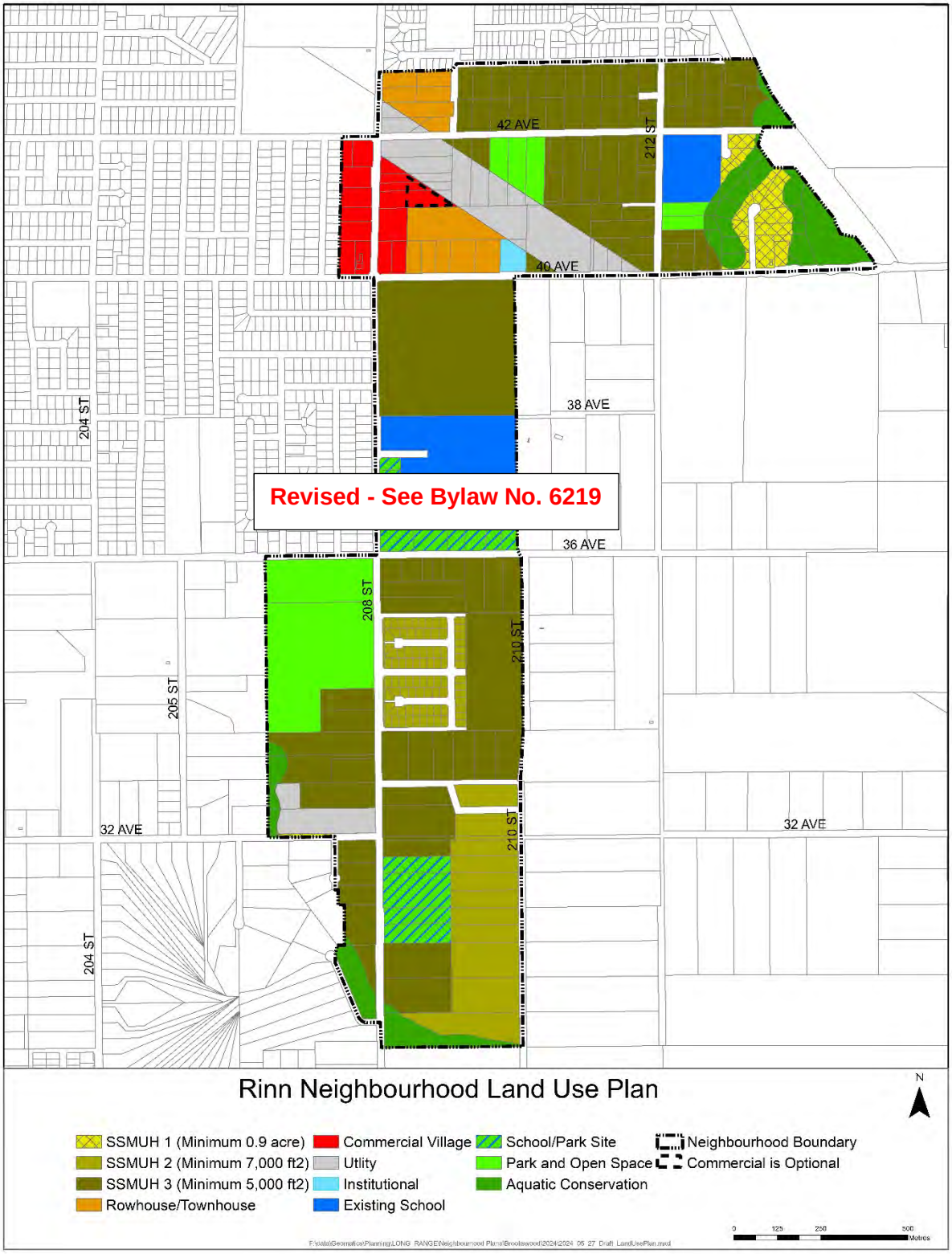
2. ~~The development approval information shall consist of a Hydrogeological Impact Assessment report and an aquifer protection plan containing the following (this requested information only specifies minimum requirements and the professional preparing the report must utilize their local knowledge, expertise, and professional judgment to determine the scope of the undertaking while conducting the technical evaluation in support of the proposed development):~~

    a. ~~A site plan prepared to scale, based on a legal survey, delineating the proposed development and associated land boundaries, unique features, existing buildings and structures, roads and driveways, topographic features and significant features identified in the site inventory.~~
    b. ~~A map showing the ownership and location of all currently used water wells and surface water within a minimum radius of 1.0 km from the development site.~~
    c. ~~A site inventory, providing information on existing pre-development conditions, including historical and current land uses.~~
    d. ~~A description of the hydrogeological system and setting, including the type and characteristics of aquifer(s) present on site, aquifer boundaries, surficial geology, stratigraphy, site cross-sections and soil logs, and existing land uses within at least 500 metres of the site (to be shown on the map), including hydrological and hydrogeological uses and features, as well as identifying recharge/discharge areas if any, changes in the recharge to the underlying aquifers due to the proposed development, and changes in hydraulic inter-connectivity between surface water and groundwater features and baseflows to creeks and other waterbodies.~~
    e. ~~A conceptual model of the groundwater, specific to the site and immediate surrounds.~~

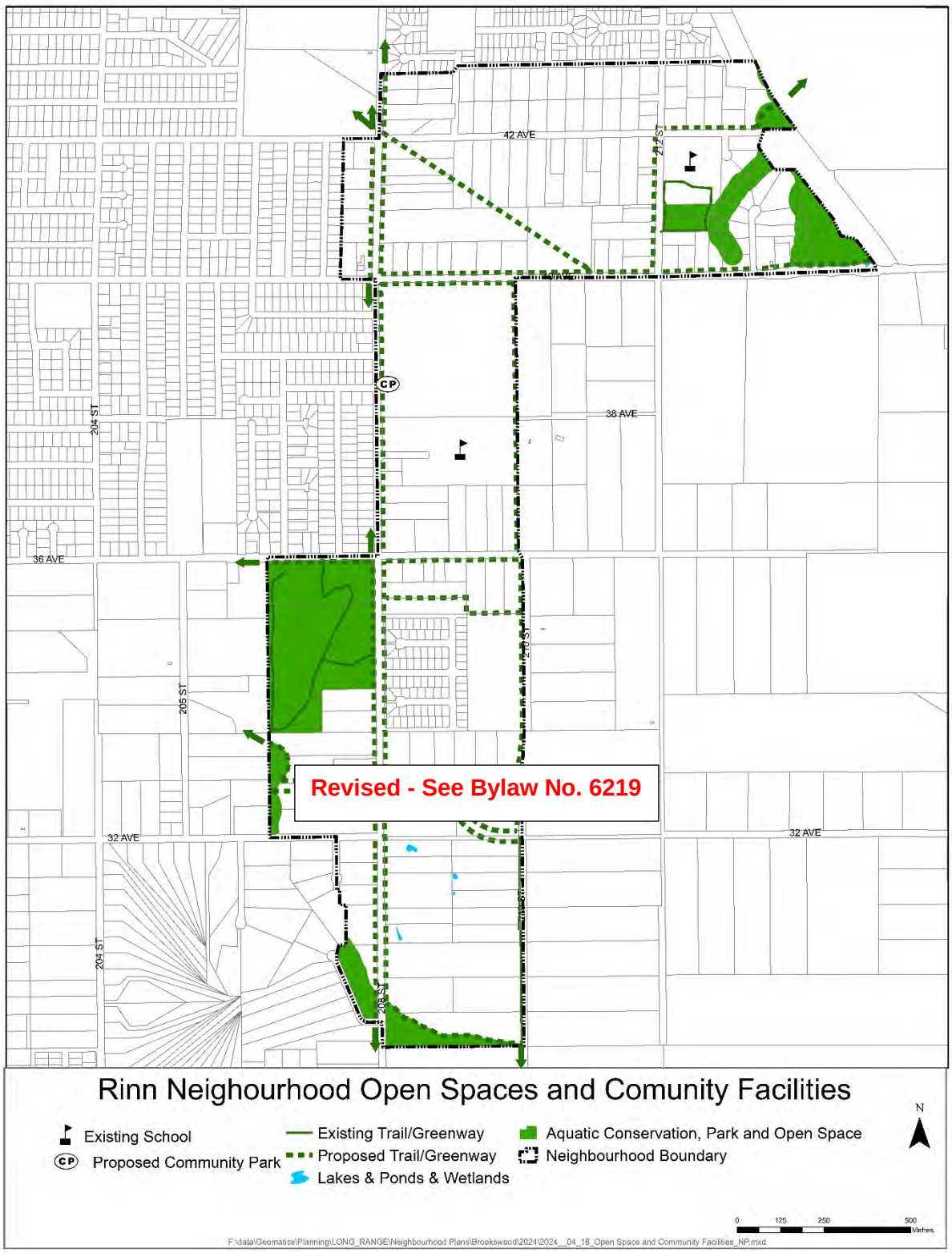
f. A description of existing groundwater and surface water users within 1.0 km radius of the development site.
g. Methodology and, if applicable, uncertainties and limitations of the report.
h. A description of the proposed work, during or after the development phase, especially the activities that have the potential to adversely impact the local hydrology and groundwater regime. The report should also identify alternative options that will not negatively impact the local environmental and water systems.
i. An impact assessment including:
    i. Identification of all natural features that are potentially at risk from the proposed development and the facilities that will be built as part of this project, to be shown on a map.
    ii. Cumulative effects analysis.
    iii. Impact to existing groundwater users, water quality and water supply, identification of the potential groundwater issues in the area that may arise from the proposed land use, changes in the local water table depth and peak water table, and risk of mounding or ponding and others impact to surface waterbodies.
    iv. Other potential impact implications, such as changes in base flows and recharge quantity, down-gradient water quality changes, and others.
j. Conclusions and recommendations consisting of:
    i. A summary of results and impact assessment.
    ii. An unqualified statement that the proposed development will not adversely impact aquifer(s), existing public and private wells, or surface water bodies in terms of water quality and quantity; or
    iii. Where such a statement cannot categorically be made, specific recommendations on aquifer protection measures and mitigating the likelihood of potential impacts including measures that need to be implemented at pre- and post-development stages, which would result in the requirement being met.
k. Any recommended monitoring requirements, identifying actions that will be taken to ensure all proposed recommendations, activities and actions are completed as described, including the design and implementation of a groundwater monitoring program, groundwater quality protection plan, spill response, fire and contingency plans and process for resolving any non-compliance.

After the review of the Hydrogeological Impact Assessment, the Township may request additional clarifications, site investigations and analysis, in support of the report assumptions and conclusions.

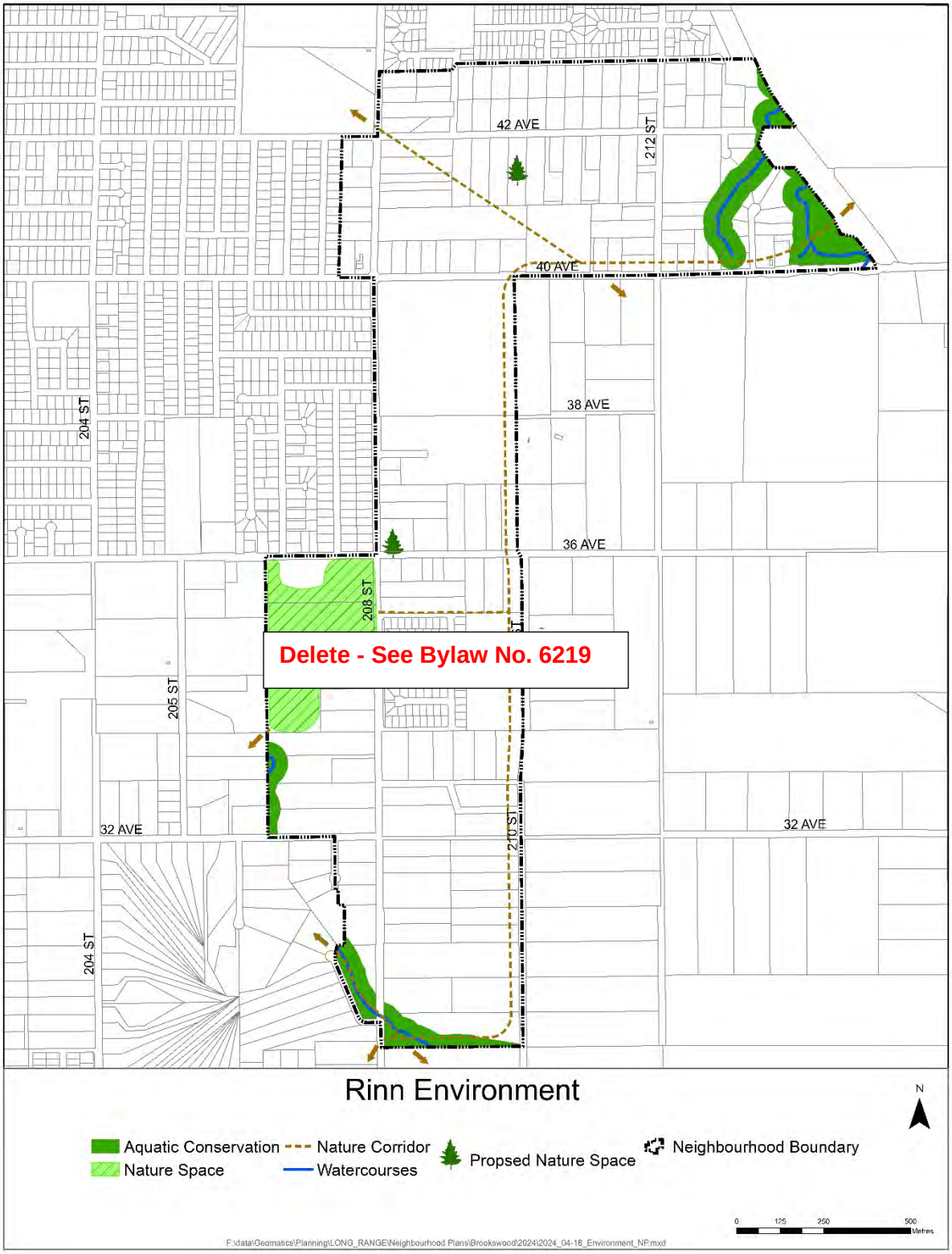
MAP 1 | Land Use Plan



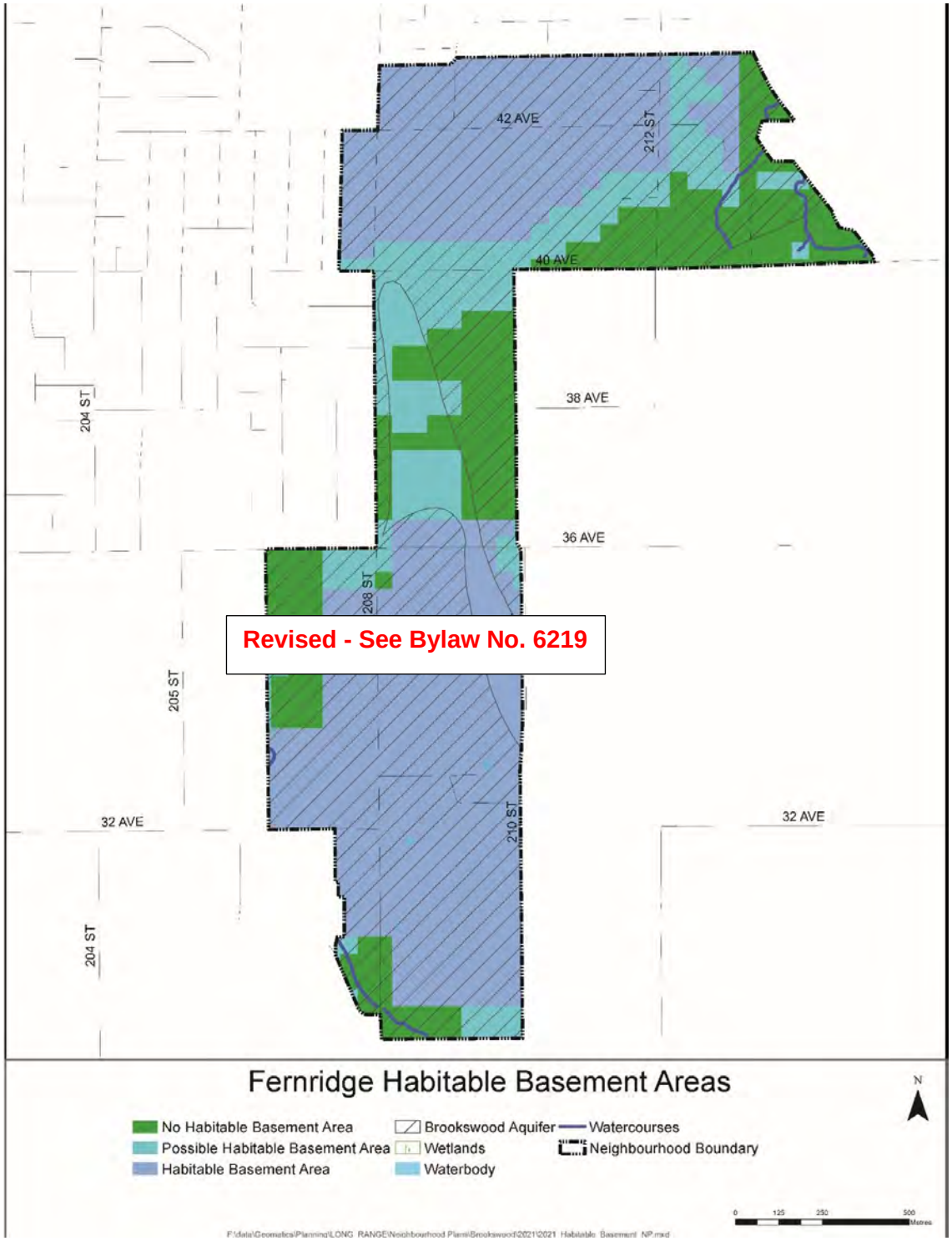
MAP 2 | Parks, Open Space and Neighbourhood Facilities



MAP 3 | Environment

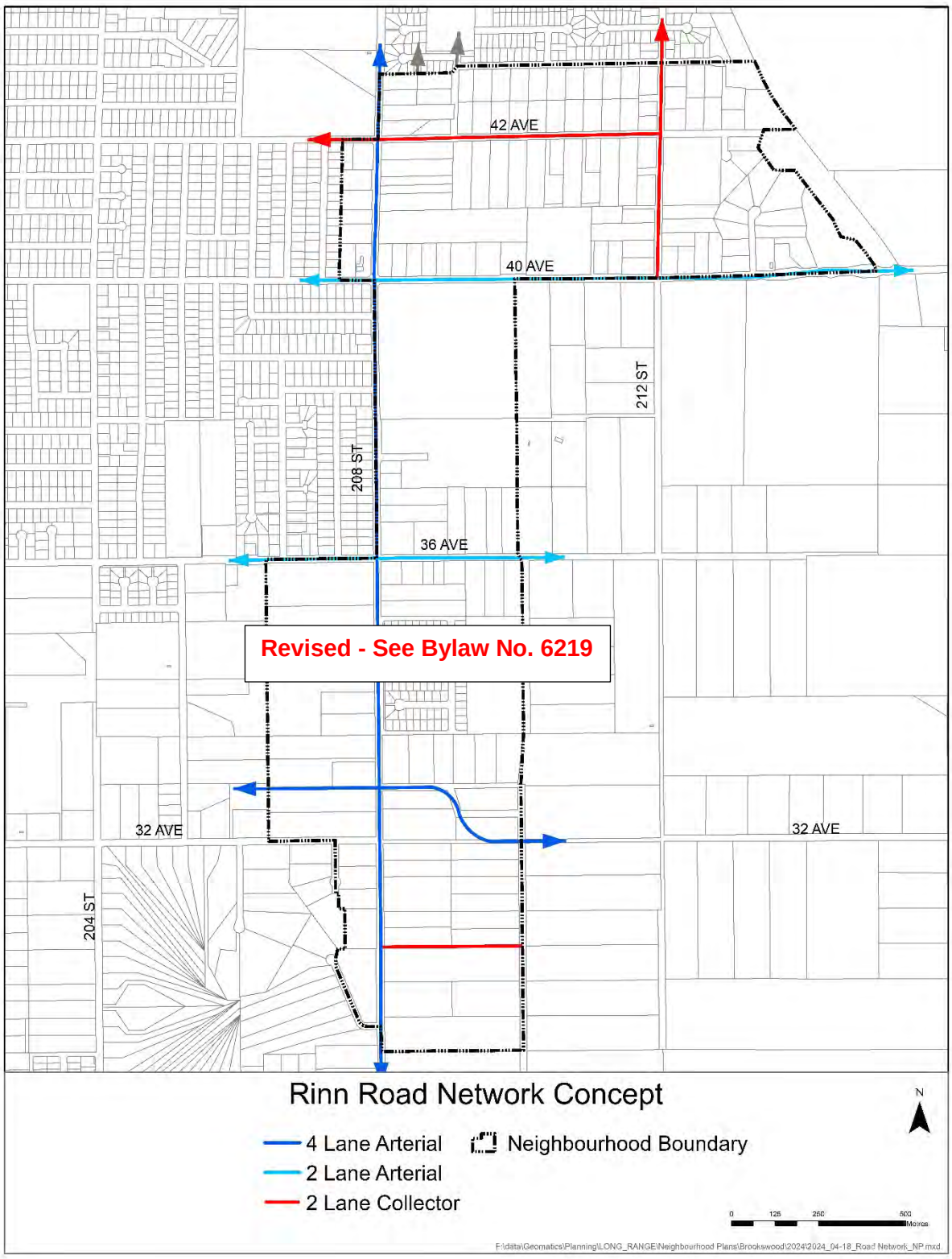


MAP 4 | Habitable Basement Overlay

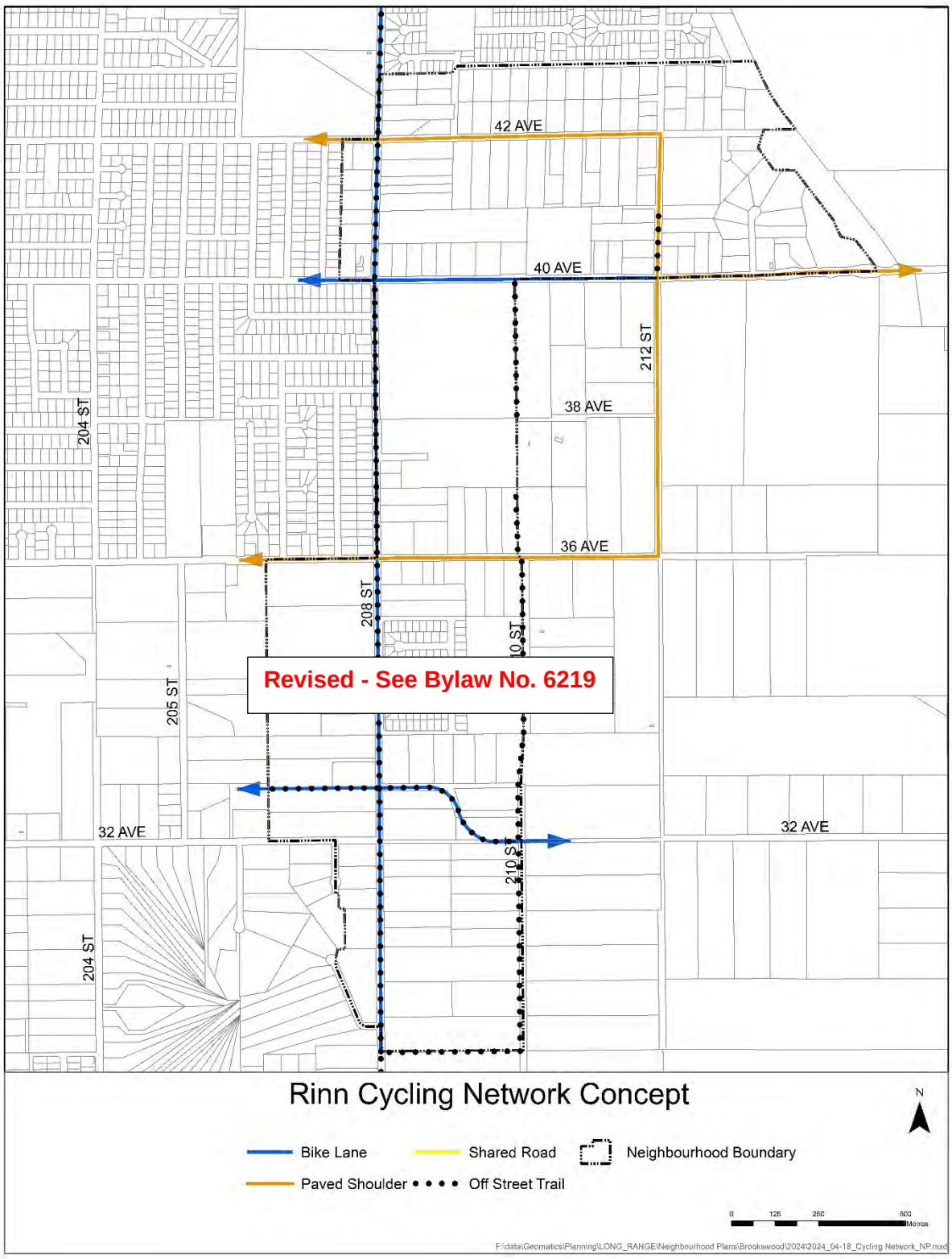


Note: Habitable basement acceptance will also be subject to a “safe for intended purposes” report prepared by a qualified professional in flood-prone areas, or as required by the Township.

MAP 5 | Road Network Concept



MAP 6 | Cycling Network Concept



ATTACHMENT E

Township of Langley
Est. 1873

COUNCIL POLICY

BROOKSWOOD-FERNRIDGE GREENWAY AMENITY POLICY

POLICY NUMBER: 07-235
EFFECTIVE DATE: 2023-07-24

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1. Purpose

1.1 This policy provides a means of establishing amenities in the Brookswood-Fernridge Neighbourhood Plan Areas.

2. Background

2.1 The Brookswood-Fernridge Neighbourhood Plans require the provision and construction of various amenities including greenways and parks of various types, a 'Satellite' Recreation/Cultural Facility, public art, and nature conservation areas. Amenity zoning provisions of the *Local Government Act* may be used to acquire and construct amenities.

3. Related Policy

3.1 Brookswood-Fernridge Neighbourhood Plans, Schedule BF-1 (Booth), BF-2 (Fernridge) and BF-3 (Rinn) to the Brookswood-Fernridge Community Plan.

4. Policy

4.1 The Brookswood-Fernridge Neighbourhood Plans require the provision and construction of various amenities including greenways and parks of various types, a 'Satellite' Recreation/Cultural Facility, nature spaces and public art ("Amenities") as shown in Schedule A.

4.2 All developing properties in the Brookswood-Fernridge Neighbourhood Plans shown on the attached schedule ("Subject to Policy" as shown in Schedule A), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the cost of the Amenities in the area subject to the policy will be $63.48 per m^2 of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule B. 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 that is subject to this Policy as shown in Schedule A, 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 the 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 the amenities, including the Amenity Cost, the Amenity Cost will be referenced in the rezoning bylaws and may be provided as follows:

a) where the property being developed contains greenways of various types, a pocket park, a Neighbourhood Public Square, a 'Satellite' Recreation/Cultural Facility, and/or public art the developer shall, subject to 4.7(b), provide the Amenity Cost by way of Improved Land plus cash;

b) where the property being developed contains greenways of various types, a pocket park, a Neighbourhood Public Square, a 'Satellite' Recreation/Cultural Facility, and/or public art and the General Manager of Community Development of the Township, or his 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 greenways of various types, a Neighbourhood Public Square, a 'Satellite' Recreation/Cultural Facility, a nature conservation area, and/or public art 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 first-in first-out basis and shall be paid out at the collected rate.

4.11 Where the Amenity Cost includes Unimproved Land the value of the Unimproved Land shall be deemed to be $2,500,000 per acre ($6.18M per hectare) based on 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 following costs:

a)	ALR Buffer (15m)	$1,524.83 per lineal metre
b)	ALR Buffer (7.5m)	$904.83 per lineal metre
c)	Creek Greenway (6m)	$654.83 per lineal metre
d)	Ecological Greenway (30m)	$704.83 per lineal metre
e)	Street Greenway (8.5m construction, 4.5m land)	$695.67 per lineal metre
f)	Enhanced Sidewalk (2m)	$365.67 per lineal metre
g)	Endangered Species Connections (10m + tunnel)	$796.50 per lineal metre
h)	Horse Trail (4.5m)	$695.67 per lineal metre
i)	Horse / ALR Buffer (7.5m)	$904.83 per lineal metre
j)	Horse / Creek Greenway (6m)	$654.83 per lineal metre

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k)	Horse / Off-Street Recreational Greenway (10m)	$796.50 per lineal metre
l)	Horse / Street Greenway (8.5m construction, 4.5m land)	$695.67 per lineal metre
m)	Landscape Buffer (20m)	$2033.11 per lineal metre
n)	Off-Street Recreational Greenway (10m)	$796.50 per lineal metre
o)	Park Portion of the Semiahmoo Trail	$796.50 per lineal metre
p)	Wetland Trail	$654.83 per lineal metre
q)	Bridge	$2,000,000.00 per unit
r)	Pocket Park (0.4 ha passive)	$716.59 per square metre
s)	Pond Buffer / Creek Greenway (6m)	$654.83 per square metre
t)	Nature Park 2 ha (5 ac)	$78.83 per square metre
u)	Wildlife Habitat Patch (0.4 ha elementary/park site)	$78.83 per square metre
v)	Urban Green (0.1 ha)	$625.75 per square metre
w)	Public Art	$200,000.00 per unit
x)	'Satellite' Recreation/Cultural Facility	$15,000,000.00 per unit

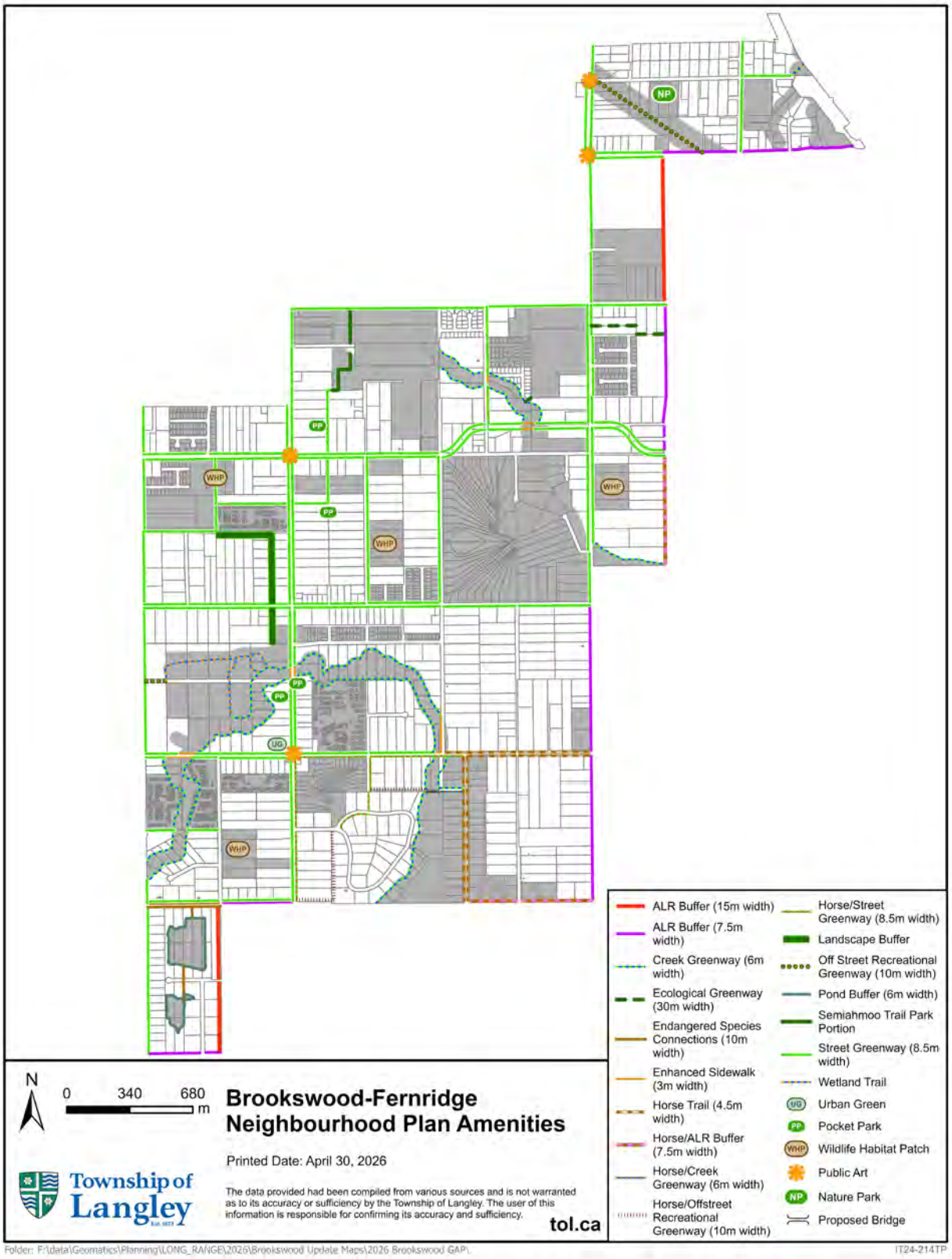
4.14 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

Approval History

Approved	2023-07-24
Revised	2024-07-15
	2025-01-27

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Schedule A
Brookswood-Fernridge Neighbourhood Plans Amenities



Schedule B
Brookswood-Fernridge Neighbourhood Plans Amenity Cost

BF Amenity Costs	Approximate area (acres)	Approximate land cost	Approximate development cost	Approximate total cost
ALR Buffer (15m)	5.75	$14,400,000	$2,365,651.76	$16,741,752.91
ALR Buffer (7.5m)	7.55	$ 18,866,420.41	$3,684,467.76	$22,550,888.17
Creek Greenway (6m)			$5,501,505.63	$5,501,505.63
Ecological Corridor (30 m)	3.58	$8,938,568.99	$339,948.17	$9,278,517.15
Street Greenway (8.5 m construction, 4.5m land)	35.94	$89,843,974.30	$22,483,257.86	$112,327,232.16
Enhanced Sidewalk (3m width)			$318,508.36	$318,508.36
Endangered Species Connections (10m + Tunnel)	2.46	$6,141,752.51	$791,876.80	$6,933,629.30
Horse Trail (8.5m construction, 4.5m land)	3.34	$8,358,131.89	$2,091,594.18	$10,449,726.07
Horse/ALR Buffer (7.5m)	2.29	$5,725,587.94	$1,118,163.58	$6,843,751.52
Horse/Creek Greenway (6m)			$137,973.38	$137,973.38
Horse/Off-street Recreational Greenway (10m)	2.13	$5,337,348.02	$688,162.22	$6,025,510.24
Horse/Street Greenway (8.5m construction, 4.5m land)	2.37	$5,924,157.94	$1,482,507.55	$7,406,665.49
Landscape Buffer (20m)	4.30	$10,743,084.65	$1,767,825.54	$12,510,910.18
Off-street Recreational Greenway (10m)	1.94	$4,854,326.88	$625,884.68	$5,480,211.56
Park Portion of the Semiahmoo Trail			$380,633.33	$380,633.33
Wetland Trail			$749,558.25	$749,558.25
Bridge			$2,000,000.00	$2,000,000.00
Pocket Park (1 acre passive)	4.00	$10,000,000.00	$11,599,793.77	$21,599,793.77
Wildlife Habitat Patch (1 acre each elementary school/park site)	4.00	$10,000,000.00	$1,276,059.87	$11,276,059.87
Pond Buffer/Creek Greenway (6m)	2.37	$5,932,232.69	$6,288,198.90	$12,220,431.60
Nature Park 2 ha (5 acre)	5.00	$12,500,000.00	$1,595,125.05	$12,500,000.00
Urban Green (0.25 acre)	0.25	$625,000.00	$633,082.63	$1,258,082.63
Public Art[1] (6 locations)			$1,200,000.00	$1,200,000.00
Satellite' Recreation/Cultural Facility			$15,000,000.00	$15,000,000.00
Total	87.27	$218,166,687.36	$84,119,779.28	$302,286,466.64

[1] Public art will be located in the Booth, Fernridge, and Rinn Town Centres.

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	Acres	Hectares
Total Land in Brookswood-Fernridge	2,124	859.6
Developable Area (Amenity areas not removed)	1,264	511.5
Minus Amenity Areas	- 87.27	- 35.32
Total	1,176.58	476.16

Amenity Cost = **$**302,286,4666.64/ **4,761,632.47** square metres = **$63.48** per square metre;
or $**634,837.88** per hectare;
or **$256,918.89** per acre.

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017
NO. 5300 AMENDMENT (BFCP UPDATE 2026) BYLAW NO. 6210

EXPLANATORY NOTE

Bylaw No. 6210 amends the Brookswood-Fernridge Community Plan in the Official Community Plan to update text regarding policy and housekeeping amendments and to update mapping.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017
NO. 5300 AMENDMENT (BFCP UPDATE 2026) BYLAW NO. 6210

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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (BFCP Update 2026) Bylaw No. 6210".

2. "Langley Official Community Plan Bylaw 1979 No. 1842", as amended, is further amended by replacing Schedule "B" (Brookswood-Fernridge Community Plan) with a new Schedule "B" (Brookswood-Fernridge Community Plan) attached to and forming part of this bylaw as Schedule "A".

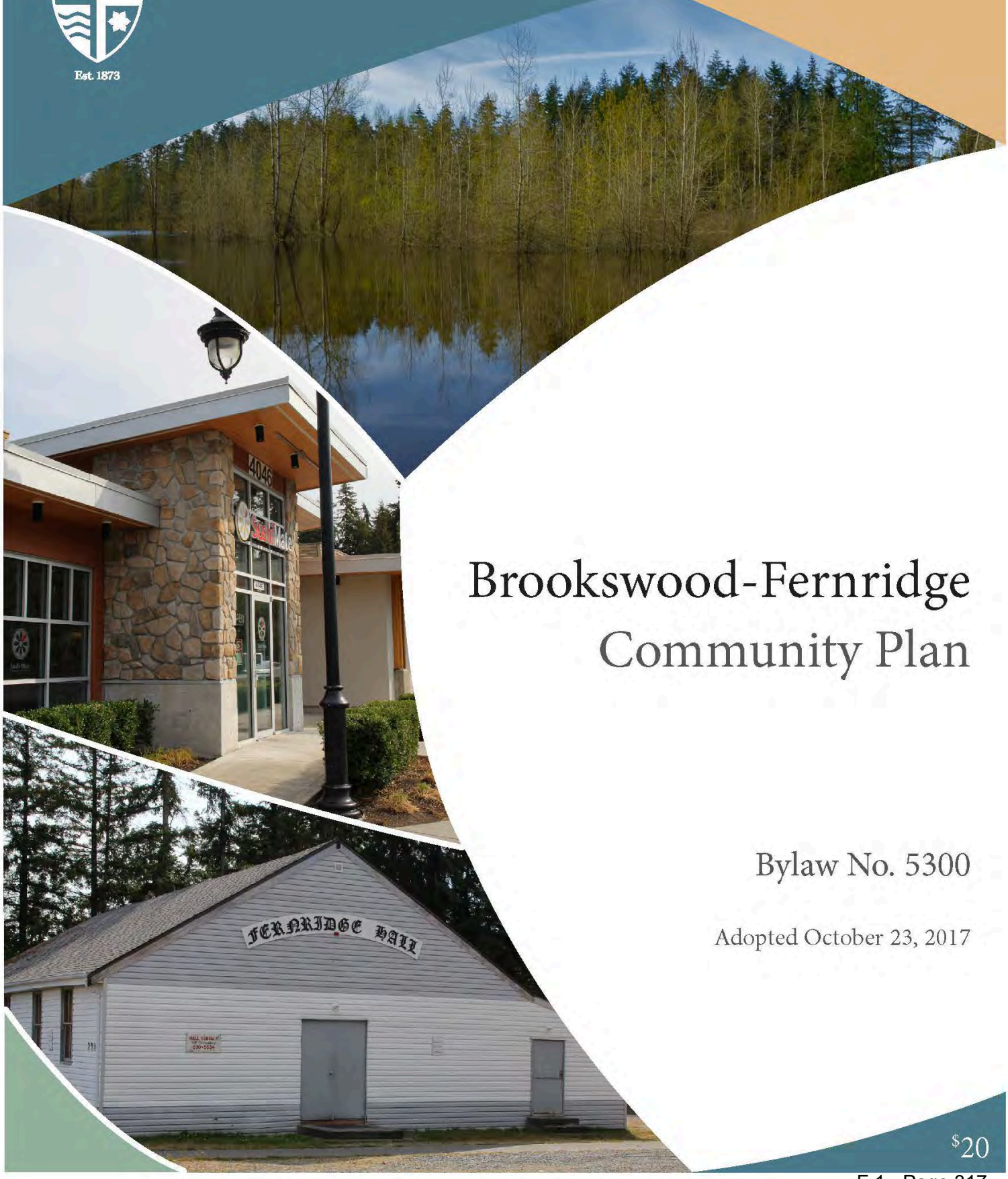
READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING HELD the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE "A" BYLAW NO. 6210

Township of Langley

Est. 1873

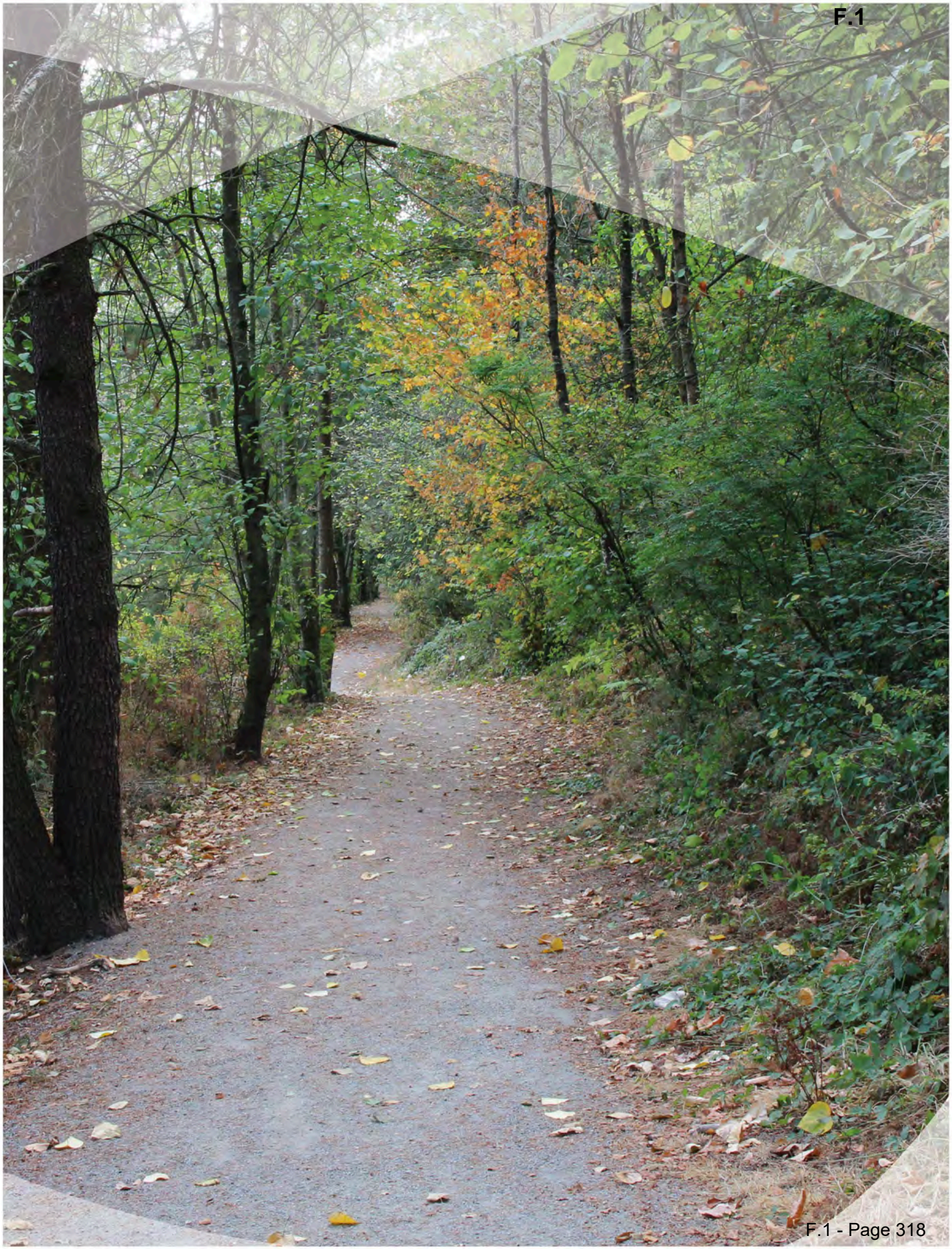


Brookswood-Fernridge Community Plan

Bylaw No. 5300

Adopted October 23, 2017

$20



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300

Adopted by Council October 23, 2017

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
5680 (Brookswood Brewing Company Ltd.)	Text	February 8, 2021
5798 (Booth, Fernridge and Rinn)	Text/Map	July 24, 2023
6007 (Small-Scale Multi-Unit Housing)	Text/Map	June 10, 2024
6008 (Booth Neighbourhood Plan)	Text	June 10, 2024
6009 (Fernridge Neighbourhood Plan)	Text	June 10, 2024
6010 (Rinn Neighbourhood Plan)	Text	June 10, 2024
6057 (Fernridge Crescent Area)	Text/Map	January 27, 2025

BROOKSWOOD-FERNRIDGE COMMUNITY PLAN

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1. INTRODUCTION

This document sets out the vision, guiding principles and policies that will shape growth and development in Brookswood-Fernridge over the next 20 to 25 years. It provides an overall development framework for the community and establishes policies related to community framework and character, land use, open space and community amenities, the environment, mobility and transportation and utilities and services.

The Brookswood-Fernridge Community Plan forms part of the Township of Langley Official Community Plan (OCP), which provides the long-term vision for sustainable growth and development in the Township as a whole. More detailed neighbourhood plans, which apply to portions of a Community Plan area, must be consistent with the policies delineated in the Community Plan.



Township of Langley Planning Framework

1.1 COMMUNITY PLAN AREA

Brookswood-Fernridge is located in the southwestern portion of the Township of Langley, immediately east of the City of Surrey and south of the City of Langley. The Plan area encompasses about 1,440 hectares (3,558 acres), extending from 44 Avenue to 16 Avenue and from 196 Street to the east of 212 Street.



Township of Langley Community Plan Areas

1.2 HISTORICAL CONTEXT

The boundaries for the Brookswood-Fernridge Plan area fall within the asserted traditional territories of the Coast Salish peoples, where early villages, seasonal occupational sites, places of spiritual significance and natural resource procurement sites existed throughout the area now encompassed by Langley and its neighbouring Fraser Valley municipalities. In addition to the presence of a documented early travel route that connected Semiahmoo Bay to the Fraser River through the north end of Brookswood-Fernridge, called the Semiahmoo-Langley trail, known archaeological sites within the greater vicinity of the Plan area boundaries indicate early use and possible habitation of the area by local First Nations dating back several millennia.

European settlement in Brookswood-Fernridge occurred gradually beginning in the late 1880s, when the area's open meadowlands, fertile soil and heavily timbered forests drew settlers to the Campbell Valley area. Some fifty ranchers settled in this area, even though less than 10% of their land was cultivated. These first settlers were closely tied to the logging industry and some brought their established land-clearing skills from the timber industry to support their farming efforts. Glenwood was one of the first of these areas to be settled by those who established farms and sawmills to take advantage of the abundant first growth timber. One of the earliest documented local institutions in the area was the first Glenwood School built in 1891 at North Bluff (16 Avenue) and Johnson-Townline (216 Street). Subsequent adaptations of this one-room school were built on other sites in the vicinity over the decades that followed to meet the gradually increasing demands of a growing population, up to the initial construction and expansion of the existing Glenwood School that serves the community today.

By the turn of the twentieth century, the numerous small logging operations in the area began to benefit from a growing local market and improved transportation links. The Great Northern Railway (GNR) line completed in South Langley in 1909 was of great importance for lumber transport and the Fernridge Lumber Company established a spur line to the railway that ran through the north end of Brookswood within a year of its arrival. The British Columbia Electric Railway (BCER) that ran through the middle of Langley opened in 1910 and supported the lumber mills by allowing them to install spurs anywhere along the line.

Early farms in the area were initially served by road infrastructure that ran on a predominantly north-south axis, with small sections of road that provided east-west access to individual farms. Maps of the area show that by 1915 there were two key roads serving the Brookswood-Fernridge area. The longest roads were Rinn Road (208 Street) that extended from the international border to Old Yale Road and Griffith Road (200 Street) that extended from the international border to 36 Avenue. Griffith Road subsequently became known as Hunter Road after Hunter Station on the BCER line where it crossed what is now 200 Street. Many of these early street names originally named after early landowners in the area were re-named post-1918 to honour soldiers from Langley who served in the First World War.

The period between the First and Second World Wars was tumultuous, as many communities experienced a short but prosperous development boom followed by the devastating stock market crash of 1929. In the small community of Fernridge in the southwest corner of Langley, a post office, general store and gas station were established along 24 Avenue to serve the local population by residents Noel and Lillian Booth who ran a fleet of buses that acted as mobile stores around the community. The Fernridge Hall was constructed in 1921 when the economy was still in a fragile state, but communities were developing quickly as soldiers returned from the war and established larger families and the need for community facilities was on the rise. Additional facilities that served the growing community in the decades that followed included the Brookswood Community Hall, originally known as the Brookswood Club Association Hall, built in the 1930s by Fred Brooks on 200 Street south of 44 Avenue. This building was converted to the Langley Playhouse in 1972 and has become a cultural landmark for the neighbourhood and Township. St. Paul's Anglican Church, built c.1947, is representative of the post-war development in Brookswood and its longstanding function as a church continues to serve the area today as the Life Tabernacle.

By 1958 road infrastructure in the area had expanded. Henderson Road (16 Avenue) and Wix Road (24 Avenue) provided longer east-west axis roads serving Fernridge, while shorter road sections, such as McInnis (32 Avenue), Bradshaw (40 Avenue) and Fisher (44 Avenue), similarly served Brookswood.

Significant urban residential development in Brookswood-Fernridge began in the late 1960s after the construction of the Port Mann Bridge, which allowed easier access to the Vancouver area for commuters. Developments prior to 1987 required a minimum lot size of 930 m^2 (10,000 ft^2) based on servicing by a community water system and individual septic systems. In 1987, a Community Plan for the area was adopted by Township Council that provided for smaller lot sizes (650 m^2 / 7,000 ft^2) and some multi-family dwellings, subject to all new development being fully serviced with both community water and sewer systems. An area east of 208 Street around 44 Avenue was developed in the mid-1990s, utilizing sewer capacity available in a sewer main running through the City of Langley.

1.3 EXISTING CONDITIONS

Brookswood-Fernridge currently consists of two distinct areas: the northern area that was developed between the late 1960s and mid-1990s for urban uses and the southern area that has not yet been developed for urban uses.

The developed area of the community east and west of 208 Street generally consists of 930 m^2 (10,000 ft^2) to 650 m^2 (7,000 ft^2) single detached residential lots. The developed area also includes two commercial villages. The larger commercial area, Brookswood Village, is located near the intersection of 200 Street and 40 Avenue and includes a grocery store, drug store, restaurants and professional offices. The other commercial area is located along the west side of 208 Street between 40 Avenue and 42 Avenue.



The undeveloped area generally consists of suburban residential lots of about 0.4 to 2.0 hectares (1 to 5 acres) in size. Other land uses in the undeveloped area include farms, manufactured home parks and vacant lands. A commercial area exists at the intersection of 200 Street and 24 Avenue and includes a grocery store, pub and gas station.

The lands to the east and south of the Brookswood-Fernridge area are currently being used for residential and agricultural purposes, with the exception of Campbell Valley Regional Park. All of these lands are located in the Agricultural Land Reserve (ALR), a provincial zone in which agriculture is recognized as the priority use. The lands to the north are located in the City of Langley and are currently being used primarily for residential purposes, except for Alice Brown Elementary School and the BC Hydro right-of-way/off-leash dog park. The lands to the west are located in the City of Surrey and are currently being used for residential and agricultural purposes. The majority of the lands to the west are located within the City of Surrey Campbell Heights Local Area Plan, which provides for the development of a 798 hectares (1,971 acres) business/light industrial park.

1.3.1 POPULATION CHARACTERISTICS

The current population of the Brookswood-Fernridge area is estimated to be 13,280. The average number of persons per household in the community is 2.7, slightly less than the 2.8 Township-wide average. The median age in Brookswood-Fernridge is 44 years, which is higher than the median age in the Township as a whole (40 years).*

1.3.2 HOUSING

There are approximately 4,700 occupied dwellings in Brookswood-Fernridge. Of these dwellings, 85% are single-detached dwellings, 14% are moveable dwellings (e.g. manufactured homes) and 1% are apartment dwellings. Nearly 60% of the dwellings in Brookswood-Fernridge were built in the 1960s and 1970s. Approximately 88% of the dwellings in Brookswood-Fernridge are owner-occupied, which is slightly higher than the Township as a whole (85% owner-occupied).†

1.3.3 EMPLOYMENT AND BUSINESS

Approximately 61 hectares (150 acres) of land in Brookswood-Fernridge are currently being used for employment purposes (e.g. commercial and institutional uses). The commercial zones are generally clustered around the intersections of 200 Street and 40 Avenue, 200 Street and 24 Avenue, as well as along 208 Street between 40 Avenue and 42 Avenue. A neighbourhood commercial zone is located on the southwest corner of 208 Street and 24 Avenue. There is no existing industrial land in Brookswood-Fernridge.

1.3.4 OPEN SPACE AND COMMUNITY FACILITIES

Approximately 46.5 hectares (115 acres) of public park space exist in Brookswood-Fernridge. Existing public parks include:

- Noel Booth Community Park on 36 Avenue near 202 Street
- Brookswood Park on 200 Street and 40 Avenue
- Bell Park on 38 Avenue near 205 Street
- East Brookswood Park on 212 Street and 42 Avenue
- Dale Ball Passive Park on 208 Street and 36 Avenue
- Wiser Natural Park on 196A Street north of 40 Avenue
- The Rees-Callard Natural Park on 202 Street south of 32 Avenue
- Brookswood Skateboard Park on 208 Street and 42 Avenue
- Zazulak Park on 44B Avenue near 197A Street

Additionally, there are approximately 18 hectares (45 acres) of existing conservation area in Brookswood-Fernridge, primarily around watercourses. Surrounding area parks include Campbell Valley Regional Park, an off-leash dog park in the City of Langley and Latimer Park in the City of Surrey.

The George Preston Recreation Centre on 208 Street has an ice/dry floor arena, curling facility and multi-purpose rooms. The Brookswood Library is located at 40 Avenue near 200 Street and the Langley Lawn Cemetery is located on 208 Street.

* Source: Statistics Canada (2011 Census and 2011 National Household Survey)
† Source: Statistics Canada (2011 Census and 2011 National Household Survey)

There are three elementary schools in Brookswood-Fernridge: Belmont (on 40 Avenue), Noel Booth (on 35 Avenue) and Glenwood (on 24 Avenue). St. Catherine's, a private elementary school, is located on 32 Avenue. Langley Fundamental Middle and Secondary School is located on 212 Street and Brookswood Secondary School is located on 208 Street.

Privately operated community facilities in Brookswood-Fernridge include a rod and gun club, an equestrian club, a seniors' hall, a small playhouse and the Fernridge Community Hall. There are also seven churches located throughout the community.

1.3.5 ENVIRONMENT

The Brookswood-Fernridge area includes four watersheds (or drainage basins). The northern portion of Brookswood-Fernridge is in the Anderson Creek, Murray Creek and Pleasantdale Creek watersheds, which flow north into Nicomekl River and eventually into Boundary Bay. The southern portion of Brookswood-Fernridge is in the Little Campbell River watershed, which flows west to Semiahmoo Bay. These watersheds contain natural, constructed and roadside watercourses that sustain populations of a variety of fish. Non-fish bearing watercourses in these watersheds provide a source of food and nutrients and/or cool water to downstream fish populations. There are also a few small lakes and ponds in the area.



Nearly all of the Brookswood-Fernridge area is underlain by the Brookswood Aquifer. The relatively flat ground surface of the uplands, together with the sand and gravel materials, permits relatively high infiltration rates. This unconfined aquifer is highly vulnerable to possible contamination from various sources, including septic system discharges, polluted stormwater runoff and both agricultural and anthropogenic activities (e.g. use of lawn fertilizer and manure, fuel spills and pesticide use).

Brookswood-Fernridge is characterized by a large number of mature coniferous trees. Based on land cover mapping completed by the Langley Environmental Partners Society (LEPS) in 2002, the Brookswood-Fernridge area contains 37.5% of all coniferous forest in the Township of Langley. There are 122 confirmed wildlife species within the Brookswood-Fernridge area, including nine red (extirpated, endangered and threatened) or blue (special concern) listed species.

1.3.6 MOBILITY AND TRANSPORTATION

Brookswood-Fernridge has an existing system of arterial, collector and local roads largely based on a grid. The major north-south arterial roads in Brookswood-Fernridge are 200 Street and 208 Street. The major east-west arterial roads are 16 Avenue, 24 Avenue, 32 Avenue and 40 Avenue. As identified in the Highway and Traffic Bylaw, the designated truck routes in and immediately adjacent to Brookswood-Fernridge include 200 Street, 16 Avenue and portions of 32 Avenue, 36 Avenue, 40 Avenue, 205 Street and 208 Street.

TransLink provides bus service through Brookswood-Fernridge. Two community shuttle routes (the C60 and C61) cover the northern portion of the area while another community shuttle route (the C63) serves the southern portion of the area. The 531 bus provides half-hour service through Brookswood-Fernridge from White Rock Centre to Willowbrook via Langley Centre along 32 Avenue and 200 Street.

Most of the roads in Brookswood-Fernridge do not have sidewalks. There are some walkways between roads or between roads and parks in the developed area. A commuter bike route currently exists in Brookswood-Fernridge along 40 Avenue. There are also several existing community and recreational bike routes in Brookswood-Fernridge.

1.3.7 UTILITIES AND SERVICES

Most properties in Brookswood-Fernridge are currently serviced by a municipal water system. The municipal water system in Brookswood-Fernridge is supplied by both groundwater from the Brookswood Aquifer and water from Metro Vancouver. Many properties in the undeveloped area are serviced by private wells where the municipal water system is limited. There are currently three active municipal wells in the Brookswood Aquifer.

Most of Brookswood-Fernridge is serviced by on-site private systems (e.g. septic systems). The Phase 1 area east of 208 Street (‘Cedar Ridge’) is serviced by a sewer system that connects to the City of Langley’s sanitary sewer network. A gravity trunk main sewer was installed through the Brookswood-Fernridge area as part of the development of the High Point area (southwest corner of the Township). Some parts of Brookswood-Fernridge have connected to this sewer system through Local Area Services.

The majority of the drainage system in the developed area is managed by infiltration swales, infiltration trenches, dry wells and rock pits. The system was designed to contain a five-year storm event with overland flow routes for a major 100-year storm event.

Fire Hall 5, which serves Brookswood-Fernridge and the surrounding rural areas, is located on 32 Avenue at 204 Street. A Community Policing Office is located near 200 Street and 41 Avenue.

1.4 POLICY CONTEXT

The Brookswood-Fernridge Community Plan is informed and shaped by the broader policy context of the Metro Vancouver Regional Growth Strategy, the Township's Sustainability Charter, the Township's Official Community Plan and various other Township plans, strategies and policies. The Brookswood-Fernridge Community Plan fits within this policy context that respects the distinctive character of the community.

1.4.1 REGIONAL GROWTH STRATEGY

In 2023, Metro Vancouver adopted Metro2050: Regional Growth Strategy (RGS) for the entire Metro Vancouver region. The RGS represents a collective vision on how the region will accommodate the additional 1 million people that are anticipated over the next 25 years. Approximately 85,000 additional residents are anticipated in the Township of Langley over the next 25 years.

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 Brookswood-Fernridge area is located within the UCB and is designated as 'General Urban' in the RGS. General Urban areas are intended for residential neighbourhoods and centres and are supported by commercial, institutional, recreational and park uses.

1.4.2 SUSTAINABILITY CHARTER

In 2008, Township Council adopted the Sustainability Charter with a vision to build a legacy for future generations by leading and committing the community to a lifestyle that is socially, culturally, economically and environmentally balanced. The Sustainability Charter outlines a number of social/cultural, economic and environmental goals and objectives.

1.4.3 OFFICIAL COMMUNITY PLAN

In 2016, Township Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the Township as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. The 2016 OCP was updated in December of 2025.

The OCP also provides general policy direction on land use and community structure as well as on urban community and neighbourhood design. The Brookswood-Fernridge area is located within the Urban Development Area and is designated for 'Urban' in the OCP. Urban areas are intended for residential neighbourhoods and centres, supported by commercial, institutional, recreational and park uses.

1.4.4 OTHER PLANS, STRATEGIES AND POLICIES

Other Township plans, strategies and policies that have informed the Brookswood-Fernridge Community Plan include the following:

Age-Friendly Strategy: Approved by Council in 2014, the Age-Friendly Strategy helps the Township meet the needs of its older residents, while providing a physical and social environment that works for residents of all ages. The Age-Friendly Strategy is an important

social component to ensure that community development is accessible and inclusionary for all ages and that the built environment reflects these values.

Anderson Creek and Fernridge Integrated Stormwater Management Plans (ISMPs): Both completed in 2014, these ISMPs provide direction on preserving and improving the overall environmental health of the Anderson Creek watershed and the Fernridge watershed (part of the Little Campbell River watershed).

Anderson Creek Terrain Stability and Channel Morphology Assessments; Anderson Creek Geotechnical Review; and Anderson Creek Slope Stability Assessment: Completed in 2006, 2012 and 2016 respectively, these reports contain site specific and general recommendations for mitigating potential slope instability that could result from future development adjacent to Anderson Creek.

Cycling Plan: Endorsed by Council in 2015, the Cycling Plan identifies the eventual cycling network and the ultimate cycling infrastructure in the Township.

Employment Lands Study: Completed in 2010, the Employment Lands Study provides an assessment of the future demand for employment lands in the Township.

Heritage Strategy: Endorsed by Council in 2012, the Heritage Strategy outlines strategic goals and actions for heritage to 2022.

Housing Action Plan: Endorsed by Council in 2013, the Housing Action Plan guides decision-making related to market and non-market housing.

Manufactured Home Park Redevelopment Policy: Updated by Council in 2015, this Policy, among other items, states that community plans must consider the need for manufactured home parks as a residential land use and outlines the assistance that should be considered to tenants upon the redevelopment of a manufactured home park.

Master Transportation Plan: Endorsed by Council in 2009, this Plan guides the development of the Township's transportation system in an effective and economical manner that accommodates projected population and employment growth.

Parks and Recreation Master Plan: Adopted by Council in 2002, this Plan provides principles and guidance for parks and recreation services in the Township.

Water Management Plan: Endorsed by Council in 2009, this Plan provides a series of recommendations to better protect aquifers in the Township.

Wildlife Habitat Conservation Strategy: Adopted by Council in 2008, this Strategy ensures that wildlife habitat planning and management is incorporated into the community and neighbourhood planning process.

1.5 PLANNING AND ENGAGEMENT PROCESS

The original Brookswood-Fernridge Community Plan was adopted by Township Council in 1987. This Plan provided for a population of about 35,000 people, with 30,000 living in single detached dwellings, 3,000 living in townhouses or mobile homes and 2,000 living in apartments.

In April 2016, the Township launched a planning and engagement process to update the 1987 Community Plan to provide opportunities for growth and redevelopment in the undeveloped areas while maintaining existing land uses and densities in the developed areas of the community. The engagement approach applied to the Community Plan update included consultation with the following:

- The general public, including:
  - residents and property owners within the Brookswood-Fernridge area
  - residents and property owners within the rural surrounds
  - business owners and workers
  - other interested individuals

- The Community Planning Team (CPT), comprised of individuals representing various stakeholder groups, including:
  - residents and property owners within the Brookswood-Fernridge area
  - residents and property owners within the rural surrounds
  - non-profit community associations, business owners, the development community and environmental groups

- External agencies and Township Advisory Committees, including:
  - City of Surrey and City of Langley
  - Agricultural Land Commission, Langley School District No. 35, TransLink, Metro Vancouver and Fraser Health
  - Langley Environmental Partners Society, Little Campbell Watershed Society, Save the Little Campbell Committee and Nicomekl Enhancement Society
  - Brookswood Village Merchants Association
  - Urban Development Institute and Greater Vancouver Homebuilder's Association
  - Agricultural Advisory and Economic Enhancement Committee, Heritage Advisory Committee, Recreation, Culture and Parks Advisory Committee and Seniors Advisory Committee



The Community Plan update process involved five key phases of planning and engagement work. **Phase 1** (April – July 2016) involved raising awareness of the Community Plan update, communicating the scope and timeline of the Plan update and providing an early opportunity to gather input on community values, key issues and opportunities. Public engagement activities in

Phase 1 included community dialogue sessions (a series of small group conversations), an open house and a CPT meeting.

Phase 2 (September – November 2016) involved the compilation of background research on existing conditions and Township policies into a Community Profile. This Profile served as key input for public engagement in this phase, which focused on the collaborative development of the draft vision and guiding principles for the updated Community Plan. Public engagement activities in Phase 2 included community workshops (a series of smaller group meetings), an open house and a CPT meeting.

Phase 3 (December 2016 – March 2017) involved incorporating the background research and engagement feedback received in previous phases in the development of ideas, opportunities and options for land use and strategic policy directions in the undeveloped areas. Public engagement activities in Phase 3 included a CPT meeting and co-design workshop, online engagement and an open house.

Phase 4 (April – May 2017) involved integrating the consultation feedback received in the previous phases and additional technical analysis in the preparation of a preliminary draft land use plan and associated policies and design guidelines. Technical analysis in this phase included the preparation of a general servicing concept for an integrated transportation network and utility systems. Public engagement activities in Phase 4 included a CPT meeting, a series of community workshops and an open house.

Phase 5 (June – July 2017) involved assembling and synthesizing all of the background research, technical analysis and consultation feedback received in the previous phases into a final draft Community Plan. Phase 5 also involved the bylaw process.

A variety of communication techniques were used throughout the Community Plan update in order to raise awareness of the process and public engagement events. These communications included flyer / postcard mailouts to property owners and tenants within the community and rural surrounds, newspaper advertisements, email updates and a project webpage that served as the key source of public information for the Community Plan update process.

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On October 23, 2017, Council adopted the new Community Plan and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.

In January 2019, Council endorsed Terms of Reference for the NPs. While the planning process for the NPs was impacted by the COVID-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, ask-a-planner sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the British Columbia government amended the *Local Government Act* to require municipalities to permit small-scale multi-unit housing (SSMUH) options that are ground oriented and compatible in scale and form in single-family neighbourhoods. In early 2024, Council directed staff to revise the NPs to align with the new provincial legislation. The Community Plan was revised as part of the effort to update the NPs.



2. VISION AND GUIDING PRINCIPLES

Vibrant, social, sustainable and livable communities are the result of careful planning and thoughtful design. Designing such communities begins with an established Vision statement for the community and a set of Guiding Principles to support the Vision and 'set a direction' for Community Plan policies. The Vision and Guiding Principles are an outcome of community input, policy and technical analysis and best planning practices.

2.1 VISION

Expressed in broad terms, the Vision describes the desired future state of the community. It serves as an inspiring statement that anticipates what Brookswood-Fernridge will be like in 20 to 25 years. All of the guiding principles, policies and guidelines set forth in this Community Plan contribute to the realization of the Vision.

Developed in consultation with the Brookswood-Fernridge community and based on the distinct context and opportunities for growth and change, the following Vision statement serves as a foundation of the Brookswood-Fernridge Community Plan.

Vision:

Brookswood-Fernridge is a liveable and tranquil community, known for its towering conifers and small town feel. It has celebrated its history and protected its natural environment through carefully balanced growth and change. Highly walkable and interconnected, it is a complete community providing the right mix of housing for all of its residents. It contains civic, commercial and cultural spaces that support a strong sense of community and a high quality of life.



Artist's rendering of Fernridge neighbourhood centre and surrounding areas in 2042
(location of parks and schools are conceptual)

2.2 GUIDING PRINCIPLES

Guiding principles are broad statements that provide direction for the development of more detailed policies and guidelines. They express a common understanding of how to ultimately realize the community's Vision.

The guiding principles that shaped the development of the policies and design guidelines in this Community Plan are listed below.

Guiding Principles:

1. **Foster a distinct identity and character.** Maintain the existing character and close-knit feel of the developed areas and establish new neighbourhoods that respect and complement the identity, form and scale of the developed areas.
2. **Protect the natural environment.** Balance development with the protection of the natural environment, including the aquifer, watercourses, trees and wildlife habitat, that sustains many essential biological, hydrological and geological functions.
3. **Commemorate the history of place.** Celebrate heritage by encouraging the retention of buildings with historic significance and incorporating rural characteristics and local history into the public realm.
4. **Build a livable community pattern.** Locate complementary land uses and housing forms together and provide appropriate transitions where different land uses and densities interface.
5. **Integrate effective urban design.** Build attractive, inviting and pedestrian-oriented buildings, streets and public spaces.
6. **Cultivate vibrant centres.** Develop and improve community and neighbourhood centres to meet local and daily needs, provide employment opportunities and serve as community focal points.
7. **Provide housing choices.** Retain existing housing types and lot sizes in developed residential areas and provide an appropriate range of housing options in mixed-use centres and new neighbourhoods.
8. **Support transportation diversity.** Establish a multi-modal transportation system that accommodates pedestrians, cyclists, equestrians, public transit and automobiles and allows for the safe movement and delivery of people and goods.
9. **Establish public spaces and community services.** Accommodate parks, natural open spaces, community and cultural facilities and other public spaces connected through a network of multi-use trails.
10. **Develop utility infrastructure.** Service new neighbourhoods with municipal water and sewer systems and manage stormwater using both storm sewers and best management practices that replicate natural processes.
11. **Promote health and safety.** Promote neighbourhood designs that support active lifestyles, public safety and crime prevention.
12. **Ensure benefits from growth.** Use growth and development to provide benefits and amenities for all residents.
13. **Engage citizens in plan implementation.** Provide and encourage active citizen involvement in the implementation of the plan.
14. **Phase new development.** Employ neighbourhood planning processes to initiate development in new neighbourhoods.



3. COMMUNITY FRAMEWORK, CHARACTER AND IDENTITY

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This section of the Brookswood-Fernridge Community Plan describes the planning concept of complete communities and its counterpart, transit oriented communities – a combined and comprehensive policy framework that is the foundation for this Plan – and defines the key land use strategy of the community land use pattern. Complete communities are a cornerstone of the vision and policies of the Township of Langley Official Community Plan (OCP). Combined with technical and policy analysis, consultation input and feedback and best practices, this policy framework underpins the Vision statement and Guiding Principles of this Community Plan, informing policies that delineate a community structure and the character and identity of the community as it grows and changes over time.

3.1 COMMUNITY FRAMEWORK – PLANNING, DESIGN AND STRUCTURE CONSIDERATIONS

3.1.1 COMPLETE COMMUNITIES

The built environment of any community includes the buildings and infrastructure that support human settlement, ranging in scale from individual buildings to open and green spaces to residential areas and commercial villages. The built environment also includes supporting infrastructure, such as water supply, energy and transportation networks.

As stipulated in Section 1, the built environment for the Brookswood-Fernridge community is distinct from other communities in the Township of Langley in terms of its history, character, density, land use and ultimate development capacity. The development of the built environment in Brookswood-Fernridge is intended to establish a sustainable spatial pattern based on the community design principles of centres, walkability and viable transit.

In keeping with the Guiding Principles set out in Section 2, a complete community forms the foundation on which growth and change occur and contributes to the sustainable built environment in the Brookswood-Fernridge community. A complete community is a place that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play locally.

A complete community is one that offers homes that are located near shops, schools, recreation, work and other daily destinations, as well as provides safe and convenient opportunities to walk, cycle or take public transit. This helps to reduce the time and money spent on driving, to reduce greenhouse gas emissions and to make efficient use of land and services. Inherent in this planning concept is sufficient housing to generate a population base that can support commercial services, community amenities, utilities and public transit.

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3.1.2 TRANSIT ORIENTED COMMUNITIES

A transit-oriented community, a subset of the complete communities, also informs the foundation for guiding growth and change. A transit-oriented community prescribes an organizing and spatial framework for the arrangement of urban settlements that are predicated on growth centres and corridors. A transit-oriented community is a place that, by its spatial arrange and design, contributes to people driving less and walking, cycling and taking transit more. A transit-oriented community is actually a walking and cycling friendly set of neighbourhoods that are focused around frequent transit.

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3.1.3 CENTRES AND CORRIDORS STRATEGY

According to Section 2.3 of the OCP, centres are a starting point for developing the spatial pattern for the Brookswood-Fernridge community and serve as the policy manifestation of a complete and transit-oriented community. Centres offer a mix of commercial, employment, residential, medical, educational and recreational amenities that support the daily needs of residents and workers and serve as important community gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces and green infrastructure, each of which have a clear place in an organizational spatial hierarchy within the community.

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Corridors are the connective tissue of the community and its neighbourhoods. Corridors serve as conduits that link together key destinations and the centres that they are located within.

The cohesive and integrative spatial arrangement and pattern of the different components in centres and corridors help create synergies among land uses and environmental features, activate the public realm and create opportunities for housing and mobility choice.

A Hierarchy of Centres

The Brookswood-Fernridge community will be comprised of multiple centres, each varying in size and scale and serving a specific purpose or function. The Neighbourhood Centre is relatively modest in size, scale and function and consists of smaller and/or fewer retail shops and offices that serve the day-to-day needs of the local neighbourhood. The Community Centre is made up of a range of services that meet both daily needs that serve the immediate area, but also includes community-wide features that provide for the wider area such as a broader range of housing types and both convenience and comparison retail services and recreational amenities.

The 5- to 10-minute walking radius (400 to 800 metres) is the standard indicator for informing the configuration and distribution of land uses in a centre. Ideally, most of the daily needs and services in the neighbourhood are within this walking radius for most residents in a community. Typically, non-residential uses, such as retail and office uses and community amenities, are clustered at the ‘hub’ of centres. These non-residential clusters are also highly accessible to surrounding residents.

A Mix of Uses

A mix of uses in a walkable centre provides residents with opportunities to live, work, meet their daily needs and access key services within their community. Mixing uses is not simply a matter of varying land use on a block-by-block basis, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mix provides community and neighbourhood focal points, which help to create a sense of place.

A mix of uses has an important effect on the function of transportation networks in a community. Mixed uses allow non-vehicular transportation (e.g. walking and cycling) to become viable options for residents. This in turn helps to reduce traffic congestion, as trips that might otherwise be taken by car are either reduced or eliminated.

3.2 COMMUNITY AND NEIGHBOURHOOD CENTRES

Community and Neighbourhood Centres are the key organizing elements for the built environment in the Brookswood-Fernridge area. Each centre will include the elements necessary to contribute to the building of a complete community. The intent of these policies is to establish the spatial framework for the continued development of the community and to promote a distinct community identity.



Illustrative concept of Booth commercial village

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07/24/23

Policies:

1. Foster a complete, transit-oriented community in Brookswood-Fernridge by organizing the land use pattern for the area around a series of distinct and compact Community and Neighbourhood Centres, as delineated on Map 1, that function as focal points of the Brookswood-Fernridge community and where much of the development intensity will be focused.
2. Design centres to be walkable, using approaches such as clear street grids, 'fine-grained' street and block patterns that contribute to energy efficient design, create direct connections throughout the centres and areas beyond that accommodate a range of travel modes, ensuring convenient access to neighbourhood and community destinations. Incorporate public open spaces and, in the Commercial Village land use designation, commercial and mixed-use buildings with retail uses that flank public spaces and rights-of-way.
3. Encourage and direct investments and activities to Community and Neighbourhood Centres that will enable those areas to flourish as compact, mixed-use neighborhoods. Activity Precincts will be designed to accommodate the community's new commercial business areas, housing, institutional, cultural and park and open spaces, thereby providing services and employment close to housing and promoting efficient use of public services, including current and future transit, with housing options for a variety of households and stages of life.
4. Allow local-serving commercial businesses (in the Commercial Village land use designation) that support the overall function and character of the centre.
5. Integrate as many compatible land use elements in the Centres to uphold the goal of building complete, transit-oriented communities, as indicated on the Land Use Plan (Map 2).
6. Support convenient access to healthful and affordable food in the centres by providing space to accommodate farmers' markets and community gardens.

7. Cultivate a distinct identity in Community and Neighbourhood Activity Centres that provides residents with a sense of place and differentiates Brookswood-Fernridge from other communities within the municipality and areas throughout the region.



Illustrative concept of Fernridge neighbourhood centre

3.3 NEIGHBOURHOOD AREAS BEYOND THE CENTRES

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Neighbourhoods beyond the Centres are key organizing elements of the larger spatial structure at the community scale. These areas beyond will consist primarily of residential uses with a variety of housing types and a street network that connects residents, jobs, services and amenities through various modes of travel. The following policies are intended to guide the development of neighbourhoods in areas beyond the centres that provide quality of life through convenient access to amenities such as local services, parks and open space and to foster a distinct identity through the integration of natural features and small town characteristics in the built environment.

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Policies:

1. Foster a complete, transit-oriented community in Brookswood-Fernridge by designing a series of distinct neighbourhoods in areas beyond the Community and Neighbourhood Centres that provide residents access to schools, parks, open space and other local services and amenities, as well as pedestrian and cycling connections within neighbourhoods and areas beyond.
2. Consider limited commercial uses outside of the Community and Neighbourhood Centres to support the surrounding area with services, yet with the goal of upholding the residential character, as indicated on the Integrated Community Concept (Map 1) or through a neighbourhood plan.
3. Establish a distinct identity through natural features and place-making elements for neighbourhoods that provide visual interest and a sense of place or belonging for residents.

4. Support healthy and active neighbourhoods by providing ready access to parks, open spaces, trails, greenways and services that make it easy for residents to have physical activity and a means to meet many of their daily needs.
5. Establish street and block patterns that contribute to energy efficient neighbourhood design and create direct connections throughout the neighbourhood and areas beyond that provide for a range of travel modes, ensuring convenient access to local and community destinations.

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3.4 RESIDENTIAL CLUSTER DEVELOPMENT

3.5 COMMUNITY CHARACTER AND IDENTITY

Cultivating a distinct community character and identity provides residents with a strong sense of place and differentiates the area from other communities in the municipality. Brookswood-Fernridge consists of distinctive areas with towering conifers and a small town feel as key characteristics of the whole community. Elements of small town character include low scale buildings, social interaction, walkability and natural features and open spaces, both within and along the edges of the community. As growth and change occur in some parts of the community, these and other local character elements should be integrated into the design of new Community and Neighbourhood Centres. The following policies aim to ensure that the Community and Neighbourhood Centres and neighbourhoods beyond the centres are designed to foster a distinct identity.

Policies:

1. Establish and integrate the character and identity of the Community and Neighbourhood Centres and areas beyond the Centres through:
   a. the preservation of unique natural features, the natural beauty and distinctive natural heritage, such as, but not limited to, sightlines and viewscapes, watercourses and associated conservation areas, lakes, ponds, treed boulevards and significant tree stands (existing and next generation), specifically coniferous
   b. the integration of natural features into the design of the built environment such as new developments, parks, trails and road boulevards
   c. quality landscape architecture and urban design that reflect small town and/or rural character elements and create attractive roads and streetscapes, parks, greenways and other public spaces, including accommodating equestrians on some trails, especially those near the Agricultural Land Reserve and the Campbell Valley Regional Park

d. strong gateways, landmark and edge conditions

e. street names and/or signage that reflect local history and/or natural features

f. public art that is integrated within public places

g. the identification of historical resources and development of interpretive features about such sites and the broader area



h. the retention and enhancement of the urban forest and tree canopy to the greatest extent possible by retaining mature and significant trees and integrating the next generation of trees through development and in the design of public spaces

i. the design of 200 Street as a “Great Street” with, for example, wider boulevard, treed centre medians and other unique place-making features, particularly for the section between 33A Avenue and 27 Avenue.

j. the consideration of supplementary scale and massing guidelines (e.g. height, coverage and setbacks) for single family dwellings



200 Street as a “Great Street” to enhance community character and identity

2. Design the built environment to promote walkability and social interaction through:

   a. fine-grained and well-connected streets, greenways and trail networks

   b. buildings that face sidewalks and streets, rather than rear yards, driveways and parking areas, to provide casual surveillance and a continuous sidewalk

c. sidewalks and trails that incorporate street furniture, lighting and other amenities to enhance the pedestrian experience

d. centres and neighbourhoods that incorporate public gathering places, such as parks and plazas

e. building design elements such as extended front porches or ‘stoops’ for all ground-oriented residential uses

f. building façades that are visible from public streets, lanes, walkways, parks and trails to provide architectural interest

g. public pedestrian connections and access integrated in larger multi-family development sites



4. LAND USE

Land use designations and their corresponding policies help achieve the overall Vision of the Community Plan by identifying the intended use of land. These designations, shown on the Land Use Plan (Map 2), are intended to guide growth and change in Brookswood-Fernridge over the next 20 to 25 years.

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The designations shown on Map 2 include residential, commercial, employment and institutional land uses. Approximately 1,050 hectares (2,600 acres) of land is designated for residential uses (including the mixed use Commercial Village areas), representing approximately 73% of the total Community Plan area. Of these residential land uses, approximately 91% is designated for single family, 6% is designated for multi-family and mixed use and 3% is designated for manufactured home parks. The Land Use Plan for the entire Brookswood-Fernridge Community Plan area accommodates an ultimate projected population of 59,900 at build-out. The approximate build-out populations of the individual neighbourhoods are as follows:

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- Rinn – 8,000
- Booth – 18,500
- Fernridge – 10,000
- Glenwood – 3,600

4.1 GENERAL RESIDENTIAL LAND USE POLICIES

The following policies apply to all land use designations that accommodate a residential use:

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Policies:

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1. Calculate development density for lands designated as Single Family 1, Small-Scale Multi-Unit Housing 1, Small-Scale Multi-Unit Housing 2, Small-Scale Multi-Unit Housing 3, rowhouse developments on lands designated as Rowhouse/Townhouse and Fernridge Crescent Area, based on minimum lot sizes and other relevant plan policies of said Land Use Designations.

2. Calculate development density for lands designated as Apartment, Manufactured Home Park, Commercial Village, Employment and Institutional, based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw, in relation to developable land area. Undevelopable lands include areas dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley Official Community Plan, Bylaw 1979 No. 1842) lands to accommodate rainwater detention ponds and easements/rights-of-way for electrical transmission, gas pipelines and other utilities.

3. Calculate development density for townhouse developments on lands designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all lands except lands below top of bank of watercourses.
4. Encourage a variety of tenures (e.g. ownership and rental).
5. Encourage a variety of housing sizes (e.g. number of bedrooms) and floor layouts (e.g. master bedroom on the ground floor).
6. Encourage innovative building design and forms that optimize the use of sites by preserving green space.
7. Require new single family developments to enter into an exterior design control agreement. Where small-scale multi-unit housing (SSMUH) is a permitted use, the agreement must comply with the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) specified in Schedule 4 of the Official Community Plan. Otherwise, the agreement should address the following general guidelines for new developments:
    a. retain existing significant trees, especially coniferous trees
    b. incorporate a high quality design and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings)
    c. require developments to complement adjacent developments in terms of siting, form and character, but individual architectural expression is encouraged both within and between street blocks
    d. encourage all visible building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails

e. provide a strong street presence through street facing buildings that include elements such as extended front porches. Single family dwellings should not back onto a public road

f. encourage single family dwellings located on corner lots to address both street edges and have the front door face the intersection

8. Permit seniors housing facilities (e.g. community care facilities, assisted living residences and supportive housing) within any residential land use designation, subject to the facility being consistent with the policies specific to that land use designation.

9. Require adaptable housing design features in a minimum of 10% of apartment units and 5% of all other housing units, as required in the Official Community Plan.

4.2 SINGLE FAMILY 1

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The Single Family 1 land use designation accommodates single family dwellings with a minimum lot size of 0.8 hectares (2.0 acres), except for properties with frontage on 208 Street north of 28 Avenue where limited infill subdivision may be considered. The intent of these policies is to ensure that larger lot, low-density single family housing is provided for lands that are encumbered by steep ravines and escarpments, lake-front habitats and equestrian supportive properties adjacent to the Campbell Valley Regional Park.

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Policies:

1. Accommodate single family dwellings on a minimum lot size of 0.8 hectares (2 acres) within areas designated Single Family 1.

2. Consider infill subdivision of properties with frontage on the west side of 208 Street and the north of 28 Avenue subject to:

   a. each new lot having a minimum useable area (e.g. land area beyond the natural boundary of the lake) of 2,000 m^2 (0.2 hectare or 0.5 acre)

   b. each new lot having a minimum frontage of 45 metres (148 feet)

   c. no increase in the number of lots with access to the lake

   d. no increase in individual lot access to 208 Street

   e. accommodation of a road centreline realignment of 208 Street that incorporates the entire and required cross-section of the arterial road on the west (urban) side and none on the east (rural/ALR) side

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4.3 SMALL-SCALE MULTI-UNIT HOUSING 1 (SSMUH 1)

The Small-Scale Multi-Unit Housing 1 (SSMUH 1) designation accommodates a variety of ground oriented housing types with a minimum lot size of 3,716 m^2 (40,000 ft^2).

Policies:

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 3,716 m^2 (40,000 ft^2) within areas designated Small-Scale Multi-Unit Housing 1 (SSMUH 1).

4.4 SMALL-SCALE MULTI-UNIT HOUSING 2 (SSMUH 2)

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The Small-Scale Multi-Unit Housing 2 (SSMUH 2) designation accommodates a variety of ground orientated housing types with a minimum lot size of 650 m^2 (7,000 ft^2) within the Booth, Fernridge, Rinn and Glenwood Neighbourhood Plan Areas as shown on Map 10 and minimum lot size of 930 m^2 (10,000 ft^2) in the remainder of the Brookswood-Fernridge Community Plan area.

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Policies:

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 650m^2 (7,000 ft^2) within areas designated Small-Scale Multi-Unit Housing 2 (SSMUH 2).
2. Permit the area that is both east of 208 Street and north of 43 Avenue to be used as single family dwellings on a minimum lot size of 650 m^2 (7,000 ft^2), despite Policy #1 of this subsection.
3. Incorporate a variety of dimensional measures (e.g., sufficient building setbacks to accommodate medium to large trees on development sites, existing and new generation of tree plantings) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5).
4. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

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4.5 SMALL-SCALE MULTI-UNIT HOUSING 3 (SSMUH 3)

The Small-Scale Multi-Unit Housing 3 (SSMUH 3) designation accommodates a variety of ground oriented housing types with a minimum lot size of 465 m^2 (5,000 ft^2).

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Policies:

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 465m^2 (5,000 ft^2) within areas designated Small-Scale Multi-Unit Housing 3 (SSMUH 3).
2. Incorporate a variety of dimensional measures (e.g., sufficient building setbacks to accommodate medium to large trees on development sites, existing and new generation of tree plantings) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5).
3. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

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4.6 FERNRIDGE CRESCENT AREA

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The Fernridge Neighbourhood includes street crescent known as the "Fernridge Crescent Area" that generally includes the properties on Fernridge Crescent. The minimum lot size is 10,000 ft^2 for properties designated in the Fernridge Crescent Area.

Policies

1. Accommodate up to four dwelling units, including secondary suites, on a minimum lot size of 929 m^2 (10,000 ft^2) within areas designated Fernridge Crescent Area.
2. Incorporate a variety of dimensional measures (e.g. sufficient building setbacks to accommodate medium to large trees on development sites, both existing and new trees) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5).
3. Incorporate and apply a rear-loaded, street and lane block and lot pattern, if feasible, due to the unique layout and irregular shaped lots of the Fernridge Crescent Area.

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4.7 TRADITIONAL BROOKSWOOD

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Brookswood-Fernridge includes an area that was developed for urban uses from the late 1960s through mid-1990s. This established area, known as "Traditional Brookswood," is generally bounded by 196 Street (west), City of Langley municipal boundaries (north), 208 Street (east) and 33A Avenue, 36 Avenue and 42 Avenue (south) and is predominantly comprised of 929 m^2 (10,000 ft^2) single detached residential lots. The minimum lot size is 10,000 ft^2 for properties designated Traditional Brookswood.

Pursuant to the LGA, the Township must permit SSMUH in Traditional Brookswood, subject to the following conditions:

- Properties must be serviced by municipal water and municipal sewer.
- Payment of all applicable fees and charges, such as Development Cost Charges, Amenity Cost Charges, Greenway Amenity Fee and Planning Administration Fee.
- Issuance of relevant development and/or building permits.

Where no municipal water distribution or sewer collection system is fronting the property, sewer and water system expansion/extensions must follow the Local Area Services (LAS) Policy or Private Utility Extension Process. System expansion/extension of municipal water and sewer can only be considered when all the following conditions are met:

- there is sufficient capacity in the water and sewer systems;
- the applicable water and sewer systems to be extended are not identified for upsizing in the neighbourhood Engineering Servicing Plan(s) nor part of an active development application;
- the proposed expansion/extension does not result in operational or maintenance issues for the system or other Township of Langley infrastructure; and
- the cost of expansion/extensions is paid by the proponent (through private utility extension process with latecomer) or benefitting property owners (through LAS process).

4.8 ROWHOUSE / TOWNHOUSE

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The Rowhouse/Townhouse land use designation accommodates a range of fee simple rowhouses and strata townhouses. These compact housing forms are located within centres and provide residents with reasonable walking distances to commercial services and public amenities.



Policies:

1. Locate fee-simple rowhouse and strata townhouse developments in areas designated Rowhouse/Townhouse.
2. Locate rowhouse dwellings, in the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard, on lots with a minimum of 216m2 for internal lots, 259 m^2 for building end lots and 316m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse / Townhouse as delineated on Maps 1 and 2.
3. The maximum density for townhouses in the Rowhouse/Townhouse Land Use Designation is 20 units per acre (UPA) based on developable land area.
4. Consider accommodating townhouse mixed use where appropriate.

4.9 APARTMENT

The Apartment land use designation accommodates low-rise apartments incorporated in strategic locations in the Plan area. These denser housing forms shall be located within centres and provide residents with reasonable walking distances to commercial services and public amenities.

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Policies:

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 1.85 times the developable land area for all permitted uses, for all plan areas designated Apartment as delineated on Maps 1 and 2. This density can be increased by 0.35 times the developable land area for buildings that are a minimum of 5 storeys, up to a maximum of 2.2 times the developable land area and 0.45 times the developable land area of buildings that are a maximum of 6 storeys, up to a maximum of 2.3 times the developable land area.



2. Conceal off-street parking, both resident and visitor and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and predominantly below the finished grade of the site and, when required due to high water table, hidden from view, within the interior of the building's footprint, by active uses (e.g., dwelling units, indoor amenity spaces, group children's day care).



4.10 MANUFACTURED HOME PARK

The Manufactured Home Park land use designation supports the retention of historically-designated manufactured home parks. This includes the four existing manufactured home parks located south of 26 Avenue. The intent of these policies is to ensure the retention of the designated manufactured home parks and appropriate adherence to provincial and municipal policy in the redevelopment of non-designated manufactured home parks.

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Policies:

1. Retain manufactured home parks within areas designated Manufactured Home Park.
2. Provide for a maximum density as stipulated in the Township of Langley Zoning Bylaw.
3. Ensure that redevelopment of non-designated manufactured home parks complies with the Township of Langley Mobile Home Park Redevelopment Policy No. 07-121 and other relevant municipal policies and provincial statutes.

4.11 COMMERCIAL VILLAGE

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The Commercial Village land use designation accommodates vibrant centres that provide commercial services and other amenities for local residents and form the 'heart' of the neighbourhood and community. The Commercial Village area in the vicinity of 200 Street and 40 shall accommodate locally-serving commercial uses. Commercial Village areas in the new neighbourhoods of Booth, Fernridge and Rinn shall accommodate locally-serving commercial uses on the ground floor with 1 to 5 storeys of commercial uses, office uses or apartments above the ground floor in mixed-use building forms. The intent of these policies is to ensure that Commercial Village development is pedestrian-friendly, integrated into its surrounding context and designed to maximize quality of experience for users and business owners and employees and quality of life for residents.

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Policies:

1. Encourage the Commercial Village area in the vicinity of 200 Street and 40 Avenue to function as neighbourhood commercial areas, providing convenient neighbourhood shopping facilities and service needs for common daily requirements.

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2. Brewing and distilling uses including lounge area subject to the Liquor Control and Licensing Act on Portion of Lot 1 Section 34 Township 7 New Westminster District Plan BCP18835.

The following policies only apply to Commercial Village designated areas in new neighbourhoods of Booth, Fernridge and Rinn:

3. Require locally-serving commercial uses (e.g. grocery stores, pharmacies, coffee shops, restaurants, neighbourhood pubs and medical services) to be located on the ground floor, except where a neighbourhood plan has identified areas where ground floor commercial uses are not required.
4. Ensure all buildings (except gas stations) have a minimum height of 2 storeys. Uses above the ground floor may include locally-serving commercial uses, office uses, or apartments.
5. Allow a maximum height of 6 storeys.
6. Provide mixed-use commercial, residential and recreational space on lands with a Commercial Village Land Use Designation as delineated on Maps 1 and 2. All buildings and structures together must not exceed a gross floor area of:
    a. 2.3 times the developable land area for all permitted uses in Booth; and
    b. 1.85 times the developable land area for all permitted uses in Fernridge and Rinn.
7. Limit individual commercial units to a maximum floor area of 1,000 m^2 (10,764 ft^2), except for the following commercial uses:
    a. grocery stores
    b. pharmacies
    c. fitness centre
    d. group children's daycares
    e. office uses above the ground floor
8. Prohibit big box retail, drive-throughs, gas stations, vehicle sales and vehicle servicing uses in the Commercial Village, except where a neighbourhood plan has provided more specific location and siting policies.
9. Prohibit vehicle servicing, repair, washing, sales or fuel dispensing facilities, hazardous liquid storage facilities, such as drycleaners, in the Commercial Village at 200 Street and 32 Avenue (see Section 8.2).
10. Include cultural, educational, recreational and other assembly services and amenities in the Commercial Village.

4.12 SPECIAL HOUSING

To meet the needs of diverse residents at every stage of their lives, the housing stock in Brookswood-Fernridge should include a variety of housing forms and tenures. The Special Housing land use designation accommodates the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley Housing Action Plan, as amended or replaced from time to time. Policies specific to this Special Housing designation are as follows:

Special Housing Policies:

1. Support the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined in the Township of Langley Housing Action Plan, on lands with a Special Housing Land Use Designation as delineated on Map 1. A variety of these special forms of housing can be included on the same development site.
2. Design the form and character of the development to be compatible with adjacent (property line or across a street) uses.

4.13 CONVENIENCE COMMERCIAL

The Convenience Commercial land use designation accommodates small-scale, convenience commercial services for local residents. Convenience Commercial buildings may be located on local or main roads and shall be limited to lower impact uses such as professional offices, hair salons and small coffee shops. Commercial retail units shall be provided on the ground floor with residential units permitted above. The intent of the policies is to promote live-work arrangements for local residents and ensure that Convenience Commercial developments are integrated into the overall community character.

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Policies:

1. Require small-scale commercial uses (e.g. convenience stores, coffee shops and small restaurants) to be located on the ground floor.
2. All buildings shall have a height of 2 storeys. Uses above the ground floor may include convenience commercial uses, small-scale office uses, or apartments.
3. Provide for accessory residential uses, in the form of townhouses or apartments, that have a maximum gross floor area of twice the gross floor area of the non-residential use contained within the same building.
4. Restrict individual commercial units to a maximum floor area of 500 m^2 (5,382 ft^2).
5. Prevent drive-throughs in the Convenience Commercial land use designation.
6. Consider through more detailed neighbourhood planning additional or expanded locations for Convenience Commercial uses to serve local residents.

4.14 INSTITUTIONAL

The Institutional land use designation accommodates educational facilities, recreation centres, civic buildings, community care facilities and places of worship that are essential for a thriving

community. The conceptual location of new elementary, middle and secondary schools is shown on the Open Space and Community Facilities Map (Map 3) and will be monitored as the community grows and more detailed locational planning will be accommodated within neighbourhood plans. The intent of the following policies is to maintain existing community and educational facilities and to enhance accessibility to new facilities.

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Policies:

1. Accommodate institutional uses within areas designated Institutional. Ensure that new or expanded institutional developments are consistent with the form, scale and character of adjacent land uses.
2. Consider the redevelopment of an existing institutional use provided the redevelopment is consistent with the policies of an immediately adjacent land use designation.
3. Consider new community facilities (e.g. group children's daycares, seniors' centres and places of worship) in any land use designation (except for the Traditional Brookswood area north of 36 Avenue on the east side of 200 Street and north of 33A Avenue on the west side of 200 Street) subject to:
    a. the site being located on a collector road (as opposed to a local road)
    b. the site having access to an adequate transportation network for the proposed size of the facility
    c. the site having adequate off-street parking and/or drop-off and pick-up space
    d. the proposed development being consistent with the form, scale and character of adjacent land uses
4. Encourage new group children's daycare spaces to be located on or adjacent to school sites.
5. Allow new schools in any land use designation.

4.15 PARK AND OPEN SPACE

The Park and Open Space Land Use Designation accommodates parks and open spaces. The conceptual location of new parks and open spaces is shown on Map 2 and will be monitored as the community grows and more detailed locational planning will be accommodated within neighbourhood plans. The following policies aim to maintain existing green space and retain significant tree stands within these areas.

Policies:

1. Retain parks and open spaces within areas designated Park and Open Space.
2. Preserve significant tree stands and fields in order to accommodate wildlife.
3. Preserve parks and open spaces in association with forest and fish habitat.
4. Allow new parks and open spaces in any land use designation.

4.16 AQUATIC CONSERVATION

The Aquatic Conservation Land Use Designation indicates the conceptual extent of conservation areas around fish-bearing watercourses, which may include streamside wildlife habitat and vegetation.

Policies:

1. Protect areas designated Aquatic Conservation in accordance with the Streamside Protection and Enhancement Development Permit Area as per Schedule 3 of the Official Community Plan (OCP).
2. Preserve significant tree stands in order to accommodate wildlife. Favourable consideration shall be given to development projects which include provision for significant preservation of forests, such as clustered residential developments.

4.17 UTILITY

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The Utility Land Use Designation accommodates existing and future utility infrastructure and facilities, including stormwater detention ponds. The intent of the following policies is to encourage alternative uses of utility corridors, such as passive recreation and urban agriculture.

Policies:

1. Allow utility uses in areas designated Utility.
2. Encourage the hydro utility corridor north of 40 Avenue to accommodate other uses, such as passive recreation and urban agriculture.

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4.18 EMPLOYMENT

The Employment land use designation provides employment opportunities for community residents. Employment uses identified will permit a mix of light industrial, warehousing and distribution uses designed in such a way to be compatible with nearby residential uses.

Policies:

1. Permit employment uses, limited to the following:
    - Wholesale, warehouse and distribution
    - Indoor and outdoor storage
    - Scientific and technical research
    - Information technology
    - Restaurants
    - Brewery or distillery
    - Public works yards, maintenance and storage facilities
2. Where an above use is defined in the Zoning Bylaw 1987 No. 2500, the definition in said bylaw shall prevail above any other definition.
3. Provide a continuous landscape buffer (with the exception of site access points) at least 20 metres wide, as shown on Map 1, to be established and maintained as part of Employment properties.



5. OPEN SPACE AND COMMUNITY AMENITIES

Parks, open spaces and community amenities contribute to making Brookswood-Fernridge complete and support the physical, mental, environmental, social and cultural health of the community. Access to parks, open space and recreation areas can improve the health of residents and provide valuable urban wildlife and vegetation habitat. Recreational and cultural amenities such as heritage spaces and art and performance venues contribute to civic identity and create a sense of place, enrich lives and inspire creativity and innovation.

The objective of the Community Plan policies is to preserve, provide and enhance park land, open space and community amenities for the health, educational, social, recreational and cultural enjoyment of the community. The distribution of park, open space and community amenities will depend on allocation in currently served areas, the location of new and existing community amenities and the presence of other institutional providers that service the social and cultural needs of the community.

5.1 COMMUNITY, NEIGHBOURHOOD AND POCKET PARKS

The Township of Langley Parks and Recreation Master Plan outlines a park provision standard as a means to determine the additional park space requirements given the proposed population projected for Brookswood-Fernridge. Park land is allocated as per the following:

- Neighbourhood Park – neighbourhood parks are intended to serve an area equivalent to the catchment area of an elementary school and to provide for the active athletic and recreational requirement of the neighbourhood (0.8 hectares or 2 acres per 1,000 people)
- Community Park – community parks, both for passive and athletic uses, are intended to serve an area equivalent to the catchment area of a secondary school (0.8 hectares or 2.0 acres per 1,000 people) and provide extensive activity areas and special recreational facilities
- Pocket Parks and Plazas – pocket parks and plazas are located strategically to create green open space for sitting, eating, resting and playing (0.2 hectares or 0.5 acres per 1,000 people)



Policies:

1. Accommodate an additional 34 hectares (84 acres) of parks space in the form of community and neighbourhood parks in the approximate locations within the community as indicated on Map 3.
2. Incorporate pocket parks and urban greens along greenways, plazas and other community gathering spaces within appropriate locations as determined through neighbourhood planning processes.
3. Provide parks and plazas as part of new community facilities and ensure public use and access.
4. Integrate park planning and design into broader community planning initiatives related to land use, residential development, transportation and community amenity provision.
5. Promote the use of indigenous plants in park landscaping.
6. Continue to give due consideration to preserving land for open space in reviewing new development within Brookswood-Fernridge.
7. Enhance the connection between different open space areas, where feasible, to create or maintain an open space network.
8. Implement effective landscape design of parks and open spaces and apply Crime Prevention Through Environmental Design (CPTED) guidelines to enhance safety and comfort.

5.2 TRAILS, PARKS AND OPEN SPACES

Trails, parks and open spaces provide a sense of community character within Brookswood-Fernridge and trails provide public access to the unique natural features of the area. Open spaces include permeable landscapes and natural features that provide many important ecological services that need to be considered when expanding on existing trails or planning for development near these natural areas.

Policies:

1. Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.
2. Identify significant tree stands and consider the use of amenity charges and other development incentives to protect significant tree stands as parks and open spaces as determined through neighbourhood planning processes.
3. Encourage integration and connectivity and provide low-impact, passive recreation opportunities within parks and open spaces adjacent to conservation areas, as shown on Map 3, where appropriate.
4. Develop a Green Infrastructure Network of nature trails as conceptually illustrated on Figure 5.1 and Map 3 and in accordance with the Wildlife Habitat Conservation Strategy.
    a. The network of nature trails consists of Ecological Greenways, Creek Greenways, Off Street Recreational Greenways, ALR buffers of varying widths, Semiahmoo Trail, Neighbourhood Edge, Municipal Buffer and around the ponds including the Endangered Species Connections and Pond Buffer as indicated in the neighbourhood plans.
5. Ensure that trails and greenways located adjacent to watercourses and the Agricultural Land Reserve are constructed in accordance with federal and provincial regulations and guidelines (as applicable).
6. Enhance or create trails and greenways that connect open spaces and aquatic conservation areas, where possible, as conceptually illustrated on Map 3. Explore further trail and greenway opportunities as part of neighbourhood planning processes.
7. Locate other trail and greenway connections and develop funding strategies to facilitate equitable cost-sharing as part of neighbourhood planning processes.

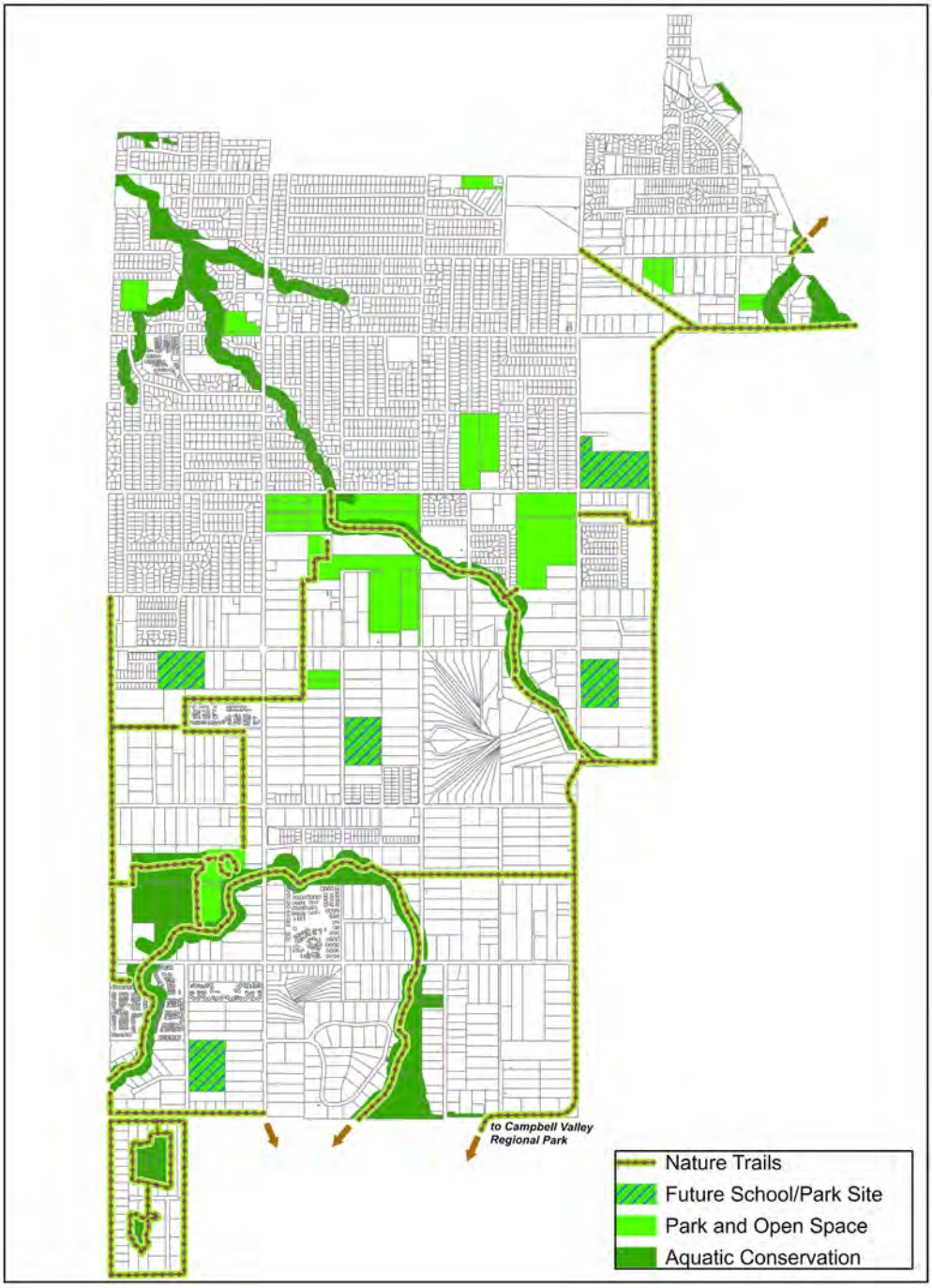


Figure 5.1 Green Infrastructure Network

5.3 STREET GREENWAYS

Street greenways are wide boulevards along major roads, providing an attractive environment to encourage active modes of transportation. Street greenways provide pedestrian and cyclist access throughout the community, connect the public to important community amenities and contribute to the overall health and safety of the community. To provide a continuous route throughout Brookswood-Fernridge, street greenways are connected with the public street network.



Policies:

1. Develop a multi-use street greenway system as conceptually indicated on Map 3. Explore further greenway opportunities as part of neighbourhood planning processes.
2. Promote connecting Community and Neighbourhood Centres and community facilities by greenways.
3. Retain and integrate, where possible, existing mature and significant trees within the greenway right-of-way.
4. Locate greenways adjacent to community, neighbourhood and pocket parks and urban greens and plazas.
5. Maintain contiguous greenway paths.
6. Incorporate greenway designs with stormwater capture, detention and release functions.
7. Limit driveway crossings over street greenways.
8. Design greenways to conform with Crime Prevention Through Environmental Design (CPTED) guidelines to enhance user safety and comfort. Guidelines include:
    a. careful placement of plants to maintain visibility of greenway users
    b. use low-ground vegetation covers (less than three feet in height)
    c. allow users to view entrances, exits, pathways and the immediately surrounding areas
    d. ensure effective lighting along walkways and entrances

5.4 PUBLIC COMMUNITY FACILITIES

Population growth in Brookswood-Fernridge is projected to generate demand for additional community facilities, including schools. These facilities are integral in community cohesion and social interaction between community members as they serve the social, educational, health, cultural and recreational needs of the community.

Existing schools are shown on the Land Use Plan (Map 2). Conceptual locations and grade configurations of new schools were assessed in consultation with the School District No. 35 (Langley) and are also shown on Map 2; however, the actual number, location and grade

configurations of new schools may change as the community develops and will be reviewed with the creation of future neighbourhood plans.

Policies:

1. Enhance the existing and/or develop a new recreation centre to accommodate the recreation needs of a growing community.
2. Locate new community facilities such as recreation centres and libraries in close proximity to Community and Neighbourhood Centres to maximize access for pedestrians, cyclists and transit users.
3. Locate community level recreation services (e.g. playing fields, water parks and skateboard parks) and similar facilities in close proximity to or within community parks.
4. Encourage new community facilities and schools to be located adjacent to greenways, open spaces, or tree protection areas provided they do not have a significant adverse effect on their ecological integrity or viability.
5. Locate new school sites adjacent to neighbourhood or community parks.
6. Centrally locate new schools within a neighbourhood.
7. Enhance accessibility to new school sites by multiple forms of transportation including biking, walking and public transit.

5.5 HERITAGE RESOURCES

Although there is a lack of material evidence that demonstrates early use of the area by First Nations peoples on the landscape today, the presence of recorded archaeological sites within the greater Brookswood-Fernridge area, the Semiahmoo-Langley Trail and the Campbell River (a historically rich salmon spawning ground) provides considerable basis for archaeological potential within the area. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites throughout British Columbia and landowners are required to conform to provincial requirements with respect to both known and unknown sites.

The historic and cultural resources in Brookswood-Fernridge that are visible today reflect the cultural and community life of the area during the early to middle decades of the twentieth century. Historic assessments have been completed for several buildings located in the Brookswood-Fernridge area, including Fernridge Hall, Glenwood School, the Langley Playhouse and Life Tabernacle. The assessments were conducted to determine the heritage value and significance of each site to the community and to assess their eligibility for inclusion on the Township of Langley's Heritage Inventory.



Sites of historic significance within Brookswood-Fernridge area include (as shown on Map 3):

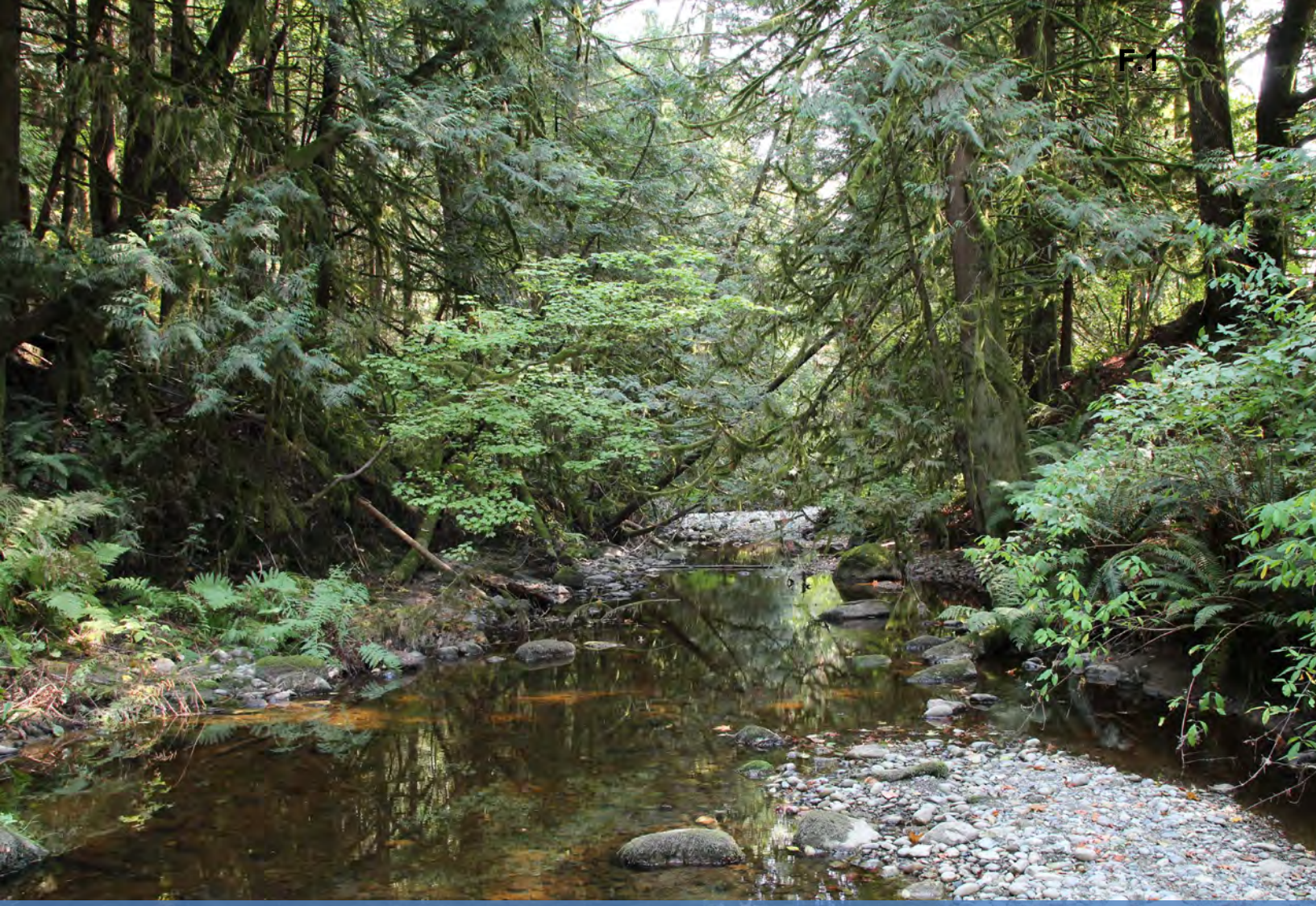
- Glenwood Elementary School, 20785 – 24 Avenue, constructed in 1912 to serve the increasing rural population
- Fernridge Hall, 2389 – 200 Street, constructed in 1921 to serve as a gathering space for the growing community
- Langley Playhouse, 4307 – 200 Street, constructed in the 1930s as Brookswood Community Hall and converted to the Playhouse in 1972
- Life Tabernacle, 4447 – 200 Street, constructed in the 1940s as St. Paul's Anglican Church and transferred to the ownership of the Pentecostal Church of British Columbia in 1969

An additional site, the Noel Booth Store and Gas Station, which stood for many years on 24 Avenue, had received past recognition. However, following a publicly advertised process to relocate the buildings, one of the three small structures was relocated to another site in the Township and restored and the remaining two were demolished.

The Township's Official Community Plan contains overarching policies for the management of heritage resources in the Township. Township Council has also endorsed a Heritage Strategy that outlines strategic goals and actions for heritage sites planning. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands and its natural landscapes in developing complete sustainable communities.

Policies:

1. Conserve, protect and celebrate heritage sites in the Brookswood-Fernridge Community Plan area, respecting original exteriors as well as important plantings that may provide a historic context.
2. Consider conservation instruments such as heritage revitalization agreements, to vary zoned density, siting and other regulations, integrating historic buildings with new infill development.
3. Consider financial incentives, such as permissive tax-exemptions, that may assist owners in heritage retention and maintain incentives, such as the Heritage Building Incentive Grant Program, that support owners in their long-term repair and maintenance of heritage resources.
4. Encourage owners to utilize best practices in conservation planning when making any changes to heritage resources.
5. Ensure that the scale of new infill on heritage sites is compatible with the existing resources. Incorporate the character of the specific heritage resource in adjacent infill and incorporate complementary character in the surrounding area.
6. Avoid unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act to the provincial Archaeology Branch.
7. Communicate the historic value of the area through a variety of means including complementary public realm design, publicly accessible interpretative projects, public art, signage and place names, that address the tangible and intangible history of the Brookswood-Fernridge area. For interpretive purposes, topics of significance include:
    a. the history of Noel Booth, for whom many community facilities and places are named, at or in close proximity to the Fernridge Village Centre at 24 Avenue and 200 Street
    b. the history of the early Semiahmoo-Langley Trail at or in close proximity to the commercial village planned for 32 Avenue and 200 Street
8. Use “As-Found Report” to document for the archives any heritage resources that for legitimate reasons, cannot be retained or must be relocated. Photo documentation may be required for other older buildings that are not retained. Salvage opportunities are encouraged for existing building stock.



6. ENVIRONMENT

To achieve sustainable outcomes within the Township, planning for complete communities requires the facilitation of decision making to carry out development goals with due consideration given to the natural environment. Within Brookswood-Fernridge, planning policies guide the protection of groundwater resources, watercourses, existing significant tree stands and wildlife habitat.

Planning for the natural environment also involves addressing energy and water conservation as well as greenhouse gas (GHG) emissions. This is further facilitated by development of parks and greenways to ensure wildlife corridors are maintained.

6.1 AQUIFER (GROUNDWATER)

The Township is committed to the protection of aquifers which are a source of drinking water and influence stream flow and water quality. Nearly all of Brookswood-Fernridge is underlain by the Brookswood Aquifer, an unconfined aquifer highly vulnerable to possible contamination. The Community Plan policies below reinforce the recommendations highlighted in the Water Management Plan (WMP) and the Anderson Creek and Fernridge Integrated Stormwater

Management Plans (ISMPs). The overarching objectives of the WMP and ISMPs provide direction to better protect the water resources in Brookswood-Fernridge, including protecting quantity of groundwater supply, protecting groundwater quality and promoting healthy habitat for fish, riparian, wetland and recharge areas and recreation areas.

Policies:

1. Promote low impact development and best management practices (BMPs) for stormwater treatment and infiltration measures to maintain pre-development infiltration rates and the integrity of groundwater aquifers.
2. Capture and transport stormwater with potentially contaminated runoff to treatment and detention areas that are located outside of the 20-year capture zones of the Township wells. Where it is not possible to transport stormwater outside the 20-year capture zones, provide adequate on-site treatment.
3. Integrate the WMP principles and groundwater BMPs within new land developments in order to minimize impacts on groundwater quantity and quality.
4. Increase public awareness and education about groundwater quality and quantity, including potential contaminants and how groundwater supports ecosystems and promotes a healthy environment.

6.2 WATERCOURSES, WATERBODIES AND ENVIRONMENTALLY SENSITIVE AREAS

The health and quality of the watersheds are a reflection of the integrity of the ecosystem as a whole. Watersheds are dynamic systems that respond to changes in land use and hydrology, which, if not properly managed, can lead to reductions or disappearance of fish and wildlife, increased contamination of surface and ground waters, increased frequency and magnitude of floods and a general decrease in the quality of life of local residents. The policies below reinforce watercourse protection requirements in the Township's Official Community Plan (OCP) and recommendations highlighted in the Anderson Creek and Fernridge ISMPs.

Policies:

1. Require developments to conform to the Township's Streamside Protection and Enhancement Development Permit Area in Schedule 3 of the OCP.
2. Protect the existing lakes in Brookswood-Fernridge as environmentally sensitive areas.
3. Continue to pursue watershed and sub-watershed planning work throughout the Township and in partnership with adjacent municipalities, government agencies and other organizations.
4. Continue to pursue consultation opportunities with landowners and the development community within sensitive watershed areas.
5. Facilitate the mitigation of adverse impacts by development (e.g. impervious surfaces) on peak flow, runoff volumes and water quality.
6. Review and, if necessary, update the Watercourse Classification Map in the OCP as part of more detailed neighbourhood planning processes.

6.3 TREES (URBAN FORESTRY)

Land use planning and potential development areas have been designed with consideration of the community's significant tree stands. The Township of Langley Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced, defines significant tree stands and outlines requirements related to tree protection and replacement during the development application stage as well as overall tree management for new development sites.

The policies outlined below are intended to protect the character and health of the Brookswood-Fernridge community as it grows and continues to develop over time. Neighbourhood plans may develop more detailed tree protection policies.



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Policies:

1. Incorporate provisions to retain existing significant and mature trees where possible in landscape design of road boulevards, greenways and parks. Consider modified road and greenway standards to retain trees where appropriate.
2. Support development projects which include significant and mature tree preservation.
3. Encourage new developments to replace more trees than required by Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced.
4. Include significant and mature trees in Agricultural Land Reserve edge planning and landscaping buffers.
5. Provide continuous planting of street trees along both sides of public streets and, where feasible, within centre medians.

6.4 URBAN WILDLIFE HABITAT

The Wildlife Habitat Conservation Strategy, adopted by Township Council in 2008, ensures that wildlife habitat planning and management are integrated into the land use planning process. Following the Strategy, the Urban Wildlife Habitat policies highlight the necessity of community planning processes to use habitat mapping as a tool to identify habitat patches and opportunities for potential habitat corridors.

Policies:

1. Integrate protection, restoration and maintenance of wildlife habitat with other Township plans, policies and programs.

2. Protect wildlife habitat found on private lands. Measures to consider include land covenants, eco-gifts, land stewardship, education, direct purchase and incentives.
3. Maintain and enhance connectivity and reduce fragmentation of wildlife habitat. Strategies include:
    a. wildlife tunnels
    b. habitat patches and corridors
    c. greenways

    A conceptual network of hubs (natural spaces and proposed natural spaces) and corridors (watercourses and aquatic conservation) are shown on the Environment Map (Map 4) and may be further reviewed and refined as part of a neighbourhood plan.
4. Enhance wildlife habitat within the urban forest and urban landscape. Considerations should include:
    a. appropriate choice of native plant species, location and density of plantings
    b. permeable paving and land cover
    c. minimization of hard landscapes, where appropriate
5. Ensure design of existing and new ecological corridors, including greenways, to minimize disturbance of and danger to wildlife that may use the corridors. Corridor design shall consider the following:
    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
6. Ensure lighting designs for developments in order to minimize negative impacts on wildlife and nocturnal activities of local wildlife.
7. Enhance safety and decrease disruption of wildlife during clearing and construction activity.

6.5 ENERGY AND GREENHOUSE GAS EMISSIONS

The Township's Official Community Plan (OCP) provides several policy objectives to advance the use of alternative energy sources and promote innovative methods for energy conservation and greenhouse gas reduction.

#5798
07/24/23

Policies:

1. Prioritize energy conservation in rezoning and development permit approvals by:
    a. encouraging applicants to incorporate green building design and technologies to achieve decreased energy demand and enhanced energy performance in new residential, commercial, industrial and institutional buildings
    b. encouraging applicants to identify energy conservation opportunities in their project plans
    c. encouraging energy labelling and disclosure of anticipated energy performance for new homes and buildings

2. Promote the development of alternative energy ready buildings that would allow homeowners to transition to more sustainable forms of energy when it is economically feasible.
3. Integrate support for electric vehicle charging infrastructure.
4. Support the use of non-motorized modes of transportation and the use of public transit.



7. MOBILITY AND TRANSPORTATION

Transportation plays a critical role in the liveability and quality of the community's environment. Following the Township of Langley Official Community Plan (OCP), the Brookswood-Fernridge Community Plan policies aim to facilitate a more balanced modal split within the community by encouraging walking, cycling and transit use. Denser commercial and residential development within defined Community and Neighbourhood Centres will accommodate the increase in transportation options available.

7.1 ROADS AND CIRCULATION

The road network for the Brookswood-Fernridge community is shown on the Road Network Map (Map 5). Map 5 illustrates arterial, collector and existing local roads. The following policies aim to improve the safety of all road users, minimize the impacts on local neighbourhoods and enhance the existing road network.

Policies:

1. Provide a fine-grained, multi-modal road network that accommodates walking, cycling, vehicles, transit and goods movement. Preferred block lengths may be considered through a neighbourhood plan.
2. Enhance overall circulation and safety through identifying locations for traffic calming in neighbourhood plans, both in developed and developing areas of the community.
3. Prevent the 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. Support car-sharing programs, where appropriate, by:
    a. encouraging facilities for car-share vehicles in secure locations
    b. considering parking requirements for developments that provide car-share vehicles
5. Ensure emergency vehicle access throughout the public road network.

7.2 PEDESTRIAN AND CYCLIST NETWORKS

The transportation network laid out within this plan aims to provide safe and convenient pedestrian access to schools, parks and commercial facilities. There has been a noticeable increase in residents of the Township using bicycles to travel over the past decade. The cycling concepts in the Cycling Network Map (Map 6) identify major networks for future development including commuter and recreational routes predominately along major arterial roadways.



Policies:

1. Implement safe and effective pedestrian street crossings at frequent block intervals to promote walking and cycling. Mid-block crossings shall be provided as necessary.
2. Incorporate bicycle use in road designs (e.g. integrated, separated, or shared-use bike lanes and paved shoulders) as shown on Map 6.
3. Promote pedestrian and cyclist connectivity between and within residential neighbourhoods. Incorporate public connections and access through larger multi-family development sites.
4. Upgrade existing pedestrian and cycling infrastructure in coordination with road improvement project opportunities, when feasible. Pedestrian and cycling infrastructure may include sidewalks, crosswalks, bike lanes and landscape features.
5. Consider a variety of funding sources to enhance pedestrian and cycling infrastructure in developed areas of the community.

6. Integrate high quality pedestrian environments, cycling routes and end-of-trip facilities into the design of new commercial, multi-family residential and institutional developments, where possible. End-of-trip facilities may include secure and weather protected bike parking, bike maintenance stations and change and shower facilities.
7. Provide accessible sidewalks on both sides of all roads.
8. Encourage separate off-street trails for pedestrians and cyclists.
9. Provide alternative access to community focal points such as schools, parks and commercial facilities.
10. Provide bike racks to protect parked bicycles from vandalism and theft.

7.3 PUBLIC TRANSIT

TransLink provides bus service through Brookswood-Fernridge. To encourage public transit use in the community, the Integrated Community Concept (Map 1) incorporates centres and the denser forms of housing along established transit routes, particularly 200 Street.

Policies:

1. Continue to monitor transit services in coordination with TransLink.
2. Encourage public transit service expansion and more frequent service as the community grows.
3. Implement weather protected and accessible public transit stops.
4. Promote universal access at all transit stops.
5. Explore 200 Street as a frequent transit corridor over time.

7.4 PARKING MANAGEMENT

Parking management policies are intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads in Brookswood-Fernridge. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

Policies:

The following policies apply to on-street parking:

1. Accommodate on-street parking on both sides of all local and collector roads.
2. Restrict the amount of parking permitted on arterial roads and near Commercial Villages to encourage other modes of transportation and avoid traffic congestion.
3. Require single family developments to have enough space for one vehicle to park on-street in front of each lot.

The following policies apply to off-street parking:

4. Provide additional off-street parking where on-street parking is constrained (e.g. where development fronts arterial roads).
5. Accommodate larger vehicles (e.g. trucks and SUVs) in underground parking facilities and ground level parking spaces.

7.5 GREAT STREET

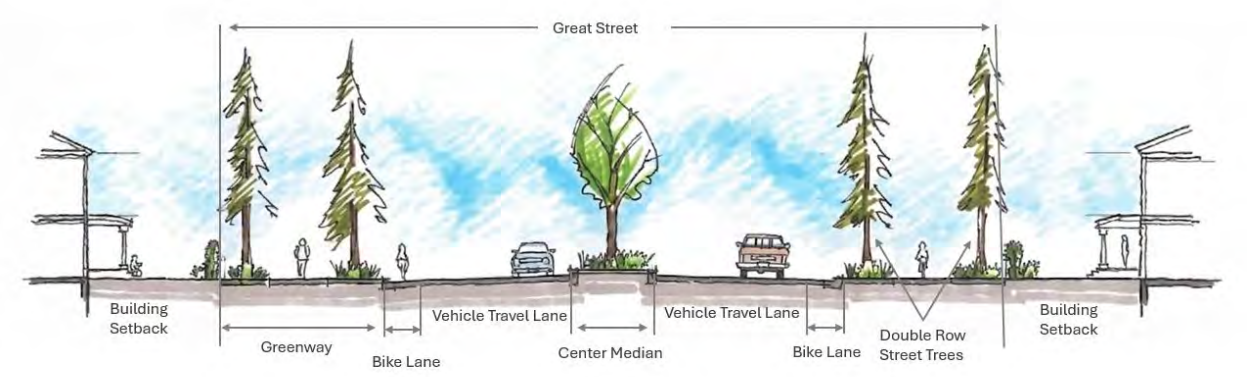
The 200 Street corridor is a main artery of the Mobility and Transportation network. The “Great Street” polices are intended to support the development of a safe and vibrant public space by ensuring adequate and sufficient space is allocated for sidewalk widths, street trees, lighting, benches and green infrastructure. Further details are in the Engineering Services Plan for Brookswood-Fernridge: Section 6 – Transportation.

Policies:

Provide a “Great Street” (Figure 7.1) along 200 Street from 33A Avenue to 27 Avenue including:

1. a 1.8 metre sidewalk width where feasible
2. a minimum center median or boulevard width of 4 metres for green infrastructure
3. a minimum bike lane buffer width of 0.6 metres to match road conditions
4. a double row of street trees with large overhead canopy providing shade and buffering.
5. dedicated areas for pedestrian lighting, benches, trash receptacles and bike racks with a 0.9 metre clear path around any furniture to ensure accessibility.

Figure 7.1: Conceptual Great Street





8. UTILITIES AND SERVICES

Sustainable urban development within the undeveloped areas of Brookswood-Fernridge is contingent on securing sufficient municipal sewer and water services and stormwater infiltration infrastructure. Additionally, as the population increases, greater emergency and protective services will be required to ensure the safety and security of the community. The intent of Utilities and Services policies is to effectively integrate stormwater infiltration systems into the built environment and adequately provide municipal utilities and services for a growing community in consideration of the natural environment.

8.1 STORMWATER MANAGEMENT

Rainfall in the Brookswood-Fernridge Community Plan area has a direct impact on groundwater levels, pond and creek water levels, drinking water via wells and aquifers, as well as fisheries and riparian habitat. The community's stormwater management systems are intended to imitate the natural hydrologic cycle by infiltrating small events and detaining larger events.

The surface soils in the area have high permeability rates that support the infiltration of runoff at its source. However, high permeability of the soil presents a high risk of aquifer contamination

by urban pollutants. Safe and reliable protection measures need to be implemented into the infiltration facilities.

The Anderson Creek and Fernridge ISMPs include stormwater management recommendations, which are implemented through Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced. The following policies reinforce the recommendations of the ISMPs.

Policies:

1. Provide constructed infrastructure that convey a 100-year storm event or provide a safe overland route as per the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced, as conceptually shown on the Stormwater Management Concept Map (Map 7).
2. Provide detention facilities at critical locations to control the release of post development flow rates to meet pre-development flow rates as conceptually shown on Map 7. The need for any additional detention facilities will be considered as part of a neighbourhood planning process.
3. Integrate stormwater management 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 and infiltration galleries
4. Incorporate low impact development strategies in stormwater management designs.
5. Encourage the infiltration of clean stormwater, including run-off 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 (BMPs) for stormwater management facilities in new developments and redevelopments with a focus on infiltration and water quality. These may include some or all of the following items:
    a. utilize on-lot infiltration systems to capture the 2-year, 24 hour storm event
    b. direct road drainage to grassy swales and boulevards for treatment and infiltration with an overflow directed to a storm sewer, where possible
    c. ensure all pervious areas have a minimum of 400mm of pervious material (e.g. enhanced topsoil) where new multi-family and mixed use areas are developed
    d. retain vegetation including trees where possible to maintain canopy coverage
    e. incorporate specific infiltration strategies including: catch basins directed to infiltration trenches and gardens (dependent on guaranteed funding for maintenance)

8.2 WATER AND SEWER

Water quality, groundwater levels of the Brookswood Aquifer and capacity limitations at the Brookswood Pump Station are primary concerns for the water supply system in Brookswood-Fernridge. A large part of the community is a less developed residential area consisting of large

properties without any municipal water service nor municipal sanitary sewer collection service. These properties rely on private wells and septic sewer systems. Elevated nitrate levels in groundwater, as a result of septic systems and agricultural activities, is a major concern and highlighted in the Water Management Plan (WMP). Maintaining and improving the quality of infiltrated surface water for aquifer recharge is of high priority.

Policies:

1. Provide municipal water and sanitary sewer services for all new developments as conceptually shown on the Municipal Water Concept and Sanitary Concept Maps (Maps 8 and 9 respectively).
2. Optimize the existing servicing systems through appropriate phasing of development.
3. Ensure new sanitary services have sufficient capacity to service developed areas that do not currently have municipal sewer services.
4. Restrict land uses with a high-risk of groundwater contamination (e.g. vehicle servicing, repair, washing, sales or fuel dispensing facilities and drycleaners) over the well capture zones.
5. Encourage wastewater servicing connections to the existing systems for new and existing developments.
6. Encourage water conservation measures in new and existing developments to curb demand and overuse of water through:
    a. conservation measures
    b. sustainable building design
    c. infrastructure design
7. Provide public awareness and education about drinking water sources and possible contamination and sustainable water management practices to protect groundwater supplies.
8. Continue to encourage and raise awareness about low flow technologies and water conservation.
9. Implement water restrictions as necessitated by the provisions of Water Shortage Response Bylaw 2012 No. 4909, as amended.

8.3 EMERGENCY AND PROTECTIVE SERVICES

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

Policies:

1. Continue to coordinate with adjacent municipalities to ensure that any response to a disaster or emergency is both fluid in coordination 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.



9. IMPLEMENTATION

The Brookswood-Fernridge Community Plan provides an overall framework to guide growth and change in the community. Future neighbourhood plans, which will apply to portions of the Community Plan area, will comprise more detailed policies and guidelines. Neighbourhood plans not only provide an opportunity for more detailed planning, but also allow development to proceed in phases. The Implementation section includes phasing and other policies to promote orderly and fiscally-responsible growth.

9.1 PHASING

Growth and change in Brookswood-Fernridge should proceed in phases based on neighbourhood plan areas. The neighbourhood plan areas, which are shown on Map 10, were based primarily on school enrollment projections and servicing considerations.

Policies:

1. Prior to the adoption of a rezoning bylaw in the Brookswood-Fernridge Community Plan area, a neighbourhood plan for the area shall be prepared and adopted by Council. Neighbourhood plan area boundaries shall be generally consistent with the boundaries shown on Map 10.

2. Properties within a neighbourhood plan area that do not have any opportunity for a rezoning under the Community Plan (e.g. existing parks and designated manufactured home parks) may be omitted from an expression of interest submitted by landowners.
3. Each neighbourhood plan shall include:
    a. more detailed policies regarding land use, community character, open space and community amenities, environment, mobility and transportation and utilities and services
    b. more detailed implementation policies, including strategies to secure school sites, park sites and stormwater detention facilities, as well as strategies to fund community amenities
4. Each neighbourhood plan process shall incorporate environmental network planning for the purposes of identifying priorities, restoration and enhancement of a network of important environmental and natural assets that support biodiversity. An updated mapping inventory of environmental features and ecological assets shall be completed, including vegetation types and structures, watercourses and associated classifications and the spatial relationships between these features in the landscape and their role in ecosystem processes.
5. Policy #1 does not apply to lands within the Community Plan area that are not located in a neighbourhood plan area shown on Map 10.
6. Despite Policy #1 of this subsection, should Council elect to adopt a rezoning bylaw before the adoption of a neighbourhood plan, applicants shall provide a more detailed plan that considers the items outlined under Policies #3 and #4 above.
7. Growth and change in Brookswood-Fernridge should proceed with priority given to development proposals in Booth, Rinn and Fernridge neighbourhoods.

9.2 REZONINGS

Most new developments in Brookswood-Fernridge will be managed and regulated through rezoning applications initiated by landowners. The policies below apply to such rezoning applications (in addition to the other policies in this Plan).

Policies:

1. New developments should meet the following lot consolidation conditions:
    a. any residual lots shall be left in a configuration and lot area which are suitable and feasible for a future development proposal or can be consolidated with other abutting residual lots
    b. abutting lots shall not be isolated or left in a condition which is unsuitable or unfeasible for development or unsuitable for the maintenance of the existing land use
2. Any redevelopment of a manufactured home park shall comply with Manufactured Home Parks – Redevelopment Policy No. 07-121 and is encouraged to take place in phases to reduce the displacement of tenants.
3. New developments may be required to resolve various development prerequisites prior to the adoption of a rezoning bylaw.

4. This Community Plan represents a long-term policy. Some zoning designations may not reflect the long-term designations set out in this Community Plan. Without limiting the foregoing, complete rezoning applications received on or before October 23, 2017 may be considered in accordance with the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood/Fernridge Community Plan) Bylaw 1987 No. 2475 (as it was at the time of application).

9.3 FINANCING

Development should pay for as much of the costs of growth as possible. New developments will be required to provide works and services (e.g. new streets, sidewalks and utility infrastructure) and help pay the costs of providing other amenities and services.

Policies:

1. New developments shall provide works and services at the time of development in accordance with Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced.
2. New developments shall pay Amenity Cost Charges (ACCs), Development Cost Charges (DCCs), Neighbourhood Park Land Acquisition Charges and School Site Acquisition Charges (as applicable), as well as any other applicable charges and fees.
3. Each neighbourhood plan shall consider the need for community/neighbourhood amenity charges to cover the costs of amenities not captured by existing charges.
4. Update the Development Cost Charges Bylaw on a regular basis and ensure that it reflects an accurate cost of providing required infrastructure.

9.4 COMMUNITY PLAN AMENDMENTS

A key principle for the Brookswood-Fernridge Community Plan is to achieve a livable and sustainable complete community. The concept of adaptation is innate to sustainability and is an important cornerstone in the preparation of the Plan. The land use pattern and associated policies in this Plan should not unduly compromise the ability to accommodate future changes and land uses as needs demand different responses over time.

Policies:

1. Ensure that any proposed amendments to the Community Plan include a public consultation process pursuant to Section 475 of the *Local Government Act* and Council Consultation – Official Community Plan Policy No. 07-160.
2. Consider any potential amendments to the Community Plan in light of the Vision statement and Guiding Principles.



10. DEVELOPMENT PERMIT AREAS

Under the Provincial *Local Government Act* (LGA), municipalities may designate Development Permit Areas (DPAs) where special conditions or objectives apply. DPAs must specify guidelines respecting how the special conditions or objectives will be addressed. As outlined in this section, certain activities cannot proceed unless the owner first obtains a development permit.

The DPAs specific to Brookswood-Fernridge are summarized in Table 10.1 and are shown on the Development Permit Areas Map (Map 11). In addition to these DPAs, the Township's Official Community Plan (OCP) includes a DPA for streamside protection and enhancement that applies to Brookswood-Fernridge.

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Table 10.1: Development Permit Areas in Brookswood-Fernridge

DPA	TYPE	LGA SECTION [RSBC 2015]
A	RESIDENTIAL	488.1(f)
B	COMMERCIAL AND MIXED USE	488.1(f)
C	PROTECTION OF FARMING	488.1(c)
D	WILDFIRE HAZARD	488 (b)

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DPA	TYPE	LGA SECTION [RSBC 2015]
E	SENSITIVE ENVIRONMENT PROTECTION AREA	488.1 (a)
F	EMPLOYMENT	488.1 (f)

10.1 DEVELOPMENT PERMIT AREA A - RESIDENTIAL

Lands identified as Development Permit Area A – Residential on Map 11 are designated as a Development Permit Area (DPA) under section 488.1(f) of the *Local Government Act (LGA)* to establish objectives and guidelines for the form and character of multi-family development, including rowhouses, townhouses and apartments. The construction of, addition to, or alteration of a building or structure must not be initiated unless the owner first obtains a development permit or is exempted under Section 10.1.2.

10.1.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area A ensures that new multi-family residential developments in Brookswood-Fernridge are visually attractive and in keeping with the character of the community.

The intent of Development Permit Area A is as follows:

- Ensure safe and attractive multi-family developments.
- Where possible, ensure the integration of existing significant trees into the site design.
- Ensure building forms are appropriately scaled and respect adjacent land uses.
- Ensure building character reflects the small town community context and contributes to a pedestrian-friendly streetscape.

10.1.2 EXEMPTIONS

The following activities do not require a development permit in Development Permit Area A:

- a subdivision as defined in the LGA
- an internal renovation that does not result in any change to the external appearance of the building
- site improvements such as landscaping, paving and access paths, provided the improvements are compatible with the Development Permit Area Guidelines
- replacement of an existing sign, provided the work is consistent with an existing development permit or compatible with the Development Permit Area Guidelines
- façade alterations that do not front a public street, lane, walkway, park or trail, provided that such alterations are compatible with the Development Permit Area Guidelines
- building additions less than 50 m^2 in floor area that do not front a public street, lane, walkway, park or trail, provided that such alterations are compatible with the Development Permit Area Guidelines

- developments that are subject to the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) specified in the Official Community Plan.

For clarity, a development permit under Development Permit Area A is not required for the construction of, addition to, or alteration of a single-family dwelling.

10.1.3 GUIDELINES

The following guidelines, as well as those set out in Section 10.3 below, apply to all development within Development Permit Area A:

Key Guidelines:

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1. Existing significant trees, especially coniferous trees, shall be retained to the greatest extent possible to preserve the community's character.
2. High quality design shall be incorporated for new developments and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings).
3. Developments shall be designed to have a cohesive appearance yet provide enough variety to avoid a monotonous appearance when the development is viewed as a whole.
4. Adjacent developments shall be complemented by new developments in terms of siting, form and character, but individual architectural expression is encouraged both within and between street blocks.
5. All visible building elevations shall provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Consider, for example, building designs that incorporate material and colour variation, fenestration, projections and recesses, varied roof forms and architectural detailing.
6. A strong street presence shall be provided through street facing buildings that include elements such as ground floor units with direct pedestrian street access, pronounced entries, patios and, where applicable, extended upper storey balconies.
7. Developments located at key intersections and gateways, such as along 200 Street, shall be designed as landmark buildings through massing, other architectural elements and detailing and/or open space.

Site Design:

8. Buildings should face public streets, parks, walkways and private common spaces. Developments should not be gated or be turned away from the public realm.
9. Ground level habitable space is encouraged adjacent to public streets, parks and walkways.
10. Individual entrances accessible from the street should be provided for all ground floor units.
11. Buildings should have a minimum front lot line setback on the ground floor of 3.5 metres and a maximum front yard setback of 6 metres to create a semi-private entry or transition zone

to individual units and to allow for an elevated entryway and/or front porch. All entries should be clearly identifiable.

12. Ground level areas created by setbacks shall be designed as private outdoor spaces. Private outdoor spaces fronting public streets should provide a sense of separation while contributing to the streetscape.
13. New developments should be sited to maximize the privacy of adjacent private outdoor spaces.
14. New developments shall ensure that the siting and form of buildings do not block significant views and solar access from existing or anticipated developments and that shadowing impacts on adjacent residential buildings, roads and usable open spaces are minimized.
15. Direct access to a usable private outdoor space should be incorporated for each dwelling unit such as a yard, patio, balcony, or roof top terrace. Balconies should be covered to ensure comfort and usability.



Private outdoor space created by setback

16. Where there are multiple buildings on a site, buildings should be located to frame outdoor common areas and other landscaped spaces. Consider placing taller buildings at the interior of the site and shorter buildings adjacent to the public street.

<u>Building Design</u>:

17. Individual buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments by articulating building façades into a series of intervals. This can be achieved by:
    a. façade modulation (stepping back or extending forward a portion of the façade to create a series of intervals or breaks in the façade)
    b. repeating window patterns at intervals that correspond to extensions and step-backs
    c. providing a porch, patio, deck, or covered entry for each interval
    d. providing a balcony or bay window for each interval
    e. changing the roof line by alternating dormers, gables, or other roof elements to reinforce the modulation or articulation interval
    f. varying colours and/or materials



Variation and consistency is achieved by breaking the façades into a series of intervals

18. Entrances should be located and designed to create building identity, distinguish between individual ground floor units and animate the streetscape. Entrances shall be clearly identified by both the architectural and landscape treatment (e.g. porticos, porches, overhangs and pathways).
19. Building façades shall be designed so that windows and doors are prominent features that address the streets they front and reinforce pedestrian scale. Windows in upper storeys should be vertically-oriented, organized into repetitive groups in relationship to the vertical elements which frame and divide the façade and incorporate substantial trim and moldings.
20. Balconies should be designed as integral parts of buildings. Use glazed or narrow metal spindle guardrails to maximize daylight penetration into dwellings.
21. Glass elements incorporated into weather protection should be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles.

Signage and Lighting:

22. Signage and exterior lighting shall be consistent with the design of the overall development.
23. Project signage should be modest in scale.
24. Sufficient lighting should be provided for all paths and entry areas to ensure pedestrian comfort and security, consistent with Exterior Lighting Impact Policy No. 07-156.
25. Appropriate lighting is encouraged adjacent to walkways, visitor parking spaces and other outdoor common areas.

Access, Circulation and Parking:

26. Pathways shall be incorporated into the development to promote pedestrian and cyclist activity within the site, provide connections to the public street and trail network and ensure convenient access to and from adjacent commercial and institutional uses. For security, pathways should allow overview from adjacent dwellings.
27. At least one pedestrian connection shall be provided from each development site to adjacent public streets, walkways, parks and trails. Public and private space shall be clearly delineated.
28. Pedestrian street access to ground floor residential units is strongly encouraged in order to reinforce pedestrian activity and street life.
29. Access and egress points shall have consistent texture, colour and material for that portion intersecting with the public street.
30. Vehicular access and egress points should not be permitted on arterial roads and should be consolidated or minimized, particularly over street greenways.



Street access to ground floor unit

31. Surface parking should be placed away from public view and not between the public street and the building. Design and landscape resident surface parking so it does not detract from rear yard amenity space.
32. Visitor surface parking should be provided for in a number of smaller dispersed areas rather than one large area. In situations where the placement of visitor parking adjacent to a public street, walkway or trail is unavoidable, provide a landscape screen (e.g. low shrubs, trees and decorative fences). Provide breaks in the landscape screen to connect the sidewalk to walkways on the site.
33. Visitor parking should be clearly identified through labelling and signage.

Accessibility and Safety:

34. Site design and landscaping shall take into account established principles of Crime Prevention Through Environmental Design (CPTED) including:
    a. opportunities for surveillance of streets, walkways, trails, parks and amenity areas through the placement of windows, balconies and ground-level uses
    b. appropriate hard and soft landscape elements, including transparent fencing, where appropriate
    c. adequate lighting along streets and at entrances
    d. delineated private spaces that are clearly separated by fences, landscaping, or paving, visible by residents and adequately lit

Mechanical Equipment and Servicing Areas:

35. Mailbox kiosks located within a stratified development shall be protected from the weather, architecturally integrated into the development and located adjacent to a visitor parking space near the project's entrance.
36. Outdoor refuse, recycling and organic waste areas and other storage areas shall be placed away from public view, where required and screened with an enclosure that is consistent with the overall architectural and landscape treatment of the development.

Landscaping:

37. Landscaping shall be required to enhance the appearance of the development. All portions of the development not occupied by a building, structure, parking area, servicing area, or storage area shall be landscaped appropriately. Consistent with Township of Langley Zoning Bylaw 1987 No. 2500, as amended, developments shall provide a two (2) metre wide landscape area around the perimeter of the site.

38. The distinction between public and private space shall be defined with appropriate fencing, entry features (e.g. gates and arbours) and plant material. The use of perimeter berms, high fences and security gates is not permitted.
39. A 5 metre wide landscape area and a fence shall be provided on developments abutting properties designated for non-residential development (other than municipal greenspace). Fences should be aesthetically designed and reflect adjacent residential building character where applicable.



Fencing, entry features and planting provide a distinction between public and private space

40. Vehicular access and egress points shall be landscaped (not gated) to define the boundary between the private and public areas.

Ground-Oriented Multi-Family Buildings:

In addition to guidelines 1 to 40 above, these guidelines apply to rowhouses and townhouses.

41. Individual or paired units shall be visually differentiated from other adjoining units (e.g. staggering in plan, varying rooflines, variation in colour and material and architectural detailing).
42. Developments which include multiple buildings shall include variation in exterior design beyond material and colour variation.
43. Street facing 3 storey buildings shall have a maximum length of 30 metres. Non-street facing 3 storey buildings and all buildings less than 3 storeys shall have a maximum length of 40 metres in length.



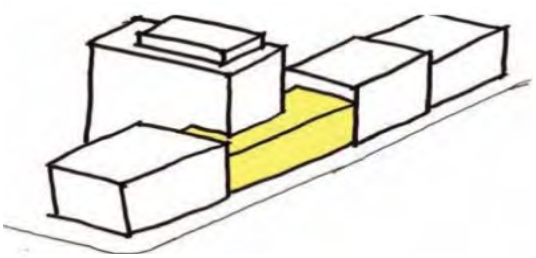
Individual units are differentiated from adjoinng units

44. 3 storey buildings are encouraged to integrate the upper storey into the framing of the main roof using dormer extensions and/or stepping the upper storey back from the storey below.
45. Townhouse development buildings should be setback from one another by at least 9 metres across strata roads and key pathways, particularly those that are publicly accessible.
46. Rear yards of townhouse developments should have a minimum depth of 4.5 metres.
47. Garage entrances should have less prominence than pedestrian entrances. Townhouse developments should have a separate pedestrian entrance to the dwelling unit or garage from the strata road.
48. Side-by-side parking (rather than tandem parking) is preferred and off-setting garages are encouraged.

Apartment Buildings:

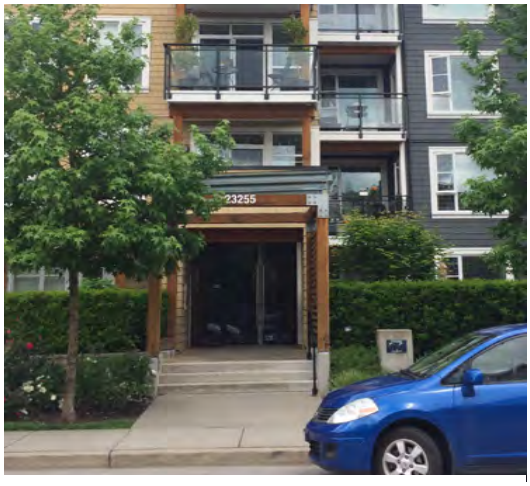
In addition to guidelines 1 to 40 above, these guidelines apply to apartments.

49. Building heights should be stepped or terraced to relate to adjacent buildings.
50. Street facing buildings shall have a maximum length of 60 metres and non-street facing buildings shall have a maximum length of 90 metres. This could be achieved by incorporating a substantial setback such as a courtyard or framed periodic openings to provide public views into private open space features.



Building height is stepped in relation to adjacent buildings

51. Buildings over 3 storeys in height should step the fourth storey back by a minimum of 1.5 metres from the storey below.
52. Roof top patios and common spaces are encouraged, particularly where at-grade space is limited.
53. Main building entries (e.g. lobbies) shall be clearly visible and accessible from the public street.
54. The main entrance of the building shall be clearly identified by the architecture of the building and include elements such as canopies and building overhangs to provide protection from the weather.
55. Building façades near main entries shall be illuminated to help create a sense of safety.
56. At-grade drop-off and loading areas should be provided near a building entrance, where possible.
57. Resident parking should be provided underground or within the building structure. Minimize any above-grade projection of parking structures and associated mechanical equipment, particularly as viewed from the public realm.



Main entrance clearly visible from the street

58. Underground and structured parking areas should be planned for the convenience and safety of all users, including pedestrians and cyclists. Walls and ceilings should be finished in a light coloured paint for reflectivity and should incorporate motion-activated lighting to the greatest extent permitted. Underground and structured parking areas shall be designed with CPTED principles.
59. Access to underground or structured parking areas should be from a lane or internal driveway. Any vehicular entrance and its associated components (e.g. doorways and ramps) should be architecturally integrated into the building to minimize its exposure. Consider:
    a. recessing the portion of the façade where the entry is located to help conceal it
    b. extending portions of the structure over the garage entry to help conceal it
    c. emphasizing other elements of the façade to reduce the visual prominence of the garage entry

d. use of screening and landscaping to soften the appearance of the garage entry, including green walls and green screens

60. Refuse, recycling and organics waste areas shall be incorporated into the design of the underground or structured parking area. Parking areas shall have adequate on-site space for the movement of trucks and waste removal vehicles.

61. Adequate and secured longer term bicycle storage areas and general use storage areas shall be provided in a separate room or enclosed area as part of a parking structure and should be located close to elevators and access points.

10.2 DEVELOPMENT PERMIT AREA B – COMMERCIAL AND MIXED USE

Lands identified as Development Permit Area B – Commercial and Mixed Use on Map 11 are designated as a Development Permit Area (DPA) under section 488.1(f) of the *Local Government Act (LGA)* to establish objectives and guidelines for the form and character of commercial and mixed use development. The construction of, addition to, or alteration of a building or structure must not be started unless the owner first obtains a development permit or is exempted under Section 10.2.2.

10.2.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area B ensures that new commercial and mixed use developments in Brookswood-Fernridge are visually attractive and in keeping with the character of the community.

The intent of Development Permit Area B is as follows:

- Ensure safe and attractive commercial and mixed use developments.
- Ensure the integration of existing significant trees into the site design.
- Ensure building forms are appropriately scaled and respect adjacent land uses.
- Ensure building character reflects the small town community context and contributes to a pedestrian-friendly streetscape.

10.2.2 EXEMPTIONS

The following activities do not require a development permit in Development Permit Area B:

- a subdivision as defined in the LGA
- an internal renovation that does not result in any change to the external appearance of the building
- site improvements such as landscaping, paving and access paths, provided the improvements are compatible with the Development Permit Area Guidelines
- replacement of an existing sign, provided the work is consistent with an existing Development Permit or compatible with the Development Permit Area Guidelines

- façade alterations that do not front a public street, lane, walkway, park, or trail, provided the alterations are compatible with the Development Permit Area Guidelines
- building additions less than 50 m^2 in floor area that do not front a public street, lane, walkway, park, or trail, provided such alterations are compatible with the Development Permit Area Guidelines

10.2.3 GUIDELINES

The following guidelines, as well as those set out in Section 10.3 below, apply to all development within Development Permit Area B:

Key Guidelines:

1. Existing significant trees, especially coniferous trees, shall be retained to the greatest extent possible to preserve the community's character. Consider, for example, developments which group buildings on a smaller portion of the site and design outdoor areas to maximize tree retention.
2. High quality design shall be incorporated for new developments and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings).
3. Developments shall provide enough variety to avoid a monotonous appearance when the development is viewed as a whole yet be designed to have a cohesive appearance. The form and character of buildings and the design of other site elements (e.g. signage, lighting and site furnishings) should fashion a unified visual language that creates a unique identity for each commercial village.
4. Adjacent developments should be complemented by new developments in terms of siting, form and character, but individual architectural expression is encouraged both within and between street blocks.
5. All visible building elevations should provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Consider, for example, building designs that incorporate material and colour variation, fenestration, projections and recesses, varied roof forms and architectural detailing.
6. A strong street presence shall be provided through street facing buildings that include elements such as ground floor units with direct pedestrian street access, pronounced entries, weather protection, patios and, where applicable, extended upper storey balconies.
7. Developments located at key intersections and gateways, such as along 200 Street, shall be designed as landmark buildings through massing, other architectural elements and detailing and/or open space.

Site Design:

8. Ground floor commercial units shall be built to the front property line to maintain a continuous street frontage and street definition. A small setback may be considered to accommodate weather protection and upper storey balconies that do not encroach over the property line. A small setback may also be considered where there is a courtyard or other feature that benefits the pedestrian experience or responds to the building setback of an adjacent property.



Frequent and recessed entrances along the public street

9. Primary and frequent entrances into commercial units should be incorporated along the public street. A maximum spacing dimension of 10 metres along commercial streets is preferred.
10. Entrances should be recessed from the property line by a minimum of 0.6 metre in order to provide for door swings.
11. Larger commercial units (e.g. grocery stores and pharmacies) should strive to incorporate frequent entrances, transparent shop front windows and/or incorporate smaller shops wrapped around its edges.
12. Commercial units should have a minimum depth of 10 metres.
13. New developments should be sited to maximize the privacy of adjacent private outdoor spaces.
14. Roof top patios and amenity spaces are encouraged, particularly where at-grade outdoor space is limited.

Building Design:

15. Individual buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments by articulating building façades into a series of intervals. This can be achieved by:
    a. façade modulation (stepping back or extending forward a portion of the façade to create a series of intervals or breaks in the façade)
    b. repeating window patterns at intervals that correspond to extensions and step-backs
    c. providing a covered entry for each interval
    d. changing the roof line by alternating dormers, gables, or other roof elements to reinforce the modulation or articulation interval
    e. varying colours and/or materials
16. Buildings should be designed to reflect their internal function and use.
17. Building heights should be stepped or terraced to relate to adjacent buildings.
18. A minimum 2 storey street-wall is encouraged throughout commercial villages.

19. Buildings over 3 storeys in height should step the fourth storey back a minimum of 1.5 metres from the storey below.
20. Street facing buildings shall have a maximum length of 60 metres and non-street facing buildings shall have a maximum length of 90 metres. This could be achieved by incorporating a substantial setback such as a courtyard or framed periodic openings to provide public views into private open space features.
21. Entrances shall be located and designed to create building identity and to distinguish between individual commercial and/or residential entrances.
22. Entrances to lobbies should be clearly visible and accessible from the fronting street.
23. A dominant frontage rhythm along the street should be established through the use of vertical elements and a fenestration pattern (e.g. for shop entrances and windows) arranged into modules. A maximum length of 10 metres of commercial unit frontage is preferred along commercial streets.
24. Commercial storefronts should be continuous and transparent where the public and private realms meet. Good transparency occurs when interior uses are visible from and can even spill out onto the sidewalk or plaza and when public spaces are visible from the inside to allow for casual surveillance.



25. Storefronts should incorporate the following design elements and details:
    a. a high percentage of storefront glazing, transom windows and clearly defined entry doors
    b. weather protection, lighting and signage
    c. a shop front cornice (e.g. a reduced version of the main cornice atop the building)
26. Expansive blank walls (e.g. over 5 metres in length) and retaining walls should be avoided adjacent to public streets, walkways and trails. Where blank walls are unavoidable, they shall be mitigated using appropriate design treatments which can include, but are not limited to, the following:
    a. installing a vertical trellis in front of the wall with climbing vines or plant materials
    b. setting the wall back to provide room for evergreen and conifers to provide year round screening
    c. providing art (e.g. mosaics, murals and reliefs) over a substantial portion of the wall surface
    d. employing quality materials and/or different texture and colours to make it visually interesting



Glazing, weather protection and shop front cornices on storefronts

e. providing special lighting, a canopy, awning, horizontal trellis, or other pedestrian oriented features that break up the size of the blank wall's surface and add visual interest

f. incorporating them into a patio or sidewalk café

27. The upper façades of buildings should:

    a. be ordered by the use of vertical elements such as pilasters, columns, projecting bays and balconies

    b. incorporate decorative roof lines and cornices to define the upper edge of the façade where the building steps back and at the top of the building

28. Windows in upper storeys should be vertically-oriented, organized into repetitive groups in relationship to the vertical elements which frame and divide the façade and incorporate substantial trim and moldings.

29. Pedestrian walking areas along commercial streets and plazas shall have continuous weather protection canopies, where possible. Enhanced weather protection is encouraged at the entrances of major buildings, adjacent to transit zones and street corners where people wait for traffic lights. Glass elements incorporated into weather protection should be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles. Weather protection should have a minimum height of 2.5 metres.

Signage and Lighting:

30. All signage and lighting is to be architecturally integrated with the building and coordinated to fashion a unified visual language and create a unique identity for each commercial village.

31. Signage should be limited in number, location and size. Fascia signage should not exceed 0.9 metre in height.

32. Signage should be scaled to the pedestrian rather than the motorist. The following design options are preferred types of commercial signage:

    a. projecting two-dimensional or 'blade' type signs suspended from canopies and awnings

    b. flush mounted fascia signs

    c. individual cut-out or silhouette letter signs mounted on storefronts

33. All building signage shall be externally lit.

34. Freestanding signage is generally not encouraged. However, smaller, pedestrian-scaled monument signs that are coordinated with landscape elements are preferred over other types of freestanding signage.

35. Paths, sidewalks, entry areas and parking areas shall be sufficiently lighted to ensure comfort and security. Illumination, however, should not detract from any adjacent residential uses.

36. Lamp standards and fixtures should contribute to a high aesthetic quality and, where applicable, comply



Externally lit building signage

with Exterior Lighting Impact Policy No. 07-156. Lighting on the exterior of the building (including the roof) shall be consistent with the entire building.

37. Light posts should have banner and hanging basket arms.
38. Building façades and features should be illuminated by providing architectural lighting on the face of commercial buildings and, where applicable, at residential lobbies to help create a sense of safe and intimate space around a building.

Access, Circulation and Parking:

39. Walkways should be incorporated into the development to promote pedestrian and cyclist activities within the site, provide connections to the public street and trail network and ensure convenient access to and from adjacent developments. Covered walkways are encouraged.
40. Pedestrian activity should be supported through outdoor seating, attractive landscaping, appropriately scaled parking lots and public amenities.
41. Structured, underground, or tuck-under parking is preferred over surface parking.
42. Surface parking areas should be placed away from public view and not between the public sidewalk and the building. In situations where the placement of surface parking adjacent to a public street, walkway, or trail is unavoidable (e.g. at the side of a building), provide a landscape screen (e.g. low shrubs, trees, decorative fences and other structural landscape elements). Provide breaks in the landscape screen to connect the sidewalk to walkways on the site and ensure safety through community surveillance.
43. Surface parking should be provided for in a number of smaller dispersed areas rather than one large area and should incorporate pedestrian pathways.
44. Vehicular access and egress points should be consolidated and minimized, particularly over street greenways. The interconnection of parking areas between adjacent developments is encouraged. Vehicular access from arterial roads is discouraged.
45. Access to underground or structured parking areas should be from a lane or internal driveway. Any vehicular entrance and its associated components (e.g. doorways and ramps) should be architecturally integrated into the building so as to minimize its exposure. Consider the following strategies:
    a. recessing the portion of the façade where the entry is located to help conceal it
    b. extending portions of the structure over the garage entry to help conceal it
    c. emphasizing other elements of the façade to reduce the visual prominence of the garage entry
    d. use of screening and landscaping to soften the appearance of the garage entry, including green walls and green screens
46. Loading areas should be located away from public view (e.g. public streets and trails) and adjacent residential units and screened with a combination of architectural or landscaping elements (e.g. shrubs, trees and decorative fences).
47. Adequate and secured longer term bicycle storage areas shall be provided in a separate room or enclosed area (e.g. as part of a parking structure) and should be located close to elevators and/or access points. Shower and locker facilities for employees are encouraged.

Accessibility and Safety:

48. Site design and landscaping shall take into account established principles of Crime Prevention Through Environmental Design (CPTED) including:
    a. opportunities for surveillance of streets, walkways, trails, parks and parking areas through the placement of windows, balconies and ground-level uses
    b. appropriate hard and soft landscape elements
    c. adequate lighting along streets, driveways, walkways and parking areas
49. Ornamental security grills are preferred in front of ground floor windows rather than non-ornamental grills.

Refuse, Recycling and Storage Areas:

50. Refuse, recycling and organic waste containers and other storage areas shall be fully enclosed within a building. Where required, outdoor waste and storage areas should be placed away from public view and screened with an enclosure that is architecturally consistent with the overall development and landscaping.

Landscaping:

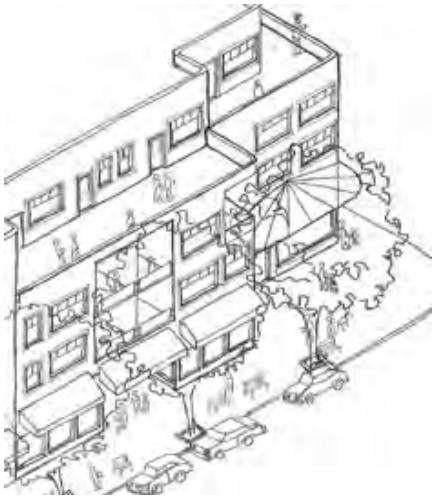
51. Landscaping shall be required to enhance the appearance of the development and to screen parking areas, loading areas and refuse containers. All portions of the development not occupied by a building, structure, parking area, servicing area, or storage area should be landscaped appropriately.
52. Tree gates should incorporate electrical outlets for seasonal lighting.
53. A five (5) metre wide landscape area and a fence shall be provided on developments abutting properties designated for residential development. Fences should be aesthetically designed and reflect adjacent residential building character where applicable.
54. Highly detailed paving materials should be used in commercial areas for aesthetic purposes and to differentiate such areas as storefronts and seating areas.

Mixed Use Buildings:

In addition to guidelines 1 to 54, these guidelines apply to mixed use buildings.

55. Pedestrian street access to any ground floor residential unit should be provided in order to reinforce pedestrian activity and street life.
56. Any ground floor residential unit should have a minimum front yard setback of 3.5 metres and a maximum front yard setback of six (6) metres to create a semi-private entry or transition zone to individual units and to allow for an elevated entryway and/or front porch.

57. Direct access to a usable private outdoor space should be provided for each dwelling unit such as a yard, patio, balcony, or roof top terrace. Balconies should be covered to ensure comfort and usability. Roof top patios and common spaces are encouraged, particularly where at-grade outdoor space is limited.
58. Balconies should be designed as integral parts of buildings. Use glazed or narrow metal spindle guardrails to maximize daylight penetration into dwellings.
59. Upper storey windows and balconies should be oriented to overlook adjoining public streets, squares, greenways and other public open spaces.
60. Resident parking should be provided underground or within the building structure. Minimize any above-grade projection of parking structures and associated mechanical equipment, particularly as viewed from the public realm.



Upper storey windows and balconies overlook the street

61. Commercial and residential parking should be clearly separated and/or identified through labelling and signage.
62. Where possible, at-grade drop-off and loading areas should be provided near a residential building entrance.
63. Refuse, recycling and organics waste areas shall be incorporated into the design of the underground or structured parking area. Parking areas shall have adequate on-site space for the movement of trucks and waste removal vehicles.

10.3 ADDITIONAL GUIDELINES FOR DEVELOPMENT PERMIT AREA A – RESIDENTIAL AND DEVELOPMENT PERMIT AREA B – COMMERCIAL AND MIXED USE

The following guidelines apply to all development subject to Development Permit Area A – Residential and Development Permit Area B – Commercial and Mixed Use on Map 11.

Site Design:

1. Buildings shall be sited to respond to specific site conditions and opportunities such as irregular shaped lots, location on prominent intersections, sites framing important open spaces, corner lots, sites with buildings that terminate a street end view and views of natural features.
2. Larger development sites should be permeated with public roads and/or pedestrian and bicycle pathways. Where there is an opportunity to provide mid-block connections to public streets or



A larger site is permeated with a pathway

trails through development sites, pedestrian and bicycle pathways shall be publicly accessible.

3. New developments shall be sited to maximize the privacy of adjacent private outdoor spaces.
4. New developments should ensure that the siting and form of buildings do not block significant views and solar access from existing or anticipated developments and that shadowing impacts on adjacent residential buildings, roads and usable open spaces are minimized.
5. An adaptive design on sloping sites should be incorporated to create a terraced form of development and provide view opportunities for a majority of housing units. The use of retaining walls should be limited.
6. Impervious areas should be limited from new developments through building form, site layout and surface treatments.

Building Design:

7. Developments should be designed to provide both cohesion and variety. Cohesion may be achieved by designing all buildings within a development to the same architectural style and creating a unified streetscape through a similar alignment of windows, roof lines and floor-to-floor spacing along the street block. Variety may be achieved through massing, roof forms, material and colour and architectural detailing.
8. Architectural elements and detailing should be incorporated into building façades and they should be rich and varied in detail to create visual interest. Consider the following examples:
    a. building height and massing
    b. bay windows and balconies
    c. decorative roof lines and cornices
    d. building entries
    e. canopies and overhangs
    f. columns and pilasters
    g. chimney stacks
    h. integrated architectural lighting and signage
    i. detailed grills and railings
    j. substantial trim details and moldings
    k. trellises and arbours
9. The pedestrian scale should be reinforced by designing all buildings to have a heavier base and lighter top that are visibly differentiated by use of material (e.g. masonry on the base and wood siding on the top) and details (e.g. cornice treatments at the top). Use horizontal architectural elements to define floor-to-floor transitions, roofs and cornice lines.

10. Building massing shall contribute to a pedestrian scaled environment. Consider the following:
    a. break the mass of large buildings into smaller modules of similar scale through substantial vertical features (e.g. changes in building height, projections and recesses) and upper storey step-backs
    b. relate the modules to the organization of interior space such that the expression of individual units is reflected in the overall form of the building
    c. design the roof to minimize the overall building mass, incorporating variations in roof planes and forms to break up roof mass and reduce building scale



Massing contributes to the pedestrian experience through vertical setbacks, upper storey step-backs and varying roof planes

11. Building height and massing should be scaled in proportion to open spaces.
12. The roof line of the building's façade should be clearly distinguished from its walls (e.g. through the use of a cornice, projecting overhang, or decorative motif). Roof forms should incorporate elements which create visual interest, such as cornices, overhangs, gables and dormers. Long expanses of uninterrupted single-height flat roofs should be avoided.
13. An integrated, consistent range of materials and colours should be used and variety between buildings and building frontages should be provided. Materials and colours should not dramatically change at the corners of buildings unless the corner is on an internal property line.
14. Natural materials such as masonry, stone and wood are generally encouraged and synthetic materials such as vinyl are discouraged. Wood-like hardboard products are acceptable but not preferred. The following materials are most preferred:
    a. horizontal wood board siding
    b. wood shingles
    c. timber accents
    d. brick
    e. natural and manufactured stone
    f. metal (formed into decorative elements such as flashings, cornice and brackets)
15. Green roofs and green walls are encouraged.
16. Lower albedo (light coloured) roofing should be used to the greatest extent possible.
17. Open areas of flat roofs shall be finished with patterned, textured and/or coloured materials to enhance views from above. Flat roofs are encouraged to include common areas, rooftop gardens and/or green roofs.
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 is not permitted.

19. Adequate and secured short term bicycle parking shall be provided 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.

Accessibility and Safety:

20. Universal access shall be provided throughout the development, where possible. Ensure all pedestrian routes including those leading to building entrances are safe and easy to use by a wide range of persons with disabilities. Routes should be direct, level, obstacle free, easily identifiable and clearly separated from vehicular routes.

Mechanical Equipment and Servicing Areas:

21. Utility boxes, meters and other mechanical equipment should be placed away from public view and architecturally integrated into the developments and/or screened with an enclosure and/or landscaping.
22. Security fencing for storage areas, where required, shall be black coated vinyl chain link fencing screened with hedging material.
23. Rooftop mechanical equipment shall be screened or integrated with the roof form (as viewed from the public street, walkways, trails, parks and higher buildings) in a manner consistent with the overall architecture of the building.

Landscaping:

24. Every effort shall be made to incorporate significant tree stands and tree corridors into the development. Where trees are located along shared property lines with the Township, they will be assessed for incorporation into the street, greenway, trail, or park design (as applicable).
25. Landscape plans shall be prepared by a registered member of the British Columbia Society of Landscape Architects.
26. Landscape planting should use minimum 50% native plantings with appropriate character, mixed with other non-invasive plants.
27. All landscape elements (e.g. outdoor furniture, waste receptacles, walkways, patios, retaining walls and fences) shall be consistent with the design of the overall development.
28. Site furniture should 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.
29. Where developments abut Township property (e.g. an environmental area, off-street trail, or park) a black coated vinyl chain link fence shall be constructed and include a hedge behind it, consistent with the standards in Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced. The required vinyl chain link fence shall not exceed 1.8 metres in height.
30. The following surface treatments are encouraged as features of on-site hard surfaces and/or walkway design and as a substitute for conventional pavement in low-traffic areas and where the land use has low-risk of groundwater contamination:



a. porous pavement within private properties (porous pavements may be applied to lanes or access roads, driveways and low-traffic parking areas)

b. concrete grid/modular pavers may be applied to private lanes or access roads, driveways, low-traffic parking areas, footpaths and bike paths

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



Alternative surface treatments

31. Curb cuts and other measures should be used to divert runoff from hard surfaces into swales or rainwater gardens which contribute to bio-filtration and evapotranspiration.
32. Surface parking shall integrate landscaping and other design elements to reduce the perceived size of parking areas.
33. Roof top patios shall be landscaped and provided with service amenities (e.g. hose bibs and electrical receptacles).

10.4 DEVELOPMENT PERMIT AREA C – PROTECTION OF FARMING

Lands within 300 metres of the Agricultural Land Reserve (ALR) boundary (as shown on Map 11) are designated as a Development Permit Area (DPA) under section 488.1(c) of the *Local Government Act (LGA)* to establish objectives and guidelines for the protection of farming. The construction of, addition to, or alteration of a commercial or institutional building or structure must not be started and land within the area must not be subdivided unless the owner first obtains a development permit or is exempted under Section 10.4.2.

10.4.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area C ensures that new developments in Brookswood-Fernridge protect farming by mitigating potential conflicts between urban and agriculture uses.

The intent of Development Permit Area C is as follows:

- Establish a clear boundary between the urban and rural area.
- Protect the viability of farming on adjacent agricultural lands.
- Minimize the impacts of farming on urban lands.



Continuous vegetative buffer along the boundary of the Agricultural Land Reserve

10.4.2 EXEMPTIONS

The following activities do not require a development permit in Development Permit Area C**:**

- the construction of, addition to, or alteration of a residential, agricultural or accessory building or structure
- the construction of, addition to, or alteration of a commercial or 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
- the subdivision of 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

10.4.3 GUIDELINES

The following guidelines apply to all development within Development Permit Area C:

1. Subdivision design shall minimize potential negative impacts that may occur between farm and non-farm land uses.
2. Avoid road endings or stubs and half-roads along the ALR boundary, where possible.
3. Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows and maintain pre-development infiltration rates.
4. A restrictive covenant shall be 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.
5. 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. The buffer shall be installed prior to commencing building construction.

6. A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation and the construction of accessory buildings or structures in the buffer area.
7. Where trails and/or passive recreational uses are part of the landscaped buffer, the recreational features will not take up more than a third (1/3) of the width of the buffer and they will be located away from the ALR boundary.

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10.5 DEVELOPMENT PERMIT AREA D – NEIGHBOURHOOD FOREST FIRE HAZARD REDUCTION (DELETED BY BYLAW NO. 6210).

#6007 06/10/24

10.6 DEVELOPMENT PERMIT AREA E – SENSITIVE ENVIRONMENT PROTECTION AREA

Lands identified as Development Permit Area E – Sensitive Environment Protection Area on Map 11 are designated as Development Permit Area under Section 488.1 (a) of the *Local Government Act* to establish objectives and guidelines for the protection of the natural environment, its ecosystems and biological diversity. Sensitive Environment Development Permit Area is a 10 metre wide vegetated buffer located outside of a Streamside Protection and Enhancement Area (SPEA) that provides additional protection to the adjacent sensitive riparian and aquatic ecosystems from development.

10.6.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area E ensures that all watercourses, wetlands and streamside areas in Brookswood-Fernridge are protected.

The intent of Development Permit Area E is as follows:

- Identify the riparian and aquatic habitat areas particularly susceptible to disturbance and provide further protection by establishing a development-free vegetated buffer adjacent to the Streamside Protection and Enhancement Area (SPEA) under Schedule 3 of the Township of Langley Official Community Plan.
- Afford greater protection to watercourses and their associated riparian habitat by securing environment protection areas in public ownership.
- Facilitate environmentally sensitive development of lands adjacent to identified protection area(s) through particular attention to the subdivision of land, siting of buildings and structures and areas of parking, storage and landscaping.
- Ensure that adjacent development activity does not encroach upon or alter the protected area(s).
- Ensure natural vegetation and trees are maintained and conserved, or alternatively planted as necessary, to minimize erosion, sediment migration and slope stability and provide and enhance terrestrial, riparian and aquatic habitat.
- Ensure that land clearing adjacent to the protected area(s) is limited to a phased construction schedule, in order to minimize the potential negative impacts of runoff and erosion on exposed soils in the sensitive environment protection area.
- Develop stormwater management plans that strive for the maintenance of pre-development flow regimes of local watercourses and wetlands.

- Encourage that development sites use stormwater infiltration, where possible, to augment stream base flows and shallow aquifers.

10.6.2 GUIDELINES

The following guidelines apply to all development within Development Permit Area E:

A. Sensitive Environment Protection Area Establishment

1. Sensitive Environment Protection Areas are to be established in accordance with their potential impacts proposed by adjacent development. The Township of Langley must endorse the proposed protection area boundaries.
2. The protection areas are to be dedicated, where possible, into public ownership for conservation purposes.
3. The boundaries of the protection areas are to be physically delineated on the ground by a BC Land Surveyor prior to site disturbance.
4. All lots must provide the required minimum lot dimensions as set out in the Zoning Bylaw exclusive of the protection area boundaries.

B. Erosion Control

5. All work is to be undertaken and completed in such a manner as to prevent the release of sediment to the protected area(s), in accordance with the requirements of the Township of Langley.
6. Silt fencing, or other appropriate erosion and sediment control mitigation measures, should be erected to prevent the movement of silt into the watercourse protection area prior to any disturbance to the soil on the site.
7. Earthworks, including but not limited to removal, alteration and placement of soil adjacent to watercourse protection areas is to be kept to a minimum.
8. The Township may require environmental impact studies, enhancement works and monitoring in support of development proposed to be located within a Sensitive Environment Protection Area. Supporting documentation, technical studies and recommendations with respect to impacts of the proposed development may include:
    - a geotechnical slope stability and erosion control report
    - a flood protection report
    - a groundwater impact assessment report
    - a wildlife habitat assessment report
    - a vegetation impact assessment report
    - an archaeological review
    - a detailed trail plan

C. Vegetation Management

9. Natural vegetation is to be retained wherever possible to ensure minimal disruption to the environment. Land clearing adjacent to the protection areas is to be restricted to a phased construction schedule.

10. Habitat restoration landscaping of all bare, sparse or impacted riparian areas within the watercourse protection area may be required. Vegetation species should be native and selected based on site specific conditions.
11. Stormwater outflows to protected areas must have water quality and erosion control features to minimize impacts on riparian and fish habitat. Water quality and erosion control features must comply with applicable stormwater management plans.

D. Monitoring

12. The implementation and maintenance of required environmental mitigation measures designed as per sections 1-11 must be monitored by a qualified environmental monitor.

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10.7 DEVELOPMENT PERMIT AREA F – EMPLOYMENT AREA

Lands identified as Development Permit Area F – Employment Area on Map 11 are designated as Development Permit Area under Section 488.1(f) of the *Local Government Act* to establish objectives and guidelines for the form and character of commercial, industrial and employment-related development.

10.7.1 JUSTIFICATION AND INTENT

The establishment of Development Permit Area F ensures that development within Employment areas integrates with surrounding uses and the small-town, treed character of Brookswood-Fernridge.

The intent of Development Permit Area F is as follows:

- weave built elements into natural landscape
- facilitate high quality design at the public realm interface
- minimize impacts of employment development on adjacent uses and the natural environment

10.7.2 GUIDELINES

The following guidelines apply to all development within the Development Permit Area F:

A. Site Planning

- Where buildings are visible from the public realm, locate lobbies and ancillary office use to face the public realm.
- Provide pedestrian and cycling infrastructure such as sidewalks and separated bicycle lanes from public streets to building entrances to facilitate safety for those walking or using transit to access employment.
- Locate outdoor and commercial vehicle storage to minimize visibility from the public realm and adjacent properties.
- Minimize site manipulation to the greatest extent possible, recognizing that different employment uses will have different site manipulation requirements.
- Retain existing trees and landscape on the edges of sites and within the Landscape Buffer.

B. Building Design

- Continue the West Coast Contemporary architectural themes in Brookswood-Fernridge into the Employment area.
- Integrate multiple finishes and textures on building faces visible from the public realm.
- Though painted and unpainted concrete are permitted, exposed concrete shall be one of at least three exterior materials visible from the public realm such as wood, stone, brick or other masonry and metal.
- Wood should feature into public facades, preferably in the form of exposed timber structural elements. Other opportunities are accent cladding and soffits where overhangs and/or weather protection elements are present.
- Colours should be neutrals and earth tones so buildings blend into the natural environment.

C. Landscaping

- Include natural elements at site entrances such as large rocks/boulders and native plantings.
- Prioritize planted areas of native and drought tolerant species rather than lawns.
- Maximize landscaped areas wherever possible.
- Accent features such as benches shall include wood and stone/concrete elements. Powder coated metal can feature other accents such as signs, railings and weather shelters.

D. Lighting

- Lighting shall be full cut off to minimize light pollution.
- Perimeter lighting is required to enhance all-hours security.



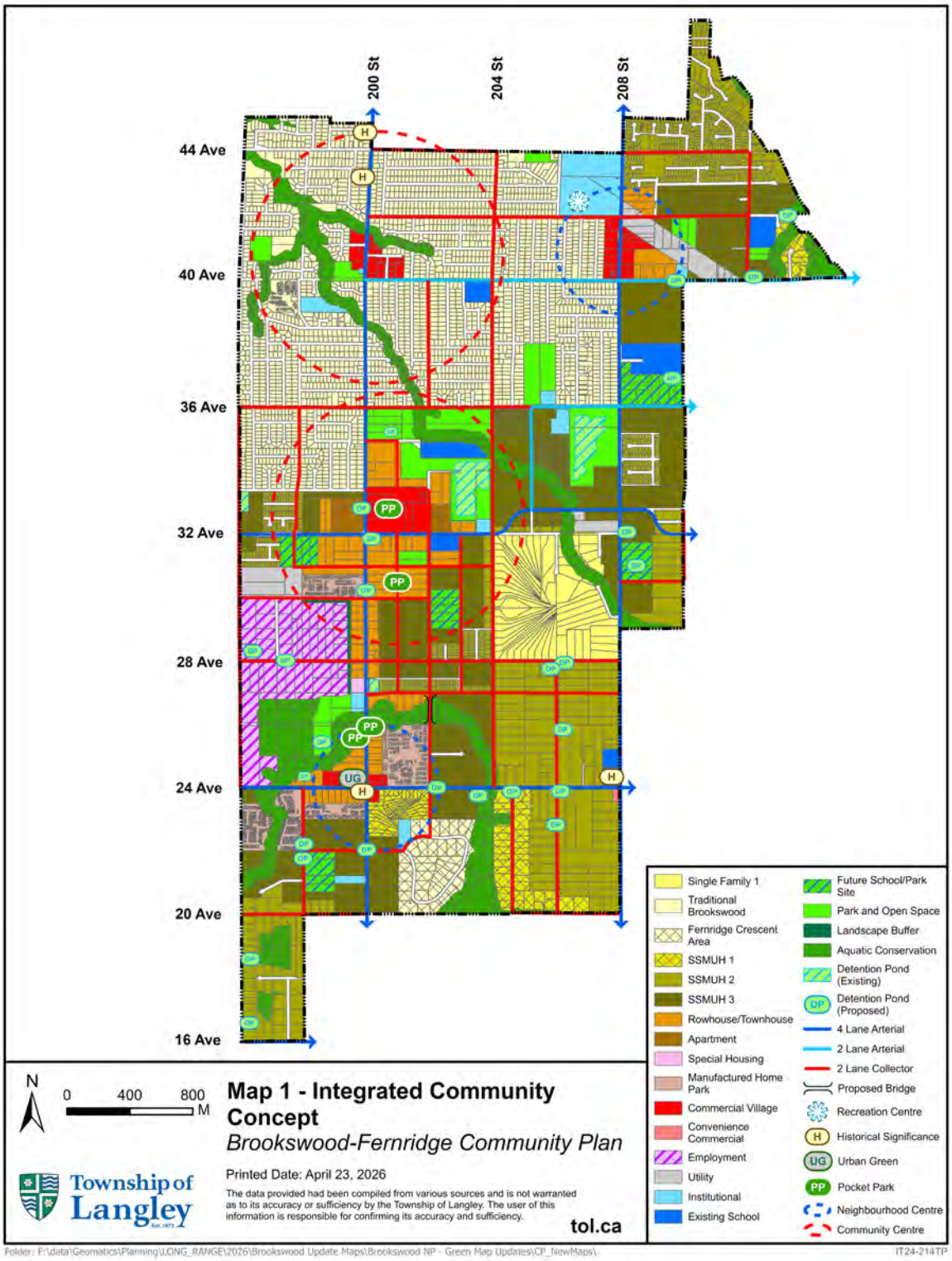
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11. NEIGHBOURHOOD PLANS

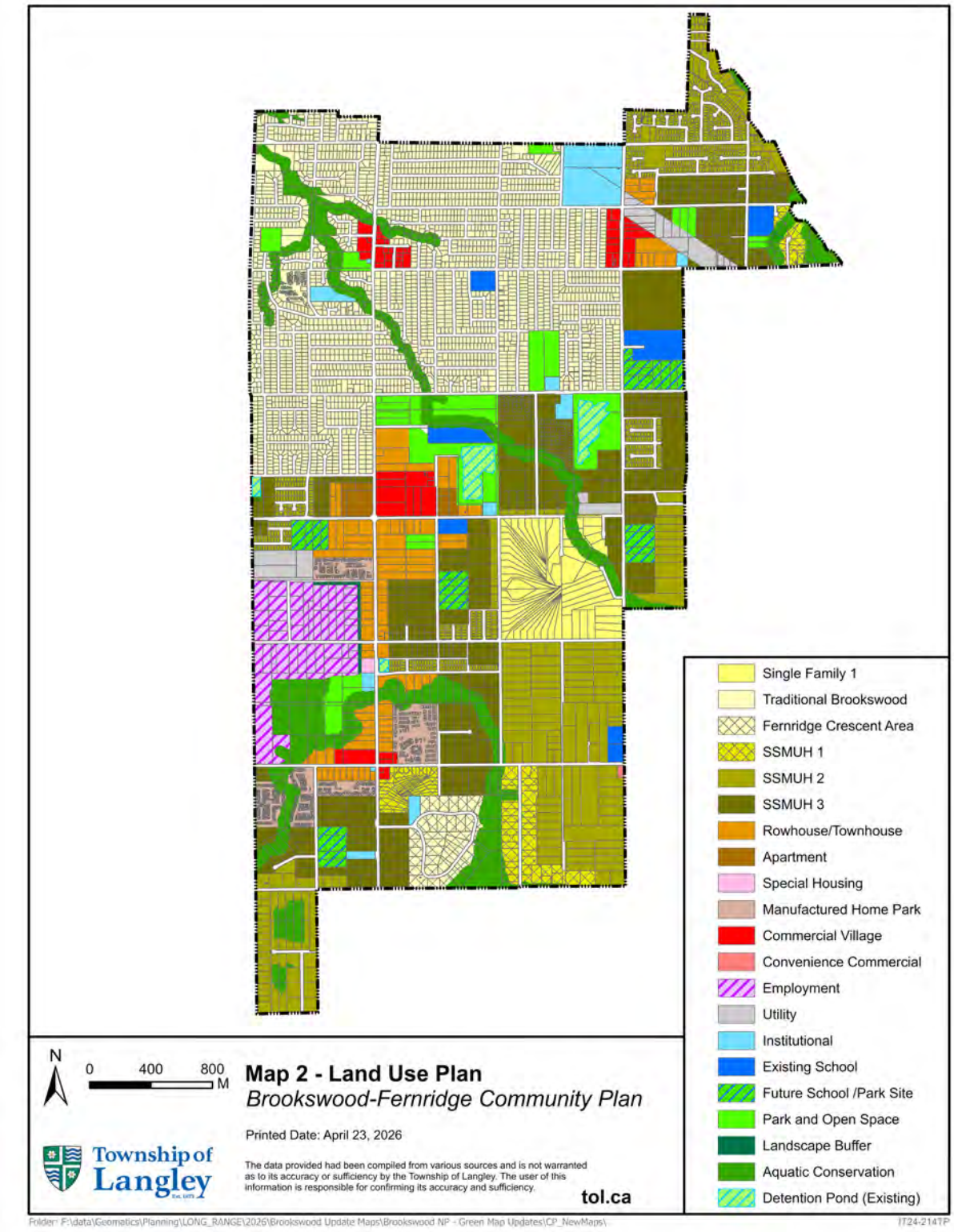
The following neighbourhood plans, as shown on Map 10 Neighbourhood Plan Areas, have been adopted by Council and are attached to this Brookswood-Fernridge Community Plan as schedules:

Booth Neighbourhood Plan	Schedule BF-1
Fernridge Neighbourhood Plan	Schedule BF-2
Rinn Neighbourhood Plan	Schedule BF-3

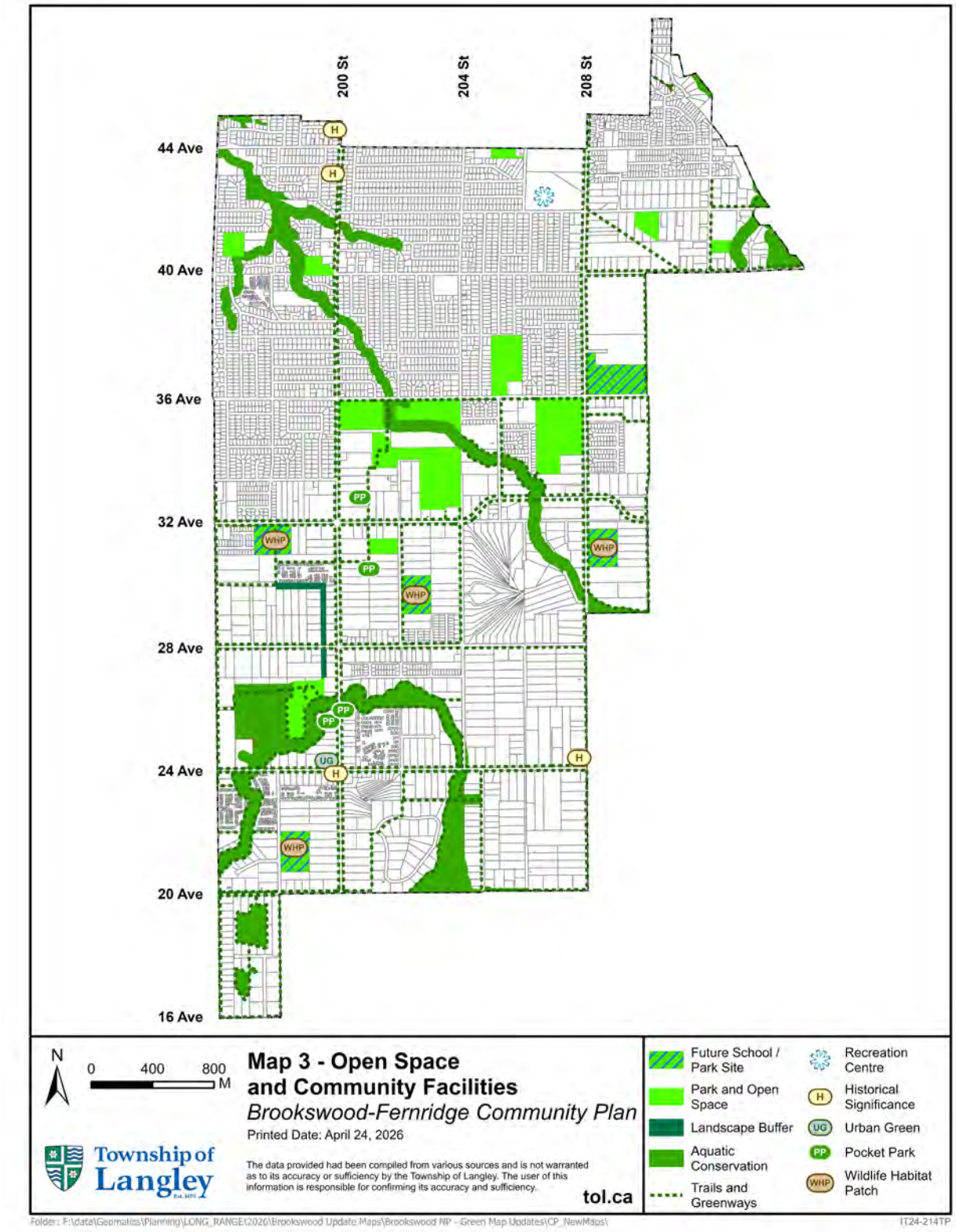
Map 1 - Integrated Community Concept



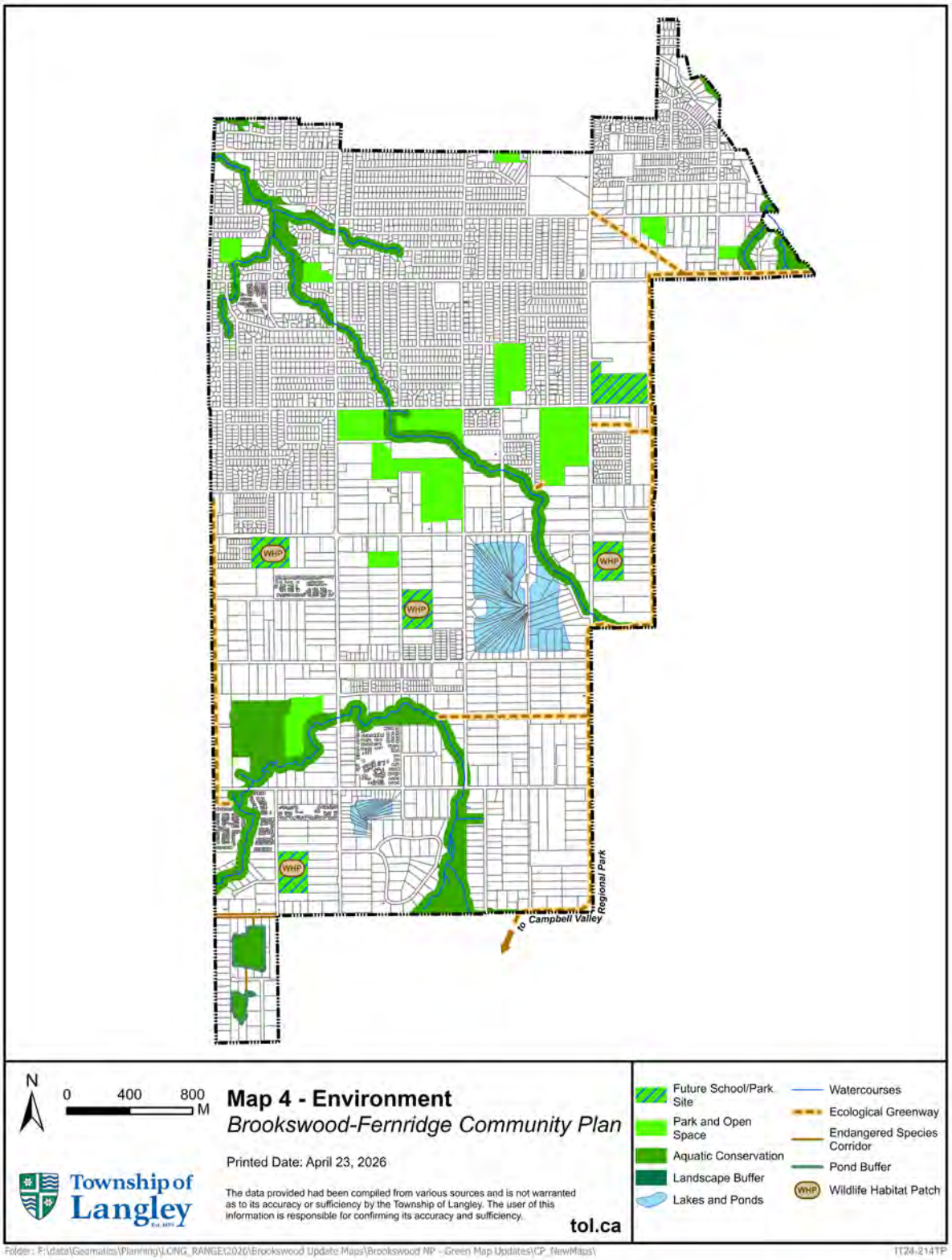
Map 2 - Land Use Plan



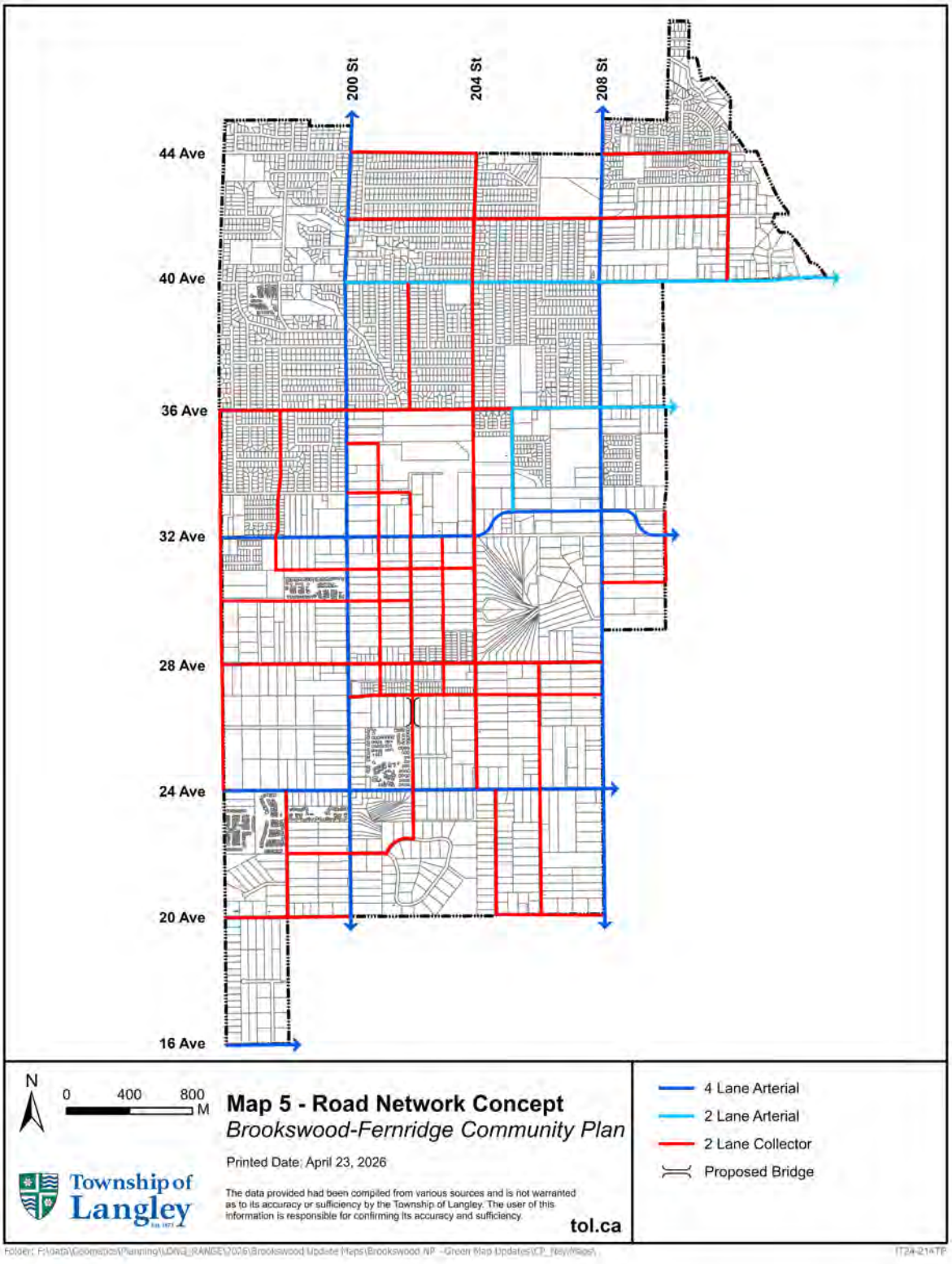
Map 3 - Open Space and Community Facilities



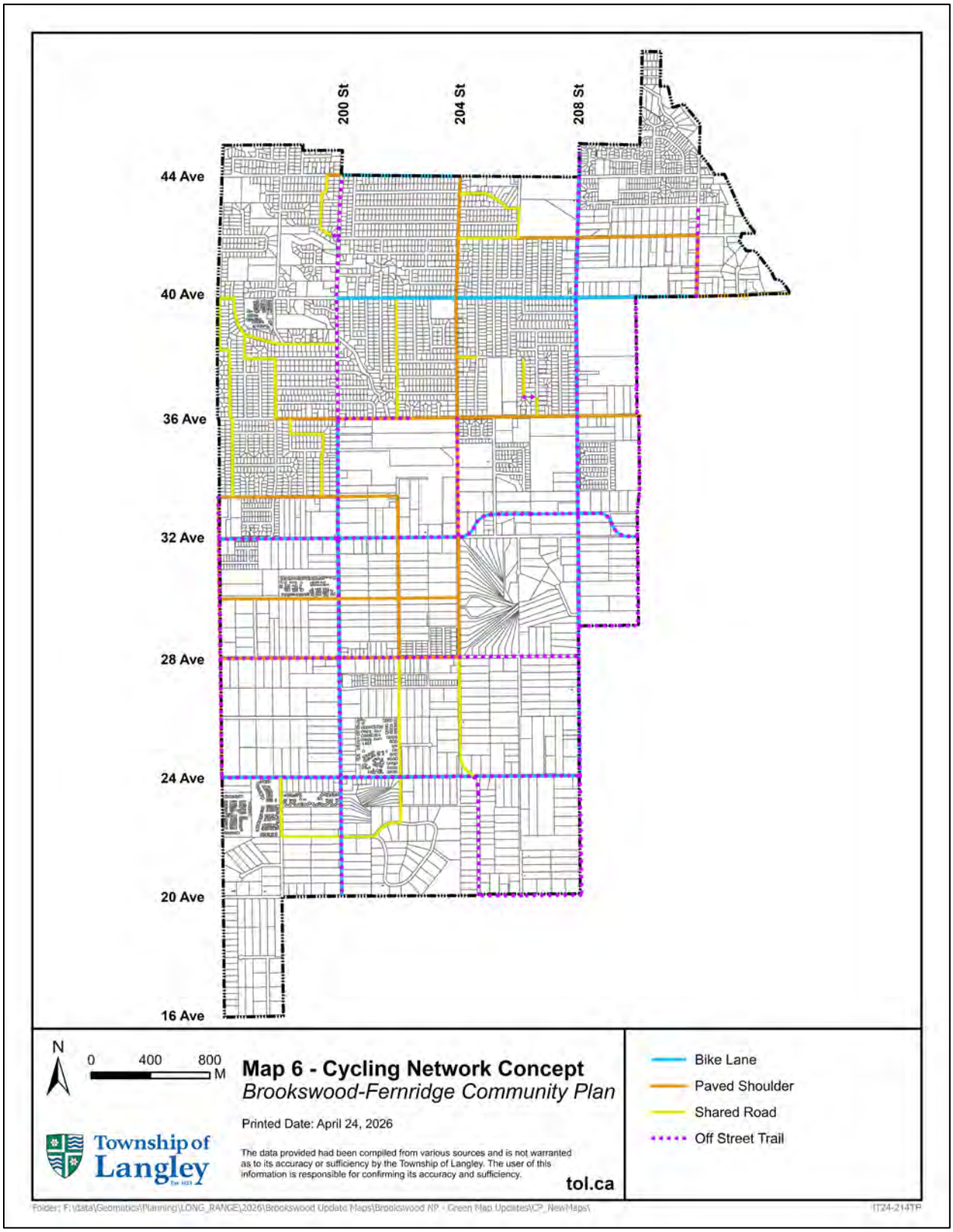
Map 4 – Environment



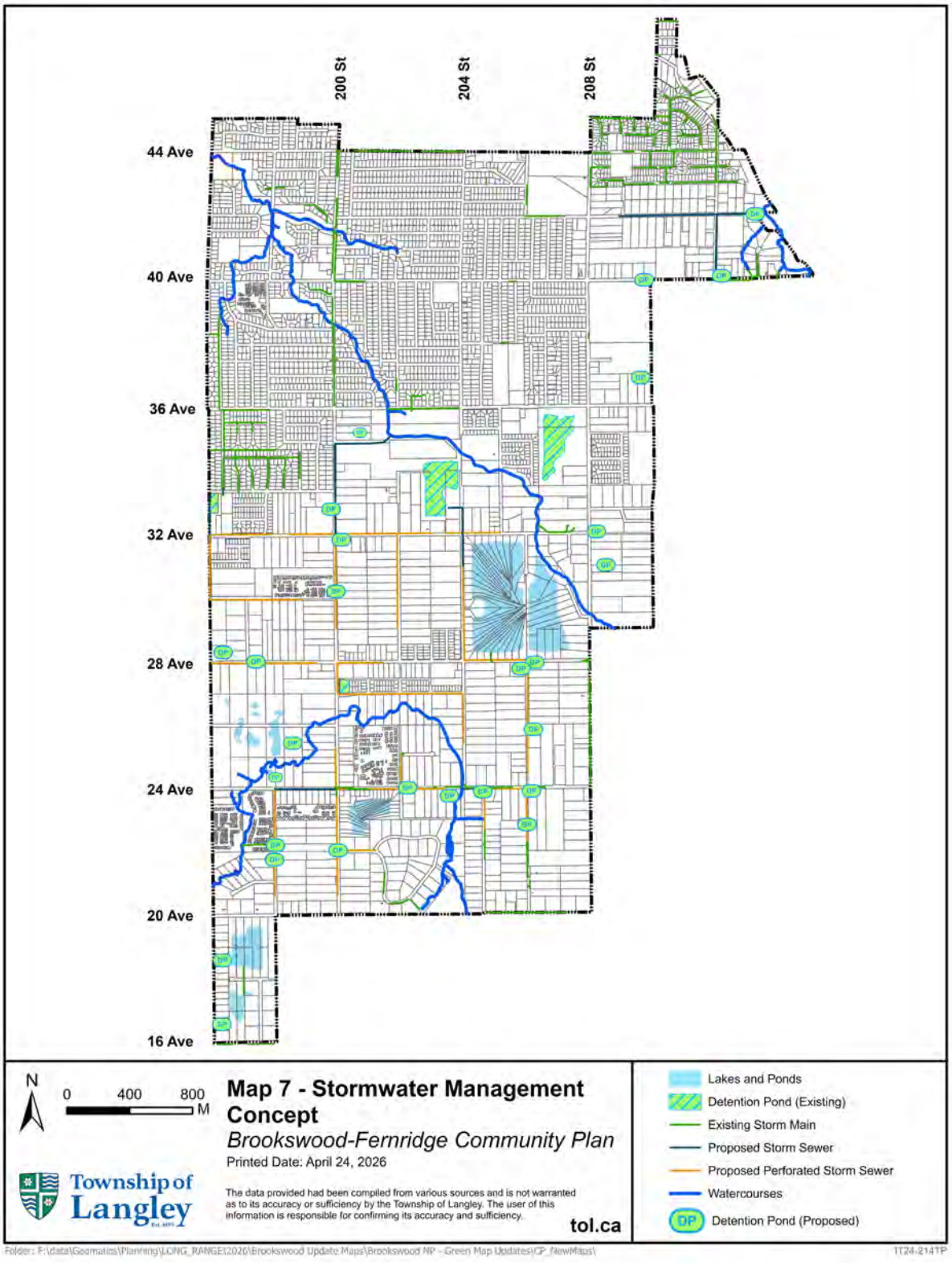
Map 5 - Road Network



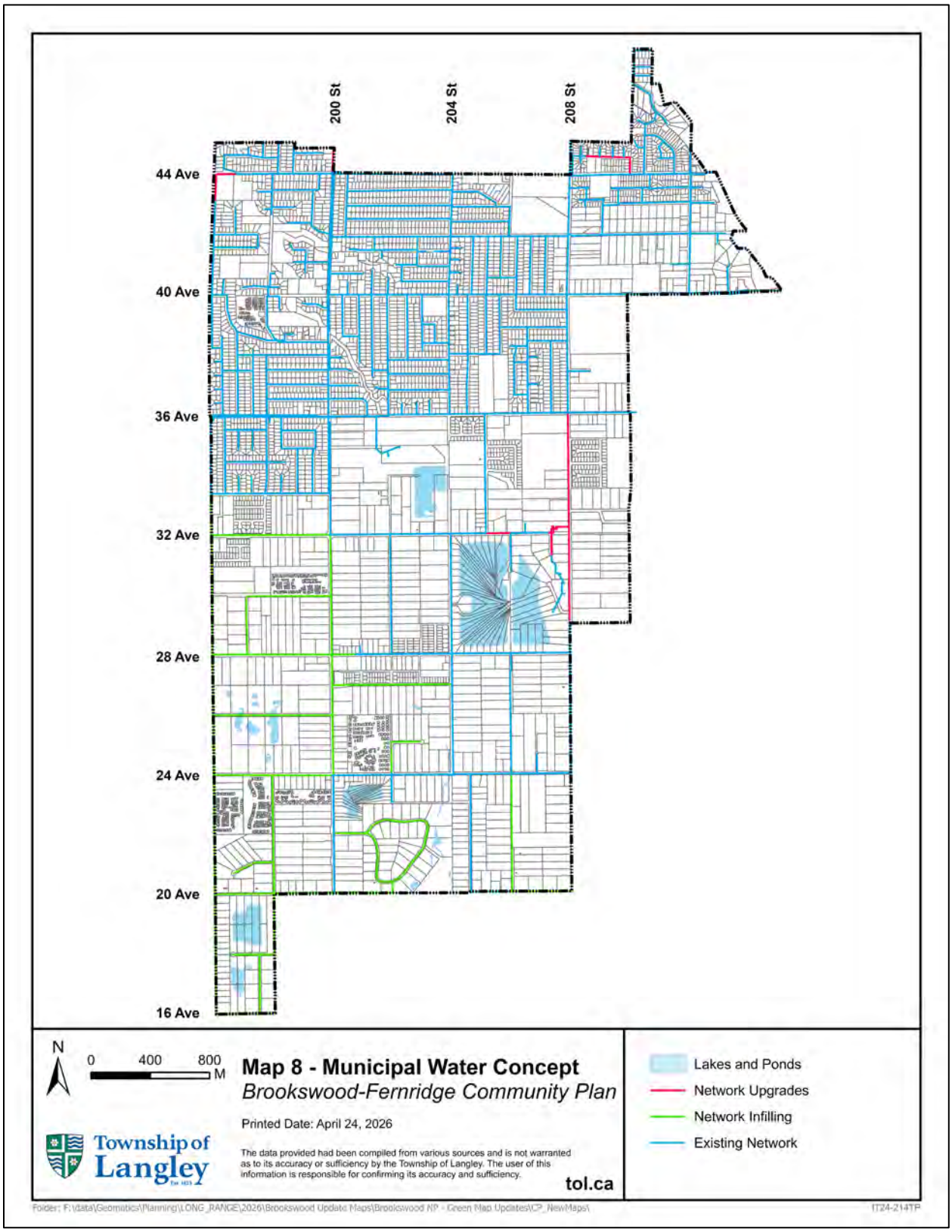
Map 6 - Cycling Network



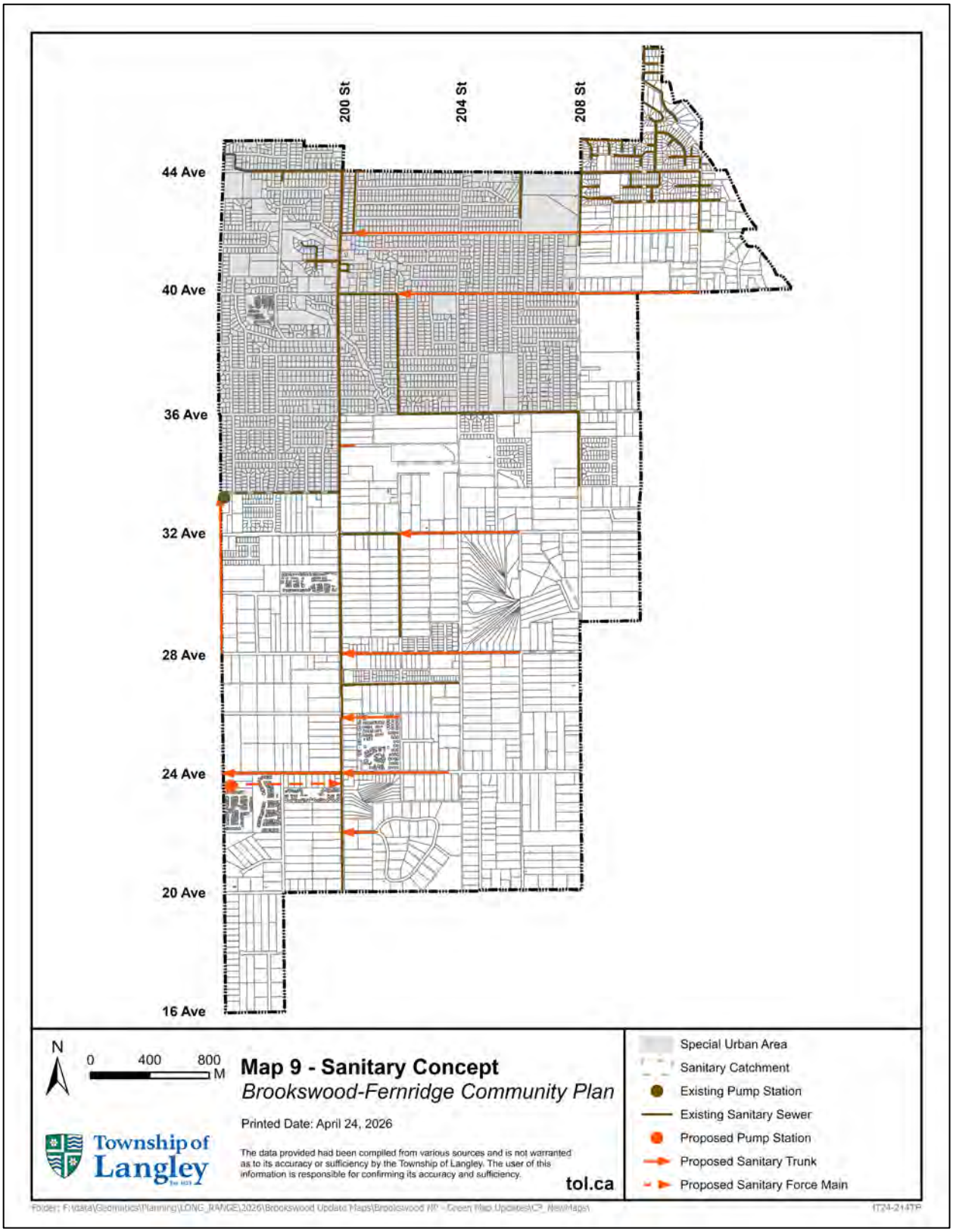
Map 7 - Stormwater Management Concept



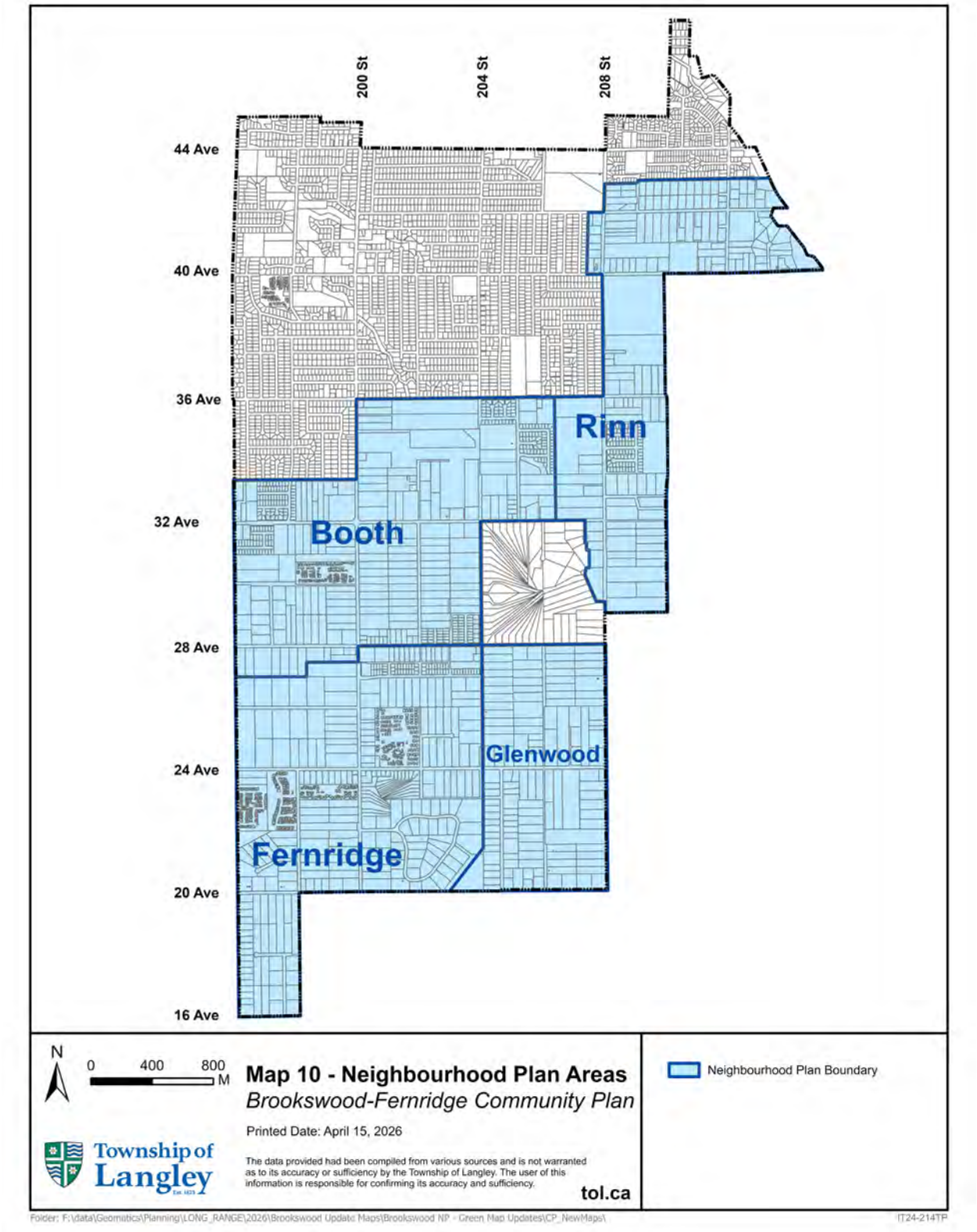
Map 8 - Municipal Water Concept



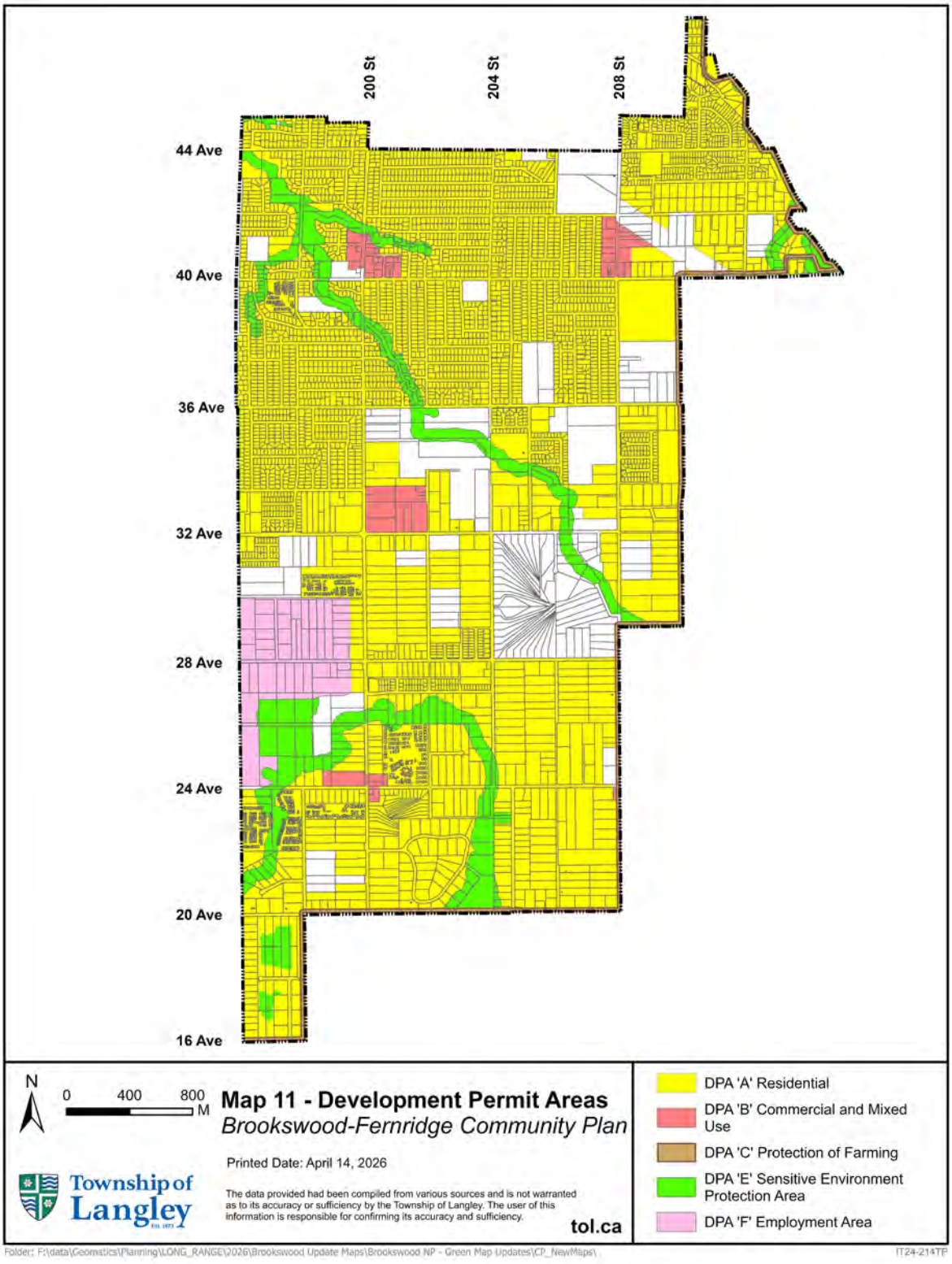
Map 9 - Sanitary Concept



Map 10 - Neighbourhood Plan Areas



Map 11 - Development Permit Areas



Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

Community Development Division
604.533.6034

tol.ca



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300 AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 6008 AMENDMENT (BOOTH UPDATE 2026) BYLAW NO. 6217

EXPLANATORY NOTE

Bylaw No. 6217 amends the Booth Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300 AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 6008 AMENDMENT (BOOTH UPDATE 2026) BYLAW NO. 6217

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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008 Amendment (Booth Update 2026) No. 6217”.

2. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008” as amended, is further amended by replacing Schedule “BF-1” Booth Neighbourhood Plan with a new Schedule “BF-1” Booth Neighbourhood Plan attached to and forming part of this bylaw as Schedule “A”.

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



Booth Neighbourhood Plan

Bylaw No. 6008

Brookswood-Fernridge Community Plan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 6008

Adopted by Council: June 10, 2024

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION

Township of Langley
Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule "BF-1" Brookswood-Fernridge Community Plan

Booth Neighbourhood Plan

Booth Neighbourhood Plan

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1.0 INTRODUCTION

Booth neighbourhood is an area within the community of Brookswood-Fernridge in the Township of Langley. The Booth Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees by offering a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work and play.

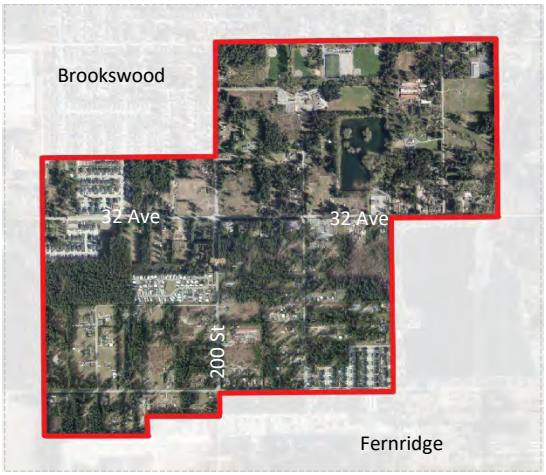
1.1 Policy Context

The Booth Neighbourhood Plan incorporates the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and implements the policies of the Official Community Plan (OCP) for the Township of Langley. The BFCP and the OCP guide growth and change in the Booth neighbourhood. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the Booth Neighbourhood Plan policy takes precedence.



1.2 Plan Area

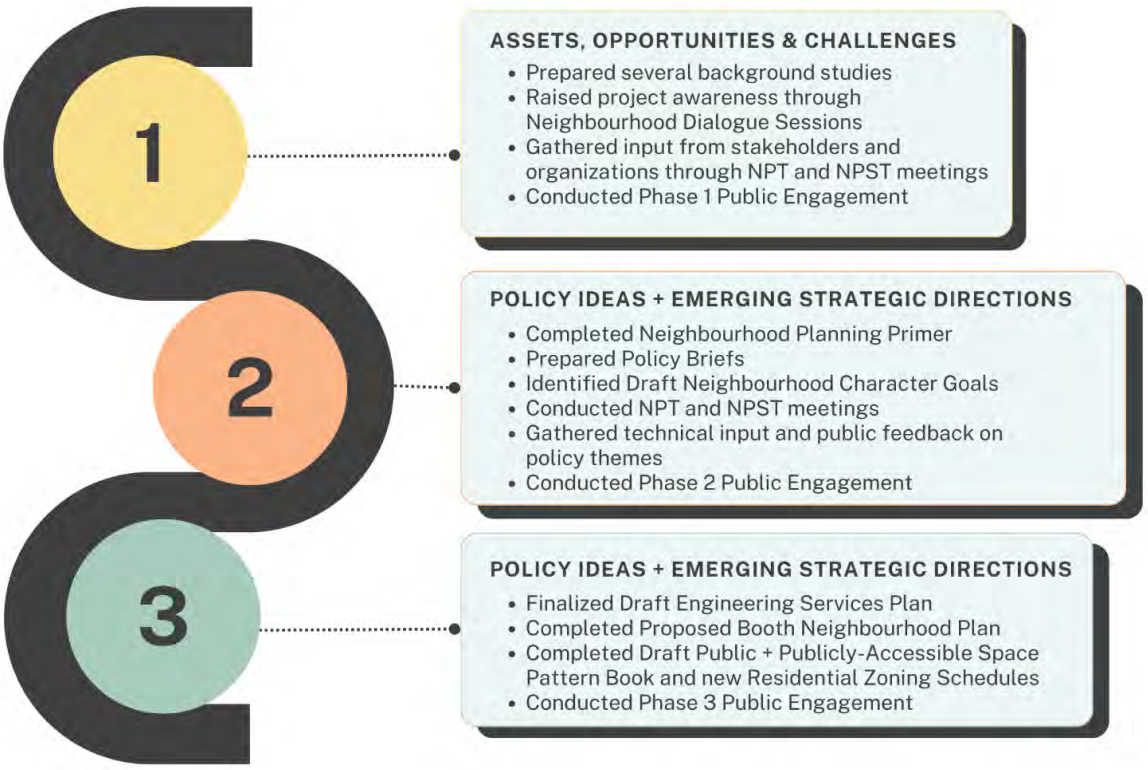
The Booth Neighbourhood Plan area encompasses 270 hectares (668 acres) in the mid-western area of Brookswood-Fernridge. Its boundaries are 196 Street (west), 33A and 36 Avenue (north), 206 and 204 Street (east) and 28 Avenue (south). The two Arterial Roads are 200 Street and 32 Avenue with “greenspace” located at Noel Booth Park, Dale Ball Park and Anderson Creek.



Booth Neighbourhood Plan Area

1.3 Plan Purpose and Process

The Township of Langley has invested a significant amount of time and resources in the planning of Brookswood-Fernridge. The planning process included two attempts to update the Brookswood-Fernridge Community Plan (2014 and 2016). The second attempt in 2016, resulted in a new plan that replaced one that was in place since 1987. The planning process involved technical analysis, policy research and community engagement that included dialogue sessions, workshops, open houses and Public Hearings. On October 23, 2017, Council adopted the new BFCP and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.



In January 2019, Council endorsed the Terms of Reference for the NPs. While the planning process for the NPs was impacted by the Covid-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, ‘ask-a-planner’ sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the provincial government changed the *Local Government Act* to require municipalities to permit small-scale, multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form in single-family neighbourhoods. The Booth NP was revised in early 2024 to align with the new provincial legislation.

2.0 NEIGHBOURHOOD VISION AND OBJECTIVES

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the Township of Langley's prosperity. Planning the future of the Booth neighbourhood begins with recognizing the Vision and Guiding Principles of the BFCP. Policy will be guided by its four Neighbourhood Character Goals.

2.1 Vision Statement

Booth neighbourhood's small town, forested character is situated within a highly connected, north-south/east-west street and block grid pattern. The area has a dense tree canopy, tree-lined roads and there are wide sidewalks and boulevard strips.

It provides for a variety of necessities, activities and services and supports human health and well-being. The Booth neighbourhood has incorporated long-term biodiversity and ecological functions along with climate change measures to have a limited carbon footprint. Booth is a great new neighbourhood that is distinct, welcoming, responsive, historic and change resilient.

2.2 Neighbourhood Character Goals

This vision is further articulated in its four Neighbourhood Character Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design and neighbourhood and development patterns.

Goal 1: Booth is Designed with Nature

Nature is an important part of Booth. Natural areas and features contribute to the neighborhood's livability and to the health of its residents, business owners and workers. Environmental change, whether natural or human-caused, will affect our municipality and region in the future. In response, the design and construction of built environments in Booth will incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements promoting nature conservation, preservation, restoration, enhancement, management and stewardship of natural environments.

Goal 2: Booth is a Complete Community

Striving for a complete community, the Booth Neighbourhood Plan supports an integrated system where the built and natural spatial elements are intertwined. By balancing the social, economic and environmental needs of Booth residents, people of all ages and abilities can live, work, shop, learn and play locally.

The Booth neighbourhood will provide an appropriate housing supply to generate a sustainable population base, which will support:

- local businesses and services
- community amenities and utilities
- viable public transit
- a variety of land uses and densities
- investment in alternative transportation modes
- connected transit routes
- adaptable and resilient neighbourhoods



Goal 3: Booth is a Walkable Neighbourhood

Walkability is more than just pedestrian infrastructure (such as sidewalks and pathways). It is also about appropriate scale and design. Booth is comprised of small blocks, human-scaled buildings and many connected public spaces. To encourage pedestrian activity and active and healthy lifestyles, the Booth neighbourhood:

- encourages social, economic and land use diversity
- provides easy access to green spaces
- includes universally accessible design features
- offers equitable access to goods, services and facilities
- features street trees and wide sidewalks
- incorporates age-friendly design
- supports connectivity



As a walkable neighbourhood, Booth facilitates greater social interaction through features such as community parks, social spaces at a variety of scale and design features.

Goal 4: Booth is a Distinct Neighbourhood

Booth identifies as a “small-town” neighbourhood. Its character is shaped by its natural and built environments, which give it a distinctive personality. Development in Booth is integrated with nature, including distinctive subdivision and lot patterns, careful siting of buildings and the provision of street trees and landscape features.



3.0 DESIGN CONCEPT

This section of the Plan defines the design concept for the Booth neighbourhood. The built environment in Booth includes several “building blocks” that establish the spatial arrangement and character. These include block and street patterns, lot configurations and street design, building forms and placement, vegetation, landscaping and natural features such as trees, topography and watercourses. The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, which are cornerstones of the Township of Langley OCP.

3.1 Design Concept

The design concept for Booth incorporates both natural and built environments. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency and attractive parks, streets, paths and public spaces.

The Booth Town Centre is generally located in the northeast quadrant of 200 Street and 32 Avenue. This community-scale, mixed-use hub serves as both a neighbourhood and a community anchor and destination, that incorporates a “Main Street” design concept and includes a concentration of employment, commercial and community services, civic activities and residential uses, as well as public gathering spaces and a high-quality design and character for the private and public realms.

3.2 Booth Town Centre

Booth Town Centre Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity for pedestrians, cyclists, transit users and motorists.

2. Provide continuous, small-scale pedestrian-oriented retail spaces along the “Main Street” and 201 Street, between 32 and 33 Avenue, as identified as “Mandatory Commercial Street Frontage” in Figure 3.1 showing Booth Town Centre.

3. Provide continuous, ground-oriented, pedestrian focused, commercial, civic/assembly and/or employment living along the “Secondary Active Street Frontages”, as identified in Figure 3.1.

4. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along “Residential Street Frontages” identified in Figure 3.1

5. Establish a transportation and mobility infrastructure network pursuant to Section 7.5 of this Plan.

6. Incorporate gateway features that include distinct building/commercial signage, architectural and landscape design features and/or other measures to create a sense of arrival as identified in Figure 3.1 “Gateway Feature” locations (33A Avenue at 200, 201 and 202 Street; 32 Avenue at 200, 201 and 202 Street; and 202 Street at the new Main Street).

    a. Funded by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, public art is to be provided at locations shown on Map 2.

7. Enable development that is solar optimized, highly walkable and supportive of other modes of active transportation, thereby assisting in the reduction of greenhouse gas emissions and improving energy efficiency.

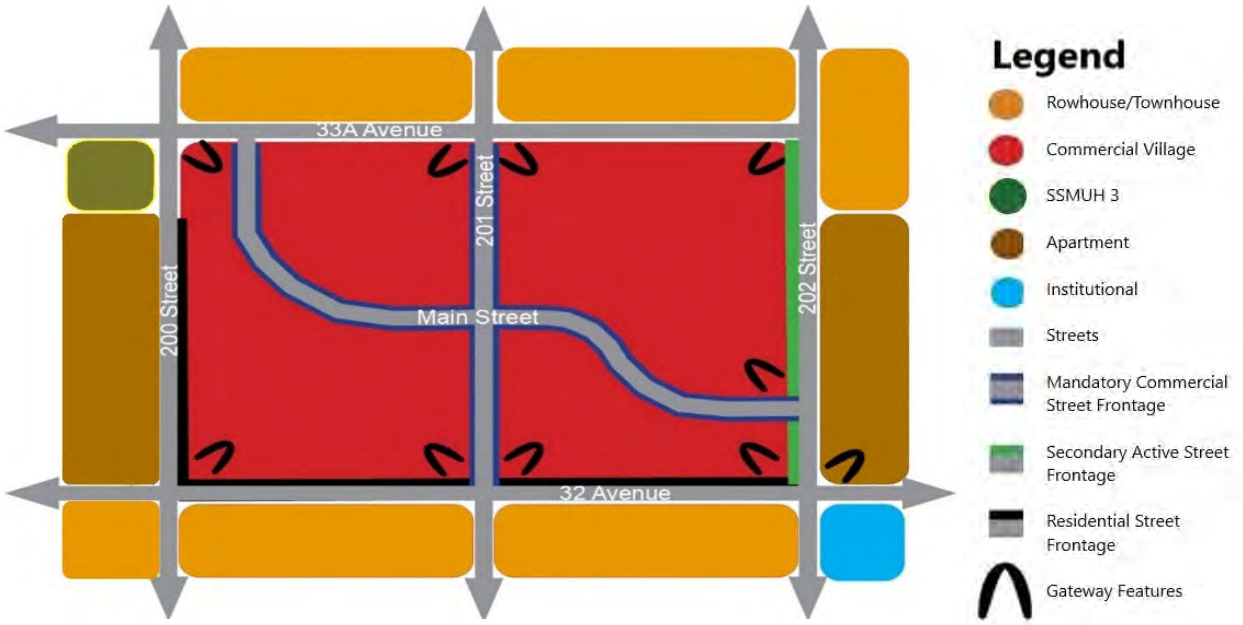


Figure 3.1: Booth Town Centre

4.0 LAND USE PLAN

The Neighbourhood Character Goals and Design Concept are embodied in the Booth Land Use Plan (see Map 1) and associated policies. The Land Use Plan identifies the land use designations in the plan area, as well as future transportation corridors, conservation areas, parks and schools and other features and infrastructure.

4.1 Land Use Designations and Policies

The land use designations are identified on Map 1, which defines a future land use pattern by identifying the location, use and building types/forms of development for all properties in the planning area.

The Township of Langley Zoning Bylaw further shapes land use by specifying requirements for development of individual and assembled properties. To ensure that the policies of the plan are achieved, Table 1 specifies the Corresponding Zones of the Zoning Bylaw that may be applied to the land use designations as part of rezoning consideration.

Land Use Designations Policies:

1. Use the Land Use Map (Map 1) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan and relevant policies of the BFCP to direct the land use pattern and form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

3. Comprehensive Development (CD) zoning is identified for the Commercial Village designation only. The use of CD zones may be considered based on the following conditions:

    a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones.
    b. The proposed development and CD zone fully implement Township of Langley policies and objectives.

Map 1 Colour	Land Use	Corresponding Zone
	SSMUH 2	R-1D Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	SSMUH 3	R-1B and R-1C Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	Manufactured Home Park	MH-1 Residential Manufactured Home Park Zone
	Rowhouse/Townhouse	R-CL (RH2) Rowhouse CD- Comprehensive Development P-1 Civic Institutional
	Apartment	CD- Comprehensive Development P-1 Civic Institutional
	Commercial Village	CD- Comprehensive Development P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	Every Zone
	Employment	M-1A and M1-B Service Industrial
	Utility	Every Zone

Table 1: Land Use Designation Corresponding Zones

4.2 General Policies

The following policies apply across multiple land use designations in the Booth neighbourhood.

4.2.1 General Land Use Designations Policies:

1. Obtain a Development Permit in accordance with Sections 488 (1) (a), (c), (e) and (f) of the *Local Government Act* (LGA) for development on lands within the Booth Neighbourhood Plan area as outlined by the Development Permit Areas on Map 11 of the BFCP to achieve quality, resilient design.

2. Calculate development density for land designated as Small-Scale Multi-Unit Housing and Rowhouse development on land designated as Rowhouse/Townhouse, based on minimum lot sizes.

3. Calculate development density for land designated as Apartment, Commercial Village, Employment and Institutional, based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw No. 2500, as amended or replaced. Developable land area does not include parks/open spaces, trails, detention ponds, utility rights-of-way, land below top of bank of watercourses and land dedicated for roads.

4. Calculate development density for townhouse developments on land designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all lands except land below top of bank of watercourses.

5. Incorporate existing significant trees and stands of trees, along with the retention and integration of existing significant trees. Retention and planting of evergreen, coniferous trees shall be part of the project design.

    a. For land designated as Apartment and Commercial Village, as well as townhouse development on land designated as Rowhouse/Townhouse, incorporate medium and large sized trees for a minimum of 20% of a development site through retention and planting.

    b. For land designated as Small-Scale Multi-Unit Housing or Rowhouse/Townhouse, provide for retention of medium and large sized trees or planting space for the next generation of trees in the front, back and side yard setback areas for each lot.

    c. For land designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of 35% will be applied.

6. Design building transitions between different land uses and distinct building types that are respectful of solar access, views, densities and massing. Building massing, use of glazing, site design and landscaping should mitigate overlook and privacy considerations. Noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within 1 storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within 2 storeys of the adjacent building form. The depth of the step down should be equal to or greater than 1.5 times the height of the building storey.

7. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) to achieve maximum density as provided for in the Plan or associated Zoning schedules will not be considered if it results in a loss of tree planting areas and open space, which are important neighbourhood character features.

8. Design all principal buildings to incorporate energy conservation through architectural and site design. Examples include, but are not limited to:

    - photovoltaic panels on the roof

- overhangs/screens for windows on south and west facing elevations
- low carbon mechanical systems (such as heat pumps)
- rainwater management best practices

9. Ensure that a development site layout does not result in remnant properties that cannot be serviced (e.g., utilities and transportation) or would be uneconomic or impractical to develop.

4.2.2 Residential Land Use Designation Policies:

1. Provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans and tenures within the Booth Neighbourhood Plan area, as guided by the Township of Langley Housing Action Plan and Housing Needs Report(s), including:

    a. Incorporating a diversity of housing choices to support housing affordability.
    b. Encouraging secondary suites, coach homes and laneway homes.
    c. Encouraging a variety of tenures, such as fee simple, strata and purpose-built rental.
    d. Encouraging development of short-term and long-term supportive housing and subsidized rental housing (see Township of Langley Housing Action Plan).

2. Include adaptable housing requirements in accordance with Policy 3.1.12 of the OCP and the Housing Action Plan.

4.3 Small-Scale Multi-Unit Housing (SSMUH)

The Small-Scale Multi-Unit Housing (SSMUH) designations accommodate a variety of ground-oriented housing types.

The Booth Neighbourhood Plan includes two SSMUH designations which are differentiated by minimum lot size for purposes of subdivision:

1. SSMUH 2 – minimum lot size of 650 m^2 (7,000 ft^2)
2. SSMUH 3 – minimum lot size of 465 m^2 (5,000 ft^2)

Small-Scale Multi-Unit Housing Land Use Designation Policies:

1. Up to four dwelling units are permitted on each lot. Secondary suites are counted as dwelling units.

2. Subdivision and development in each SSMUH designation will be in accordance with the corresponding zone in the Zoning Bylaw, as shown in Table 1.

3. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

4. Orient blocks to create an elongated “H” shape, with end lots perpendicular to the long side of the block, as in the example below.



Figure 4.1: Mid-block Pedestrian Link

5. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH*)* for design expectations on these sites.

4.4 Manufactured Home Park

The Manufactured Home Park designation accommodates manufactured home park development.

Manufactured Home Park Policy:

1. Siting of buildings and structures requires a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations.

4.5 Rowhouse/Townhouse

The Rowhouse/Townhouse designation accommodates rowhouse and townhouse development. This designation is located as indicated on Map 1, including within and in proximity to the Booth Town Centre. It provides for ground-oriented housing to accommodate households with children, seniors and “empty-nesters”. It is situated adjacent to schools and parks, urban greenways, local-serving commercial uses, future transit and other destinations and provides a land use, form and massing transition between higher and lower density uses.

4.5.1 Rowhouse Land Use Designation Policies:

1. Locate rowhouse dwellings on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse/Townhouse as delineated on Map 1. Rowhouse

dwellings are to take the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard.

2. Orient rowhouses to be street-facing, along Collector and Local Roads only, with rear public lane access to vehicle and bicycle parking and to provide for on-street parking that is not interrupted by individual driveways. Design rowhouses on corner lots to be street-facing to both public streets.

3. Limit attached principal dwelling units to a maximum of four (plus any associated secondary suites), except where a development provides for the retention of existing trees and/or additional tree planting areas for medium to large coniferous trees, in which case up to six principal dwelling units may be attached together (plus any associated secondary suites).

4. Provide for a range of unit sizes, including three-plus bedrooms, to appeal to a broad range of households at different stages of life in accordance with Policy 3.1.9 of the OCP.

5. Provide sufficient front and rear yard setbacks, as well as separation distances between buildings on a lot to accommodate medium- and large- sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence and space for outdoor living areas and detached off-street parking structures.

6. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A maximum building height of 2.5 storeys (9 metres), with the uppermost (third) level having a floor area not exceeding 50% of the floor area of the storey immediately below it.
    b. A minimum 2 metre deep covered front porch, extending the entire width of the front elevation of the rowhouse.
    c. Rear entrances for all principal dwelling units in the form of a door that can be locked from either side that is separate from the front entrance.
    d. Off-street parking for the dwelling units shall be accessed from a rear lane in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be in a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a “flex” off-street parking space that is covered, but not enclosed (e.g., carport). The “flex” off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.
    e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities.
    f. Include, at a minimum, solar-ready measures to facilitate the application of solar energy generating technologies on the roof of the garage/carport/home-office.

g. Incorporate crawl spaces in the principal residential to help facilitate, among other aspects of the architectural design, an elevated front porch, in areas where habitable space in basements is not permitted.

7. Demonstrate subtle design variations to strengthen unit identity from the street and support a pedestrian scale.

4.5.2 Townhouse Land Use Designation Policies:

1. The maximum density for townhouse development is 20 units per acre (UPA).

2. Design townhouse developments that contribute to a desirable streetscape character through a clear architectural identity for individual buildings.

3. Provide for a range of townhouse unit sizes, including those with three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the OCP.

4. Townhouse developments to be accessed from a rear lane to provide generally continuous on-street parking that is not interrupted by individual driveways and to increase opportunities for trees in front yards and street boulevards and adequate space for rainwater and stormwater management facilities, among other streetscape features.

5. Provide sufficient front and rear yard setbacks, with separation distances between buildings on a lot to accommodate medium- and large-sized trees with access to sufficient soil volume including coniferous species, as well as a pedestrian-oriented street and lane presence and space for outdoor living areas and detached off-street parking structures.

6. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links, lanes, the Semiahmoo Trail, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, including:

    a. Front porches for all dwelling units; and
    b. Convenient pedestrian connections through an on-site network of sidewalks and pathways. The pedestrian connections will be independent of a public lane and strata/private drive aisle.

7. Demonstrate subtle building/architectural design variations to strengthen unit identity from the street and support a pedestrian scale.

4.6 Apartment

The Apartment designation is adjacent to the Booth Town Centre. The emphasis is on contributing to the neighbourhood character of the Booth Town Centre, ensuring a good

relationship of the ground units to the street and compatibility with the form and scale of adjacent mixed-use development.

Apartment Land Use Designation Policies:

1. Provide for apartment land uses in which all buildings and structures together have a maximum gross floor area of 1.85 times the developable land area for all permitted uses (i.e., the Floor Space Ratio, or FSR). This density may be increased by 0.35 times the developable land area for buildings of 5 storeys (maximum 2.2 times the developable land area); and 0.45 times the developable land area for buildings of 6 storeys (maximum of 2.3 times the developable land area).

2. Permit mixed-use buildings fronting 200 Street to accommodate medical-related uses on the first and second storey on a case-by-case basis.

3. Conceal off-street parking, both resident and visitor and off-street bicycle parking/storage for residents. For the purposes of this Plan, off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

4. Provide a minimum and consistent building separation distance of 12 metres between all buildings, to accommodate pedestrian circulation and connections as part of a walkable neighbourhood.



5. Limit the maximum height of apartment development to 4 storeys. Increases to height to incorporate one or two additional storeys (a fifth and sixth storey) may be permitted, provided that the apartment development includes family-sized units (three-plus bedrooms) and additional storeys are stepped back by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts of building height.

6. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies and secure bicycle parking.

7. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings including space for gardening.

8. Design outdoor Age-Friendly Amenity Areas to allow for a variety of recreational, social and cultural activities. These spaces should be centrally located in the development and appeal to a variety of age groups including children, youth, adults and seniors.

9. Incorporate vertical oriented windows, appropriate window-to-wall ratios (WWR; a common industry best practice target is for an overall WWR of </= 40%) and associated overhangs and other solar management building techniques to control seasonal solar gain and shade. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

4.7 Commercial Village

The Commercial Village designation provides opportunities for the integration of street-facing, ground-floor retail, dining, office and personal service uses and civic facilities, along with apartment residential uses and seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units above ground floor commercial. This designation also provides for predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new Main Street.

Commercial Village Land Use Designation Policies:

1. Create a Commercial Village comprising a mix of commercial, residential and recreational uses based on a traditional "Main Street" as shown on Figure 3.1 and a maximum density not exceeding a gross floor area of 2.3 times the developable land area (i.e., the Floor Space Ratio, or FSR).

2. Incorporate mixed-use buildings in this designation to have apartments above ground floor commercial to provide residents with the opportunity to meet their daily needs within the same area and ensure "eyes on the street" for community safety.

3. Encourage local-serving commercial uses, such as financial institutions, retail stores, convenience stores, an anchor grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés (including those with outdoor/patio dining), pharmacies, childcare, liquor store and fitness centres and including live-work opportunities; but excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.11, Policies #8 and #9 of the BFCP.

4. Accommodate ground floor retail and service commercial uses (not including grocery store, pharmacy, fitness centre or childcare uses) in mixed-use buildings in premises not larger than 1,000 m^2 (~10,764 ft^2). Business, medical and professional offices should be located on the second storey above retail and service commercial. Office uses may also be accommodated in standalone commercial buildings.

5. Accommodate one local-serving anchor grocery store in the Commercial Village designation with a maximum size of 4,500 m^2 (~48,440 ft^2) within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses, as identified in Policy #6 below, is built in advance of or in conjunction with the grocery store use.

6. Provide a minimum total commercial floor area of approximately 21,100 m^2 (~227,000 ft^2), including approximately 16,900 m^2 (~182,000 ft^2) for retail and service commercial uses and approximately 4,230 m^2 (~45,500 ft^2) for office uses.

7. Incorporate a Pocket Park, acting as a public square, of a minimum size of 4,050 m^2 (~43,590 ft^2) that is central to the Commercial Village at the northeast corner of the new intersection at 201 Street and the new "Main Street" road. The public square will accommodate a variety of outdoor activities such as live performances and passive recreation and will serve as a focal point for the neighbourhood. Identify and secure, as provided for by development proponents, the land area for the public square along with the rezoning of any lands designated as Commercial Village. The public square should be integrated with adjacent buildings, mobility infrastructure and the Semiahmoo Trail, as well as being conveniently connected with the broader Booth Town Centre and key destinations in the neighbourhood (e.g., parks, schools, municipal recreation/cultural facility). Design features of the public square should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant view considerations, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection and spatial variety. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply.

8. Provide a municipal recreation/cultural facility of approximately 1,600 m^2 to accommodate a variety of programing, including licensed childcare/preschool space, fitness centre, outdoor child play area, youth hangout space, gymnasium, games room and flexible multi-purpose rooms for community use. This facility should be integrated within a mixed-use building and should be located on the west side of 201 Street, in the vicinity of 32 Avenue and the new Main Street.

9. Provide a community police office within the first storey of a building within the Commercial Village designation.

10. Design a combination of mixed-use commercial / residential and commercial / residential / institutional buildings in the Commercial Village, including:

    a. Buildings of a minimum four and a maximum 6 storeys, with fifth and sixth storeys stepped back in order to reduce visual and overshadowing impacts related to building height.
    b. Maximum lot coverage of 60% where a minimum 75% of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage may be increased to 80% where 100% of the off-street vehicle parking use, including visitor parking, is concealed parking.
    c. Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces.

d. For an apartment or office use, 100% of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site, or within the interior of the buildings footprint when required due to high water table.

11. Provide a range of apartment unit sizes, in accordance with Policy 3.1.9 of the OCP and tenures to appeal to a broad mix of households at different stages of life, including student-oriented housing, seniors housing, family housing and purpose-built rental. Buildings should incorporate:

    a. Individual exterior entrances for ground floor apartment units in mixed-use buildings.
    b. A common lobby for each building with office uses and apartment units above the first storey, with the building entrance from a fronting or public street.
    c. Lifestyle support features such as secure storage space for oversize sports equipment and seasonal supplies and secure bicycle parking for buildings with residential uses.
    d. Active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exit stairs, outdoor gardening places and indoor amenity areas for the exclusive use of building residents and guests.
    e. Continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.
    f. A high-quality pedestrian realm along all building faces. Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber) and horizontal architectural breaks (e.g., cornice, belt course).
    g. All apartment buildings must provide 10% of the total number of residential units as adaptable units per OCP Policy 3.1.12.

12. Provide a minimum and consistent building separation distance of 12 metres between all buildings to accommodate pedestrian circulation and connections as part of a walkable neighbourhood.

4.8 Institutional and School/Park Site

The Institutional designation accommodates educational facilities, recreation centres, civic buildings, care facilities and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there were one public and two private schools and a firehall in the Booth area. Booth will require additional institutional uses to accommodate future population growth and new development.

The Future School/Park Site designation accommodates future schools/park sites. A total of two new public elementary schools are identified in Booth to accommodate students in this neighbourhood.

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education and Child Care for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities.

Institutional and School/Park Site Policies:

1. Accommodate two new Elementary Schools on lands designated Future School/Park Site as shown on Map 1. Each will form a joint neighbourhood park/elementary school site having a minimum total size of 4.9 hectares (12 acres): 2.0 hectares (5.0 acres) neighbourhood park, 2.0 hectares (5 acres) elementary school and 0.4 hectare (1 acre) for non-profit childcare or additional school or park space. Include an additional 0.4 hectare (1.0 acre) Wildlife Habitat Patch that can be consolidated with other natural spaces in a different location within Brookswood-Fernridge. The 0.4 hectare (1.0 acre) Wildlife Habitat Patch will be financially funded from the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

2. Inform the Langley School District of each Community Plan amendment application to receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new School/Park Site prior to consideration of final reading of the zoning amendment bylaw.

3. Consider new neighbourhood institutional facilities (e.g., schools, daycares, seniors' centres and places of worship) in any land use designation subject to:

    a. The site being located on and oriented to a collector road (as opposed to a local or arterial road only).
    b. The site having access to an adequate transportation network for the proposed size of the facility.
    c. The site having adequate off-street parking and/or drop-off and pick-up space; and
    d. The proposed development being consistent with the form, scale and character of adjacent land uses.

4. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting.

5. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

6. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities and places of worship.

7. Support the development of new seniors' housing and care facilities, as defined in the Zoning Bylaw.

8. Incorporate a community policing office within the Commercial Village designation, provided as a condition of the development of lands within the Commercial Village area.

4.9 Parks and Open Space

This Plan retains an existing network of parks and open spaces and identifies approximate locations for required additional parks and open spaces. This expanded network of parks and open spaces will contribute to the completeness and livability of Booth and surrounding neighbourhoods through active and passive recreation opportunities.

Parks and Open Space Designation Policies:

1. Incorporate Park and trail improvements on existing municipal lands in advance of new dedications and required property acquisitions to provide recreational infrastructure early in the neighbourhood's development and continued growth.

2. Preserve the location and size of existing park spaces in Booth, as delineated on Map 1, in perpetuity. The only exception is the potential reduction in the size of Rees-Callard Natural Park to accommodate road dedications for the completion of 201 Street and adjacent Semiahmoo Trail and possible road widening for 202 Street; and potential reduction in the size of Noel Booth Community Park to accommodate road dedications for the extension and completion of 204 Street and road widening on 200 Street.

3. Provide public roads adjacent to park space on at least two sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

4. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity

to municipal well capture zones, including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.10 Aquatic Conservation

The Aquatic Conservation designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside protection and enhancement requirements in the OCP seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, ditches, wetlands, lakes and ponds.

These buffers are referred to as “Streamside Protection and Enhancement Areas” (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, mitigate heat events and provide passive recreation opportunities. To preserve these benefits, these aquatic conservation areas, both known (Map 2) and yet to be known, in the Booth Neighbourhood Plan area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Aquatic Conservation Policies:

1. Preserve, restore, enhance and steward Anderson Creek and its tributaries, by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the OCP.

2. Protect and retain other important waterbodies – referred to as Aquatic Conservation areas (see Map 2) in the Booth plan area, including private aquatic features adjacent to the neighbourhood. Establish a 15 metre no disturbance buffer around aquatic features to prevent unauthorized works in and about a stream, that may be subject to the provincial Water Sustainability Act.

3. Locate Creek Greenways beyond the 30 metre SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. 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 environment. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

4.11 Employment

The Employment land use designation provides job opportunities for community residents. It provides for a mix of light industrial, warehousing and distribution uses designed in a way as to be compatible with nearby residential uses.

Employment Land Use Policies:

1. Permit the following land uses:
    a. wholesale, warehouse and distribution
    b. indoor and outdoor storage
    c. scientific and technical research
    d. information technology
    e. restaurants
    f. brewery or distillery
    g. public works yards, maintenance and storage facilities

2. Where an above use is defined in Zoning Bylaw 1987 No. 2500, the definition in said bylaw shall prevail above any other definition.

3. Provide a continuous Landscape Buffer (with the exception of site access points) at least 20 metres wide as shown on Map 1. The landscape buffer provides a vegetated buffer between employment lands and surrounding uses. Considering the broad range of activities typical of the Employment area, additional measures have been added to reduce potential nuisances. Construct the Landscape Buffer to accommodate a 3 metre wide multi-use pathway on the opposite side of the Employment uses, as well as a berm, acoustic barrier (minimum of 1.8 m high) on top of the berm, landscaping, benches and lighting.

4.12 Utility

The Utility land use designation accommodates utility infrastructure and facilities.

5.0 NATURAL ENVIRONMENT AND CLIMATE CHANGE RESPONSE

Nature areas and features enhance the overall well-being of a neighbourhood. They include wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens as well as human-made components. These different types of nature areas and features are together referred to as “green infrastructure”.

Climate change can affect the livability of our community in the future. Expected impacts include summer drought, air quality degradation, changes to groundwater conditions and more frequent and severe weather events. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity and lifestyles. Nature conservation spaces and other “green infrastructure” are key contributors to neighbourhood mitigation and adaptation strategies. Local government services that contribute to recreation, climate regulation, rainwater management, clean air, habitat and biodiversity are invaluable to the health and well-being of a community.

5.1 Nature Conservation

The Nature Conservation policies prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made green infrastructure. Natural components include forests, wetlands, watercourses and other waterbodies. Human-made components include manicured parks, landscaping, trees, rain gardens, greenways, as well as hydro and bio-engineered features that incorporate natural environmental features.



Green Infrastructure components support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities and provide opportunities for linkages between people, flora and fauna within Booth. Integrated, connected ecosystems components form the neighbourhood Green Infrastructure Network.

The term “green infrastructure” repositions nature-based features as a neighbourhood necessity, not simply amenities or “nice-to-haves”. The Green Infrastructure Network for Booth includes systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments.

The Green Infrastructure Network must be resilient and dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. Identifying and prioritizing areas of ecological and biodiverse significance establishes framework elements for this work.

Nature Conservation Policies:

1. Establish a Green Infrastructure Network in alignment with Figure 5.1 in the BFCP, that is comprised of a variety of natural areas and features as elaborated in Figure 5.1 below and includes specifically:
    - Creek Greenway
    - Ecological Greenway
    - Landscape Buffer
    - Semiahmoo Trail

2. Nature Conservation Hubs and Corridors

    2.1 Preserve the Nature Conservation Hubs and Corridors as defined/illustrated on Map 2.

    2.2 Identify and preserve additional Nature Conservation Hubs and Corridors. Secure funds, through a variety of sources including other levels of government, non-governmental grant programs and the applicable bylaws and policies to fund additional Nature Conservation Hubs and Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow and including conservation, forested and park lands in the adjacent neighbourhoods and communities and the City of Surrey, can be connected to contribute to the Green Infrastructure Network.

3. Matrix Features

3.1 Integrate and accommodate mature trees and next generation trees to expand the neighbourhood tree canopy, greenways, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces and “naturescaping” practices (see Naturescape British Columbia Provincial Guide) throughout the neighbourhood.

3.2 Provide design details for development activities and enhancements on public and private land. The design details should focus on green infrastructure at site level not typically addressed in existing bylaw and regulatory tools and requiring implementation guidance.

3.3 Raise public and development community understanding of environmental management, restoration and enhancement of green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout Booth.



3.4 Develop hedgerows and buffer strip trails to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

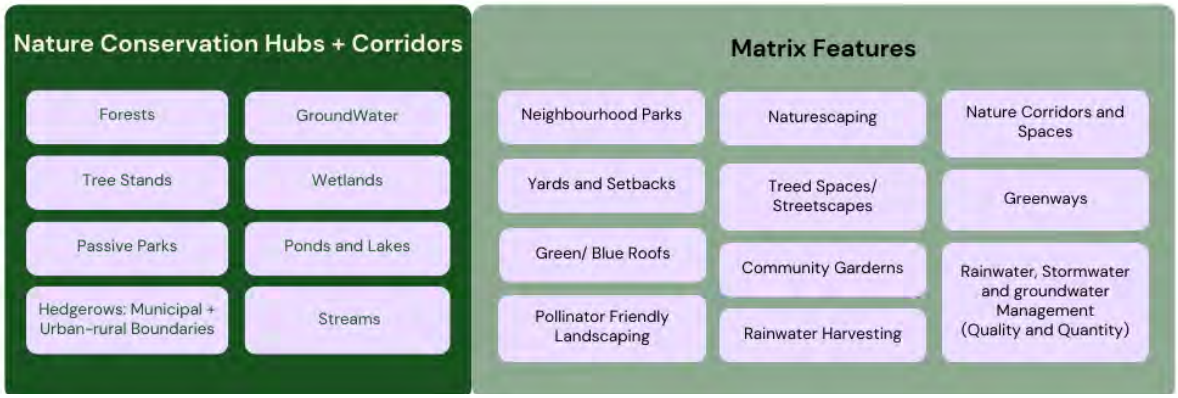


Figure 5.1: Green Infrastructure: Nature Conservation Hubs + Corridors and Matrix Features

5.2 Groundwater Protection and Management

Booth has several unconfined and confined aquifers. The Brookswood Aquifer is a groundwater reservoir comprised of porous, unconsolidated sands and gravels originating from glacial outwash deposits. This unconfined aquifer is an important water source for many Township of Langley residents and also sustains important habitat.

The glacial deposits have high permeability, high groundwater flow and high hydraulic conductivity. This means that water can move easily and relatively quickly into the groundwater storage and within the groundwater itself and discharge or exit through surface water, plant uptake and evaporation.

The unconfined Brookswood Aquifer is susceptible to contamination and interruptions to groundwater recharge. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants to the aquifer.

For the health of all users and the natural environment, groundwater resource protection requires:

- preservation of water quality
- management of water quantity
- maintenance of the surface water system's hydraulic integrity

Groundwater Protection and Management Policies:

1. Preserve, restore, enhance and manage the neighbourhood forest and associated tree canopy to protect the underlying aquifer.

2. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential through specific zoning regulations, development standards and Engineering Servicing Plans. Where no such regulations, standards and plans are available, meet development best practice standards/guidelines.

3. Maximize dispersed groundwater recharge at all spatial scales (from neighbourhood to individual building site), to minimize groundwater mounding conditions during rain events.

4. Require enhanced treatment for rainwater and stormwater runoff, particularly flowing from pollution-generating impervious surfaces used by vehicles. Locate all such treatment facilities to provide for ease of municipal maintenance.

5. Design and implement neighbourhood Green Infrastructure Network features that mimic natural hydrology through low impact development practices and implementation of source control best management practices for mitigation of development impacts on runoff catchment areas, peak flows, runoff volumes and water quality. Such features include

disconnection of roof leaders, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers and more.

6. Require an unqualified statement from an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, that the proposed development is in accordance with principles, criteria and objectives of the Integrated Liquid Waste Management Plan Anderson Creek Integrated Stormwater Management Plan, Little Campbell River Integrated Stormwater Plan, Township of Langley Water Management Plan and Subdivision and Development Servicing Bylaw, all as amended or replaced and that the proposed development will not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. Specific recommendations on aquifer protection measures and mitigation of any impacts shall be outlined and supervised by the Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, as applicable.

7. Appropriately close test holes for geotechnical or hydrogeological investigations. Monitoring must be completed by an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

8. Design communal rainwater and stormwater detention facilities to provide bioretention capabilities, as feasible and contribute to groundwater recharge while protecting the baseflows, maintaining peak flows and infiltrated water quality.

9. Allow habitable basements in residential uses in areas delineated on Map 3 as a Habitable Basement Area, subject to the Subdivision and Development Servicing Bylaw and site investigations to confirm that there is no risk of flooding, seepage, or water intrusion. Areas delineated on Map 3 as a Possible Habitable Basement Area may be permitted to have habitable basements in residential uses, if confirmed by a technical feasibility study prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia. All applications in flood-prone areas, or as required by the Township, will also require a “safe for intended purposes” report by a Qualified Professional.

10. Prohibit habitable basements in residential uses, due to high water table conditions, in areas delineated on Map 3 as a No Habitable Basement Area.

11. Obtain necessary provincial approvals if a development requires dewatering, as groundwater use is regulated by the provincial government.

5.3 Neighbourhood Forestry

Trees improve livability, increase civic pride and contribute to residents’ quality of life. Neighbourhood forests slow the production of ground-level ozone, filter air particulates and absorb air-borne pollutants. Trees can reduce rainwater management costs by absorbing rainfall and shade homes from overheating during summer months.

Trees increase a neighbourhood's biodiversity by providing food and habitat for wildlife. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria and fungi.

Trees can become stressed by water restrictions and impacted by wind and road salt / brine. They will face escalating changes to growing conditions, altered plant hardiness zones and compromised longevity as a result of climate change.



The neighbourhood forestry policies encompass: (1) tree retention; (2) "right tree and right location" methodology; and (3) adaptive reforestation to establishing a robust, multi-generational neighbourhood forest.

Neighbourhood Forestry Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in Booth. Implement the Community Forest Management Strategy.

2. Maximize the tree canopy by establishing Zoning Bylaw provisions regarding:
    - lot coverage
    - maximum impervious cover (site coverage)
    - siting of buildings and structures (setbacks, interior separation distances)
    - introduction of required tree retention/plantable areas
    - tree selection criteria (species and planting location) for increasing energy efficiency of buildings
    - treatment of pollution-generating surface run-off
    - requirements for permeable surfaces
    - extent of underground structures
    - screening/landscaping requirements

3. Periodically review and update the Township's preferred tree list to support climate change adaptation and in consideration of local availability of tree species.

4. Establish canopy/planting targets for each municipal park type and in collaboration with the Langley School District for school sites.

5. Assess the urban forest tree canopy every five years, including inventory, location, quantity or extent, useful life expectancy and when possible, cost and value of trees.

6. Develop a storm response plan for emergency tree risk assessment and tree removal associated with severe storm events.

7. Ensure new plantings are diverse in streetscapes, greenways and parks as well as in the Green Infrastructure Network and target no more than 10% of any species, 20% of any genus and 30% of any family at the neighbourhood scale.

8. Plan and fund naturescaping on public lands to support and enhance biodiversity and to demonstrate best practices for naturescaping for private property owners.

5.4 Renewable Energy and Low Carbon Neighbourhoods

Building construction, operation and maintenance and vehicle emissions contribute significantly to overall greenhouse gas emissions. Green buildings, site and landscape design and active transportation, can assist in reducing both energy use and water consumption. The Township of Langley strives to achieve low carbon neighbourhoods. The Booth Neighbourhood Plan intends to:

- Create neighbourhoods with a positive impact on the natural environment through a healthy neighbourhood forest that supports residents' physical and mental health
- Encourage and support innovation to create low carbon neighbourhoods through design features that facilitate passive and local renewable energy infrastructure
- Build neighbourhood block patterns that facilitate using transit, cycling, walking and other active forms of transportation



<u>Renewable Energy and Low Carbon Neighbourhood Policies:</u>

1. Design, develop and implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous evergreen tree species of varying ages and heights, along with a variety of native shrubs, perennials and groundcovers with minimal or no turf grass (xeriscaping). This will limit the need for irrigation by replicating "layered" plant communities and encouraging biodiversity.

2. Incorporate landscape design strategies to reduce energy demands for heating, cooling and lighting in buildings by:

    - using deciduous trees on the southern and western facing sides of a building to minimize the warming effect of solar radiation during the summer months and optimizing sunlight during the cooler, darker months; and
    - situating coniferous evergreen trees in all other areas

3. Provide rainwater harvesting infrastructure with SSMUH and Rowhouse/Townhouse land use designations, sized to supply water for landscaped areas during the length of a typical dry season, based on best available climate change forecasts.

4. Encourage green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building’s roof or wall and heat transfer to the interior.

6.0 PARKS, OPEN SPACE AND HERITAGE

A neighbourhood is a place. Natural and built environments make up the neighbourhood character and give it a distinct personality. Every property, building, public place, environmental feature and infrastructure contributes to its character, as does their placement within the area.

The built environment's visual and physical patterns are defined by recurring characteristics, which can vary by neighbourhood, street and block or can be consistent across the community. These patterns can accommodate varied building forms and scales while providing an underlying sense of cohesion that helps define the neighbourhood character.

Neighbourhoods establish and nurture a distinct identity determined in part by how residents, business operators and visitors experience the place and socially interact within it.

6.1 Parks and Open Spaces

This Plan builds upon existing parks and nature spaces to establish an enhanced network of active and passive outdoor recreational opportunities.

Parks and Open Spaces Policies:

1. Accommodate an additional 10.7 hectares (26.4 acres) of parks space for Community and Neighbourhood Parks and Pocket Parks within the neighbourhood as shown on Map 2.

2. Incorporate one Pocket Park, acting as a public square, for complementary programing spaces and pedestrian access as shown on Map 2.

6.1.1 Community Park

Adding 4.3 hectares (10.6 acres) to Noel Booth Park will contribute to the area's liveability. This community park will provide space for large events and recreational facilities such as sports fields, tennis courts, water parks, display gardens, playgrounds, trails, bike parks, passive or natural areas and vehicle parking lots. These policies provide direction for the community park site to be appropriately located, sized and configured and that necessary access and connectivity to and from the parks meets users needs.

Community Park Policies:



1. Incorporate an additional 4.3 hectares (10.6 acres) of space to the Noel Booth Community Park as shown on Map 2.

2. Identify and secure lands for the expanded community park through a variety of municipal funding sources.

6.1.2 Neighbourhood Park

Booth will have two (2) new Neighbourhood Parks. These parks will provide a variety of recreational opportunities, including sports fields, playgrounds and nature areas. These policies provide direction for the combined Neighbourhood Park sites to be appropriately located, sized and configured and that necessary access and connectivity meet users' needs.



Neighbourhood Park Policies:

1. Provide and locate two Neighbourhood Parks, each with a minimum size of 2.8 hectares (7.0 acres).

2. The Neighbourhood Park sites are located on lands designated School/Park Site as identified on Map 1.

3. Secure lands for the new neighbourhood park through a variety of municipal funding sources.

4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7.0 acres) land dedicated required for the Neighbourhood Parks site as contributions to neighbourhood forestry in the form of a Wildlife Habitat Patch, as shown on Map 2.

6.1.3 Pocket Park



Booth will include two Pocket Parks, each at 0.4 hectares (1.0 acre) in size. The Pocket Park located within the Commercial Village will act as a public square. Pocket Parks will serve as all-season gathering spaces within the neighbourhood. Features will include active waterplay and water features, a variety of seating areas and a combination of soft and hard surface areas. The Pocket Park will have an adaptable design so that it is able to accommodate different programming opportunities.

Pocket Park Policies:

1. Develop one Pocket Park in a centrally located area of Booth that is 0.4 hectare (1.0 acres) in size. Develop the second Pocket Park within the Commercial Village acting as a public square. Refer to Section 4.7, Policy #7.

2. Pocket Parks should be bound on one side by a Collector Road and on one other side by a Collector or Local Road. They should include generous walkways connected to public sidewalks.

3. Design the Pocket Parks to be all-season public spaces.

4. Provide on-street parking along adjacent road frontages and an accessible sidewalk.

5. Fund the Pocket Parks through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.1.4 Natural Spaces

Connection to nature is a hallmark of the small-town character of Booth. It includes natural landscapes and features that enhance local ecosystems, support biodiversity and groundwater recharge. They provide various passive recreational opportunities.

Natural Spaces Policies:

1. Secure Natural Spaces, including but not limited to the Aquatic Conservation and Wildlife Habitat Patches, as shown on Map 2, exclusive of any required road and trail dedications along the park perimeters.

2. Provide Wildlife Habitat Patches, in accordance with the Township's Wildlife Habitat Conservation Strategy, which provides food and foraging opportunities for wildlife and serves as a small node in the Green Infrastructure Network. Protect vegetated areas from intrusion, provide low impact access for people and interpretive signage.

3. Prepare a Natural Spaces Conservancy and Management Plan to guide the management of the natural resources and systems.

4. Identify and fund new Natural Spaces through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, as well as other funding sources.

6.2 Greenways/Trails

Greenways and pedestrian/cycling connections in Booth are an important component of the active transportation network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 2.

Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.

6.2.1 Greenways: Street and Neighbourhood Edge

Greenways are wide paths that offer safe and appealing routes for pedestrians and cyclists, connecting various community amenities such as parks, commercial areas and neighbourhood services. Whether along major roads (street) or neighbourhood edges like the 196 Street corridor, these greenways serve as transition buffers while providing safe passage throughout the community.



<u>Greenways: Street and Neighbourhood Edge Policies:</u>

1. Provide continuous greenways in the locations identified on Map 2.

2. Greenways Construction:

    2.1 Street Greenways will be constructed within road dedications and an adjacent greenway dedication of 4.5 metres. Streetscapes with Street Greenways will include a 3 metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities and utility services.

    2.2 Construct Municipal Buffers, in the form of Neighbourhood Edge Greenways within the road dedication and an additional 6 metre wide dedication, as delineated on Map 2. Streetscapes with Neighbourhood Edge Greenways include a 3 metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings and surface drainage facilities and utility services.

3. Preserve existing, healthy trees (preferably coniferous varieties), where possible.

4. Streetscape design variations could include:
    - proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities
    - curb bulges to accommodate trees (for up to 10% of the block face)
    - narrow vehicle travel lanes (non-Arterial Road) for additional treed space
    - modest changes in the location and design of transit stops

5. Incorporate a variety of retained or new coniferous tree species to complement deciduous street trees and understorey plantings that will not interfere with surface drainage facilities and other required streetscape features.

6. Provide safe street crossings for pedestrians and cyclists at key intersections.

7. Build appropriate and effective connections and “tie-ins” where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

8. Fund Street Greenways and partially fund the Municipal Buffers through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.2 Ecological Greenways

An Ecological Greenway provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood’s Green Infrastructure Network.

Ecological Greenway Policies:

1. Provide a continuous Ecological Greenway in the approximate location identified on Map 2.

2. Construct the Ecological Greenway at an average 30 metre width. It should be richly planted with retained and new native (coniferous) trees and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity. It should include a 3 metre wide multi-use asphalt pathway and seating on one edge of the greenway. Wildlife tunnels should be used at Collector and Arterial Road crossings, that provide natural light infiltration for the entire length.

3. Prioritize the location of Ecological Greenways on particular development sites to include established stands of coniferous trees and quality groundwater recharge areas.

4. Allow reductions in width along select sections of the Ecological Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length; (2) the said reductions are spaced at a minimum 50 metres apart; (3) an average total greenway width of 30 metres is maintained; and (4) the nature and recreation connectivity is

continuous. The Ecological Greenway may be divided evenly between two properties or development sites.

5. Where feasible, preserve existing, healthy trees and stands of trees, preferably coniferous. Changes to the alignment of the Ecological Greenway may be considered, provided that there is no net loss of habitat and alignment locations at the neighbourhood plan edges are retained.

6. Build appropriate and effective connections and “tie-ins” where the Ecological Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund the portion of the Ecological Greenway located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3 Creek Greenways and Trails

Creek Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.



The Creek Greenway is part of a preserved, restored and enhanced riparian corridor adjacent to waterbodies of various types (e.g., watercourses, wetlands, ponds, lakes). It is richly planted with retained and new native trees, specifically coniferous species and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity.

<u>Creek Greenways and Trails Policies:</u>

1. Provide Creek Greenways in the locations identified on Map 2.

2. Construct Creek Greenways with a minimum average width of 6 metres, to accommodate a 3 metre wide multi-use asphalt pathway outside of the required riparian area and a 1.5 metre vegetated buffer on either side of the pathway.

3. Build appropriate and effective connections and “tie-ins” where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.4 Semiahmoo Trail

The Township of Langley's Archaeological Overview Assessment (2021), prepared in consultation with local First Nations, identified two historic travel routes through Booth, from Noel Booth Community Park in the north to the municipal border at 196 Street and 28 Avenue in the south. To commemorate these indigenous travel routes, the Semiahmoo Trail will be restored in Booth.

Semiahmoo Trail Policies:

1. Construct the contiguous Semiahmoo Trail along the alignment identified on Map 2. The Semiahmoo Trail will be comprised of three Sections: Park Space Sections, Centre Sections and Residential Sections; and three Points: Main Entry Points, Crossroad Points and Transition Points.

2. Construct the Semiahmoo Trail to be 7 metres wide, at a minimum. Some trail Sections and Points will be required to be wider to provide space for interpretation, placemaking and specific programming. The Semiahmoo Trail will include a minimum 3 metre wide pathway. The pathway surface material will vary in the different Sections and Points. The Semiahmoo Trail will also include a minimum 2 metre average buffer area on each side of the pathway surface and will accommodate trees and native understorey plants, seating, lighting, public art and interpretive signage, among other features.

3. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties, that are situated within the area of the Semiahmoo Trail. Retain more existing, healthy coniferous trees by allowing small adjustments to the trail alignment and by applying corridor width and buffer area averaging techniques.

4. Allow reduced trail width along select Sections (not Points) of the Semiahmoo Trail to no less than 5 metres, provided that: (1) reduced width sections are no more than 10 metres in length; (2) are spaced a minimum of 50 metres apart; (3) that an average total trail width of 7 metres is maintained; and (4) the connectivity for nature and recreation purposes is continuous. The development of the full 7 metre width of the Semiahmoo Trail may be divided evenly between two properties or development sites.

5. Build appropriate and effective connections and "tie-ins" where the Semiahmoo Trail intersects with other pedestrian and cycling facilities and other types of Greenways.

6. Fund portions of the Semiahmoo Trail land and construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.5 Enhanced Sidewalks

Enhanced Sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway and an additional wider green buffer between the

sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways. Enhanced Sidewalks are partially funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 2.

2. Construct Enhanced Sidewalks within the road dedication, with a minimum:

    - 2 metre wide buffer between curb and sidewalk,
    - continuous 3 metre wide hard-surface (e.g., concrete, asphalt) multi-use pathway and
    - 1 metre wide buffer between the property line and the sidewalk.

6.2.6 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools and areas where public access along corridors is widely spaced. The locations for the Mid-Block Pedestrian Links are approximate, both in distance and frequency. The intent of these policies is to secure additional connection points through development to increase the walkability and public accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235.

Mid-Block Pedestrian Links Policies:

1. Provide Mid-Block Pedestrian Links, per Policy 7.1.3, which are a minimum 6 metres wide and include a 3 metre wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, or required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a public pathway. Build appropriate and effective connections and “tie-ins” to facilitate connections with other pedestrian and cycling facilities and other types of Greenways.



6.2.7 Safety, Security and Accessibility

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. The objective is to

enhance personal safety and security through building siting, orientation and design to ensure buildings and open spaces accommodate and provide access for all users and abilities. This is based on the following principles:

- Territoriality – fostering residents' interaction, vigilance and control over their neighbourhood
- Surveillance – maximizing the ability to spot suspicious people and activities
- Activity support – encouraging the intended use of public space by residents
- Hierarchy of space – identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening – using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment – making a design or location decision that considers the surrounding environment to minimize the use of space by conflicting groups
- Image/Maintenance – ensuring that a building or area is clean, well-maintained and graffiti-free

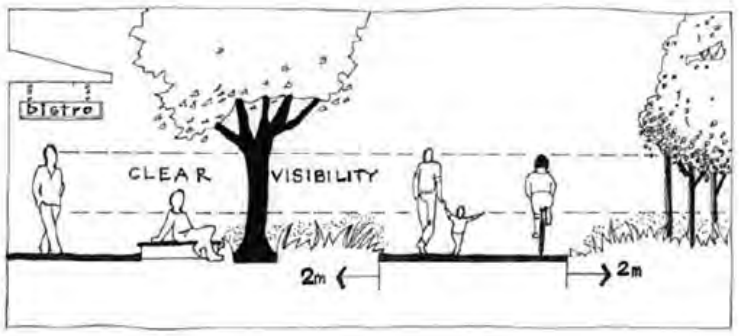
<u>Safety, Security and Accessibility Policies:</u>

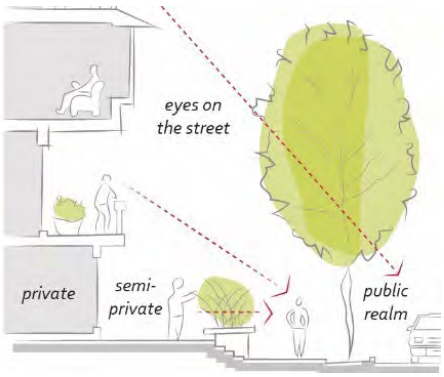
1. New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies and street-level uses. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.

2. Adequate lighting should be provided for all streets, lanes, parking areas, parks and trails as appropriate, as well as building entrances, to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.

4. Ensure Crime Prevention Through Environmental Design (CPTED) principles are adhered to with respect to landscape design and construction.





5. Site design and landscaping should allow for natural surveillance between parking areas, public sidewalks and building entrances.

6.3 Heritage

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. The Township's Heritage Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands and its natural and cultural landscapes, in developing complete sustainable communities.

In 2021, Council received the Township of Langley Archaeological Overview Assessment (AOA), that included the identification of two First Nations trails that diagonally traversed through what is now Brookwood-Fernridge. To commemorate this travel route, established and used by First Nations and later used by early settlers, a Semiahmoo Trail has been envisioned and delineated in the Booth Neighbourhood Plan.

Heritage Policies:

1. Establish a Semiahmoo Trail that extends from Noel Booth Community Park at 36 Avenue to the intersection at 28 Avenue and 196 Street, linking key existing and future neighbourhood destinations.

2. All buildings of heritage interest should be evaluated to determine their historic value and significance; and available tools under the *Local Government Act* (LGA) should 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.

7.0 MOBILITY AND TRANSPORTATION INFRASTRUCTURE

Neighbourhood mobility networks comprise of a variety roads, sidewalks and trails, bike routes and greenways. They also accommodate the public transit system and first responders and provide important corridors for infrastructure services.

Complete livable streets are designed to accommodate people of varying ages and abilities, to walk, cycle, take transit or drive. They are also designed to accommodate street furniture, street trees, greenways, utilities, stormwater management and active uses such as sidewalk cafés.

Complete livable streets ensure that social, economic and environmental priorities are integrated into planning and design. While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life.

7.1 Mobility Network

Mobility Network Policies:

1. Design each aspect of the mobility network to incorporate the following:

    a. Accommodate a range of users including pedestrians, cyclists, transit users, automobiles and commercial vehicles.
    b. Ensure safety of all street users.
    c. Prioritize pedestrian movement.
    d. Incorporate green infrastructure through neighbourhood forestry including street trees, greenway plantings, retention of existing trees, private front yard landscaping and rain/stormwater and groundwater management.
    e. Promote streets as public spaces to maximize social and economic activity.

2. Provide new streets and street extensions, to develop an interconnected Arterial, Collector and Local Road network as delineated in the Road Network Concept on Map 4 to accommodate multi-modal transportation, circulation and connections.

    a. Prohibit access to off street parking and freight deliveries from Arterial Roads (200 Street and 32 Avenue).
    b. For “Main Street” within the Booth Town Centre: Incorporate two travel lanes, diagonal parking on both sides and a non-rectilinear, circuitous, curvilinear alignment that connects the future 33A Avenue (east of 200 Street) with 201 Street midway between 32 and 33A Avenues and 202 Street.
    c. For 199 Street Local Road (connecting 30 and 35 Avenues): Provide right-in and right-out only turning movements at 32 Avenue.

3. Lay out the neighbourhood blocks with a maximum block length of 180 metres and provide Mid-Block Pedestrian Links where appropriate pursuant to Section 6.2.6 of this Plan.

4. Require rear lanes for development fronting Arterial Roads.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks and Mid-Block Pedestrian Links to achieve the Plan's targeted maximum block length as identified in #3 above.

6. As part of the development process, seek additional public rights-of-way on all existing streets for sidewalk widening, greenways, cycling facilities, transit stops, street widening and on-street parking.

7.2 Walking

Walking Policies:

1. Establish a pedestrian-friendly public realm incorporating features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, mid-block and pedestrian links and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection in the Booth Town Centre.



2. Provide safe and barrier-free pedestrian routes on public streets, greenways and trails.



3. Use pedestrian routes to connect school sites with parks, open spaces, recreation facilities and residential areas.

4. Locate all above-ground infrastructure (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street and pedestrian lighting) between the curb and the sidewalk so as not to impede pedestrian movement and accessibility.

5. Provide additional pedestrian crossings of Arterial Roads including, where feasible, measures that reduce crossing distance and improve safety and visibility for pedestrians.

7.3 Cycling

Cycling Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and greenways.

2. Provide additional cycling routes, as identified on Map 5.

3. Provide public bicycle parking and bikeshare facilities at schools, parks, civic facilities and the Booth Town Centre.

4. Encourage end-of-trip cycling facilities such as showers, lockers and change areas within commercial developments.

5. Collaborate with the City of Surrey to provide a seamless and complete cycling network between Booth and Campbell Heights employment areas.

6. Collaborate with TransLink to implement secure bike parkades at transit stop(s) in the Booth Town Centre.

7. Provide cycling linkages that connect school sites with parks, open spaces, recreation facilities and residential areas.

8. Provide separated cycling facilities along Arterial classified roads.



Improved Intersection for Cyclists

7.4 Transit

Transit Policies:

1. Work with TransLink to review opportunities for optimal transit service to meet user demand. This includes new routes, appropriate frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide space on streetscapes along existing and potential future transit routes for stops and other transit infrastructure to support mobility choice.

7.5 Mobility Hub

Mobility Hub Policies:

1. Establish the Booth Town Centre as a mobility hub to accommodate an extensive range of supportive mobility elements including:
    a. Pick-up and drop-off areas for public transit and taxi and ride-hailing services
    b. Secure parking for bicycles
    c. Electric vehicle charging stations.

2. Include pedestrian-friendly features such as continuous weather protection for shops, services and amenities.

7.6 Parking and Loading

Parking and Loading Policies:

1. Encourage shared, off-street non-residential (including civic and institutional) parking in the Booth Town Centre.

2. Encourage parking turnover through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development underground or concealed within a building.

4. Implement flexible curbside management practices to facilitate a variety of street uses (e.g., short-term residential loading, home delivery, food trucks).

5. Plan for sufficient and safe vehicular drop-off/pick-up facilities in the design of schools and childcare facilities.

6. Place loading access points and loading spaces in the rear and not along nor adjacent to Mandatory Commercial Street Frontage. Minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).

8.0 FINANCIAL STRATEGY

The Township will not finance, nor assume a financial risk, in the provision of engineering services required for any development. As such, water, sanitary sewer, drainage, highway services and parks are to be solely funded through the collection of Development Cost Charges (DCCs) Bylaw No. 5897, as amended or replaced, or other appropriate cost-recovery mechanisms. Property owners and/or the proponents of development are responsible to front end the construction of engineering services and parks; the Township may consent to enter into cost-recovery agreements.

DCCs are levied against new development to finance new servicing infrastructure and amenities. The Development Cost Charge Bylaw sets rates for engineering services and for parks. Rates are uniform across the Township regardless of their location. Infrastructure that is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

Given the cost of sanitary sewer, drainage, highway and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms include Latecomer Agreements, Development Works Agreement, DCC rebates/credits and Development Cost Charges Front Ender Agreements. Potentially, property owners can recover their infrastructure investments through front ending. However, agreements are structured to provide sufficient time for property owners to recover infrastructure costs. It is recommended that the Township approve agreements with 10 to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

Amenities to be funded through the Brookswood-Fernridge Greenway Amenity Policy include: public art, greenways of various types, satellite recreation centre, Wildlife Habitat Patches and the Semiahmoo Trail.

New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to amenity costs is specified in applicable policies and bylaws, as they may be amended or replaced. These policies and bylaws include, but not limited to:

- Neighbourhood Park Land (5%) Policy No. 07-231
- Brookswood-Fernridge Greenway Amenity Policy No. 07-235
- Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
- Amenity Cost Charge Bylaw No. 6115
- Development Cost Charges Bylaw No. 5897

9.0 GROWTH AND CHANGE MANAGEMENT

Booth will grow based on contributions to develop Arterial Road infrastructure, communal drainage facilities and combined elementary school and neighbourhood park sites in proximity to existing neighbourhoods.

9.1 General Prerequisites

1. (Deleted per Council direction on July 21, 2025.)

2. Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.

3. Require all development applications adjacent to a designated Arterial Road as delineated on Map 4, including the 32 Avenue Extension from 204 to 208 Street, to include a minimum of 100 metres of road frontage to facilitate development of the arterial road network in a timely manner. Land assembly may be required prior to a development application. The required works and services for the construction of the Arterial Road, as defined by this Plan, the associated Engineering Services Plan, the Subdivision and Development Servicing Bylaw and other relevant bylaws, must be completed as part of the development or as part of the first phase of any multi-phased development, except for the 32 Avenue Arterial Road Extension (east of 204 Street).

4. Prioritize development applications on lands within approximately 800 metres of the northern plan boundary (see Development Prioritization Area 1 in Figure 9.1). Continue this until one-half of the developable land has completed construction, is in the process of construction, or is approved for construction; then the prioritization area can be expanded by an additional 800 metres as shown in Figure 9.1. This prerequisite does not apply to lands designated Employment.

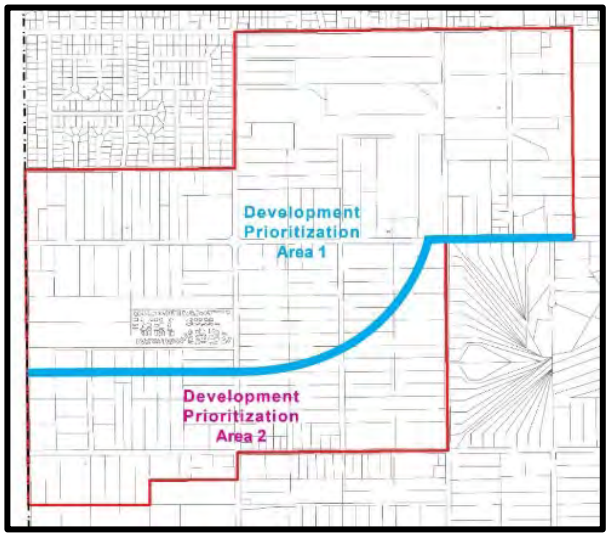


Figure 9.1: Development Prioritization Area

5. Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.

6. Provide major roads and extend engineering services (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.

9.2 Development Prerequisites in the Booth Town Centre

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in the Booth Town Centre (see Section 3.2) and areas designated for Commercial Village, Apartment or Rowhouse/Townhouse, the following shall be completed to the satisfaction of the Township.

Development Prerequisites in the Booth Town Centre Policies:

1. Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Booth Town Centre (plan view and three dimensional oblique view) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.

2. Provide a “shell” space for a satellite Recreation Centre in the Commercial Village in accordance with Section 4.7 Policy #8 of this Plan, to the acceptance of the Township of Langley, subject to other provisions of this Plan, along with the rezoning of any lands designated as Commercial Village, before any development may occur.

3. Provide a site of 4,050 m^2 (~43,590 ft^2) for a Pocket Park, acting as a public square, in accordance with Section 4.7, Policy #7 of this Plan, to the acceptance of the Township of Langley. The location of this site should be in the proximity of the proposed new intersection at 201 Street and the new Main Street. The site should be provided to the acceptance of the Township of Langley before any development in the Booth Town Centre.

9.3 Specific Development Prerequisites

The following development prerequisites must be completed to the satisfaction of the Township prior to adoption of a zoning bylaw amendment.

Specific Development Prerequisite Policies:

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 the servicing provision of this neighbourhood plan together with the Township’s existing servicing standards as set out in the Township’s Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.

2. In flood hazard areas, as identified in the OCP on Map 13, or as required, proposed subdivision, rezoning and building permit applications shall include a “safe for intended purposes” report prepared by a qualified professional, which also addresses the impact of the proposed project on existing flood-prone areas in the watershed. No building shall be constructed lower than the flood construction level as defined in the Zoning Bylaw No. 2500, Section 105 - Flood Control or Engineering Servicing Plan.

3. Comply with the Erosion and Sediment Control Bylaw, including provision of an erosion and sediment control plan, to the acceptance of the Township.

4. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw No. 5382, the relevant Engineering Services Plan and the Township of Langley’s Master Transportation Plan, all as amended or replaced, to the acceptance of the Township.

5. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

6. Transfer any designated greenway, trail, or any other “greenspace” as shown on the Land Use Plan to the Township, or as determined by the Township. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways/Trails, Natural Spaces, Wildlife Habitat Patches, or Public Art construction.

7. Implement environmental protection measures as outlined in this plan, including the establishment of conservation areas and other neighbourhood green infrastructure and as may be required by the Department of Fisheries and Oceans, including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway 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, type and extent of contamination and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age-friendly amenity area in accordance with Section 111.5 of the Zoning Bylaw to the acceptance of the Township.

11. Adhere to the Township's Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

12. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian Links, lanes, roads, greenways and sidewalks only. Public access shall not extend to on-street parking.

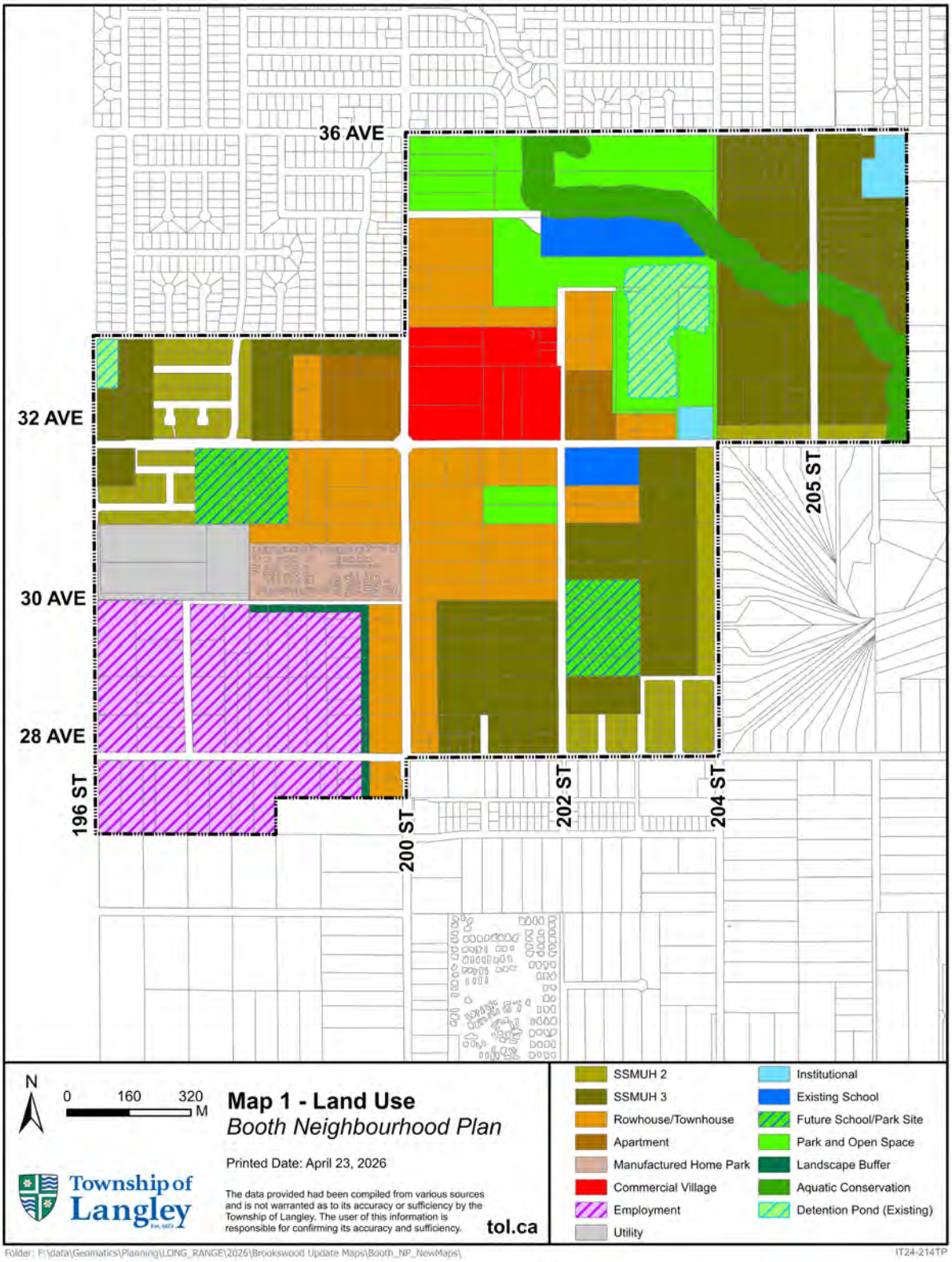
13. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access, where provided.

14. Register restrictive covenants that may include, but are not limited to:
    - non-disturbance setbacks
    - driveway access/location
    - building setback restrictions
    - restriction of on-street parking
    - Exterior Design Control Agreement for single-family developments

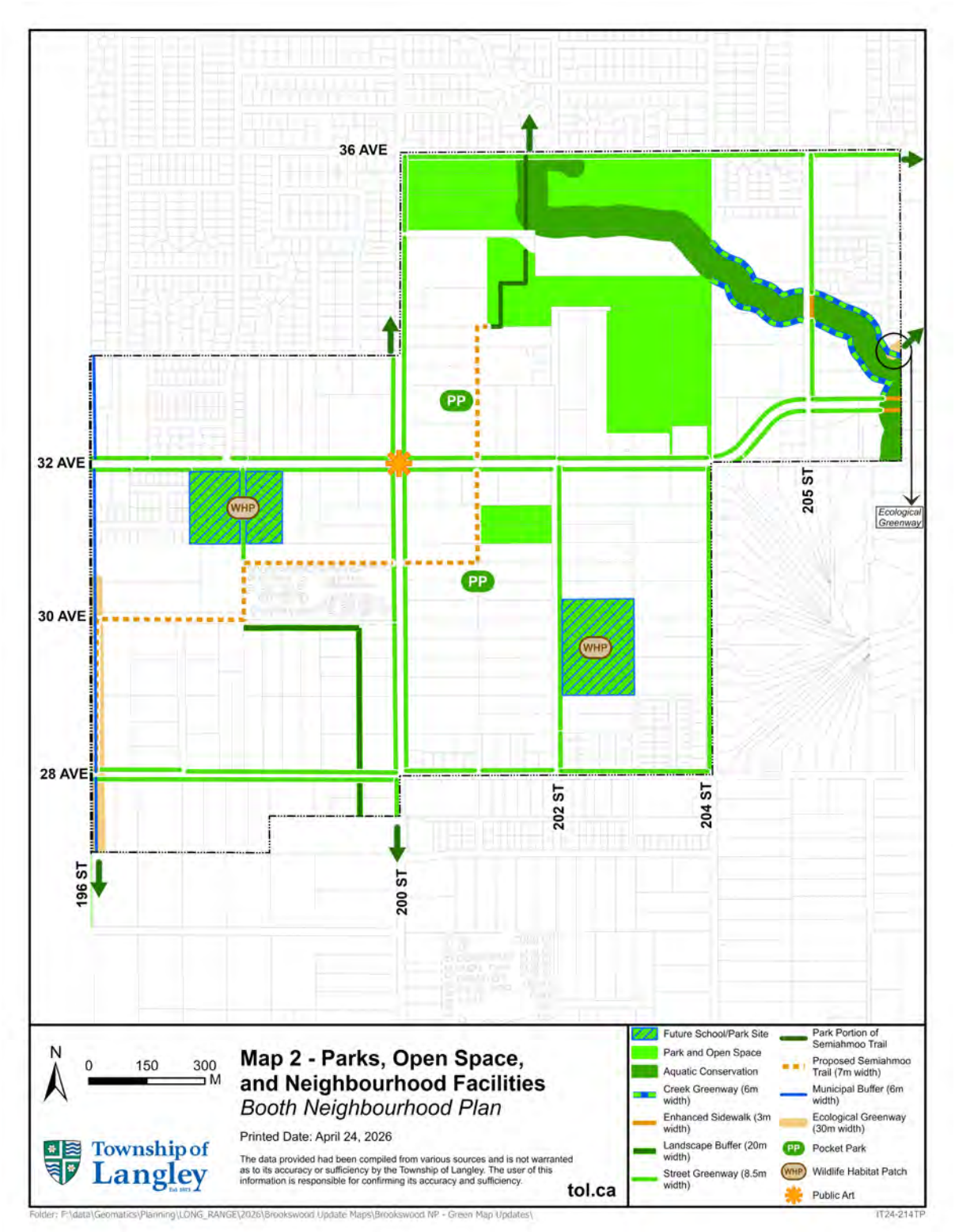
15. Payment of fees and charges specified in applicable policies and bylaws, as they may be amended or replaced, including, but not limited to:
    - Neighbourhood Park Land (5%) Policy No. 07-231
    - Brookswood-Fernridge Greenway Amenity Policy No. 07-235
    - Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
    - Amenity Cost Charge Bylaw No. 6115
    - Development Cost Charges Bylaw No. 5897

16. Consideration of voluntary contributions pursuant to Interim Policy Regarding Community Amenity Contributions (Policy No. 07-170), as amended or replaced.

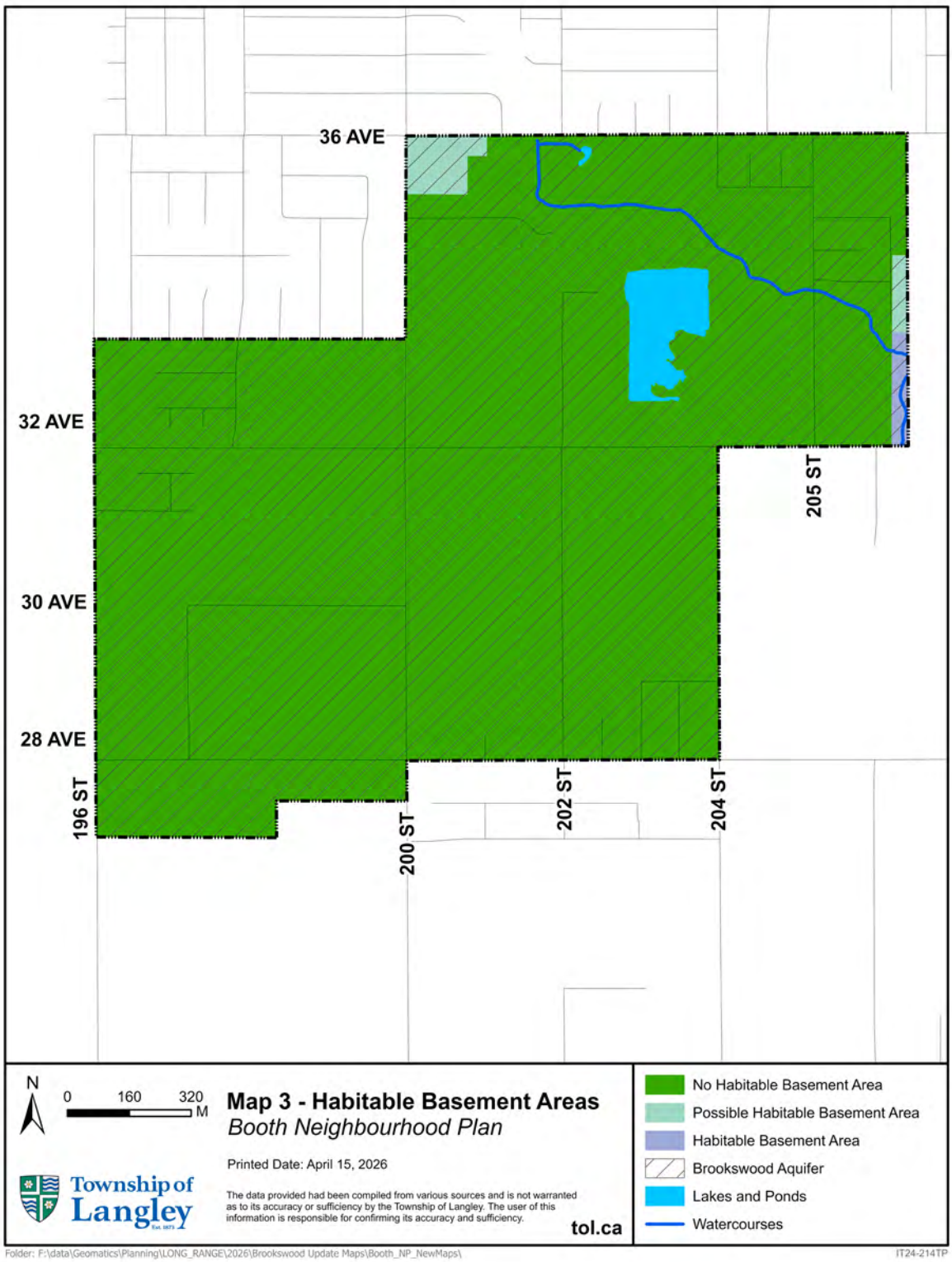
MAP 1 | Land Use Plan



MAP 2 | Parks, Open Space and Neighbourhood Facilities

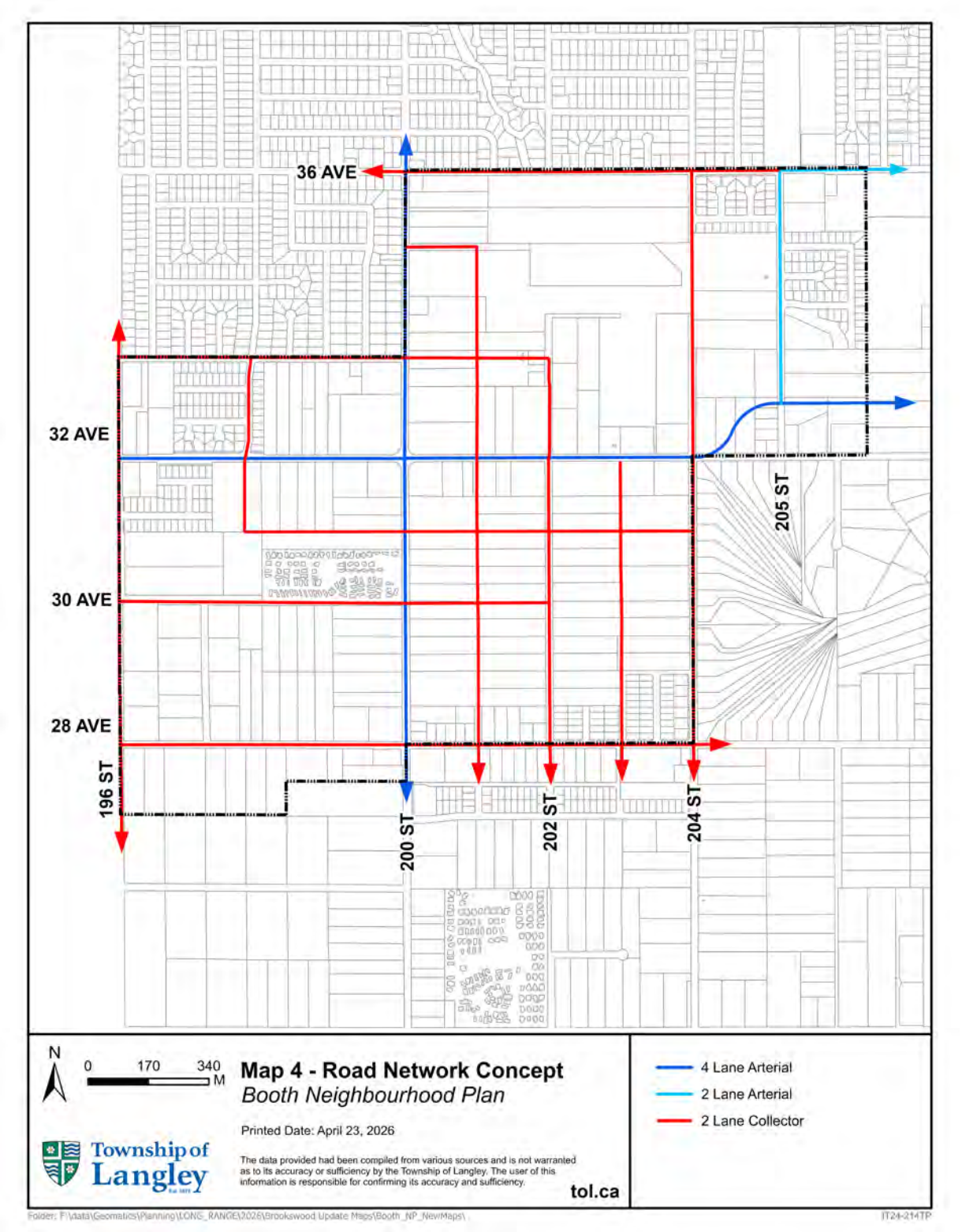


MAP 3 | Habitable Basement Overlay

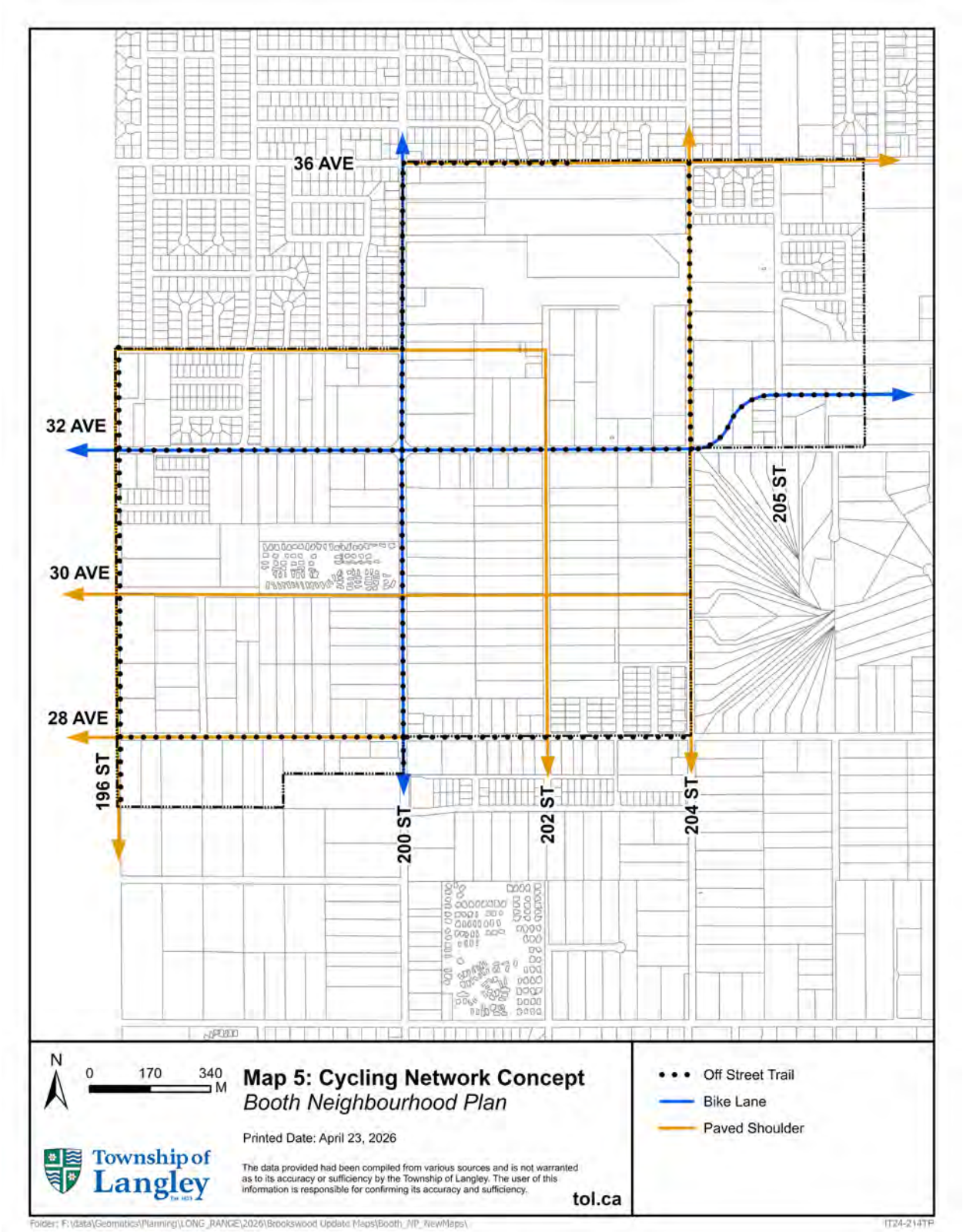


Note: Habitable basement acceptance will also be subject to a “safe for intended purposes” report in flood-prone areas, or as required by the Township

MAP 4 | Road Network Concept



MAP 5 | Cycling Network Concept



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300 AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 6009 AMENDMENT (FERNRIDGE UPDATE 2026) BYLAW NO. 6218

EXPLANATORY NOTE

Bylaw No. 6218 amends the Fernridge Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300 AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 6009 AMENDMENT (FERNRIDGE UPDATE 2026) BYLAW NO. 6218

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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009 Amendment (Fernridge Update 2026) Bylaw No. 6218”.

2. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009” as amended, is further amended by replacing Schedule “BF-2” Fernridge Neighbourhood Plan with a new Schedule “BF-2” Fernridge Neighbourhood Plan attached to and forming part of this bylaw as Schedule “A”.

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



Fernridge Neighbourhood Plan

Bylaw No. 6009

Brookswood-Fernridge Community Plan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 6009

Adopted by Council: June 10, 2024

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
Bylaw No. 6057 (Fernridge Crescent Area)	Map/Text	January 27, 2025

Township of Langley
Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule "BF-2" Brookswood-Fernridge Community Plan

Fernridge Neighbourhood Plan

Fernridge Neighbourhood Plan
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1.0 INTRODUCTION

Fernridge neighbourhood is an area within the southern-most community of Brookswood-Fernridge in the Township of Langley. The Fernridge Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees by offering a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work and play.

1.1 Policy Context

The Fernridge Neighbourhood Plan incorporates the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and implements the policies of the Official Community Plan (OCP) for the Township of Langley. The BFCP and the OCP guide growth and change in the Fernridge neighbourhood. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the Fernridge Neighbourhood Plan policy takes precedence.



1.2 Plan Area

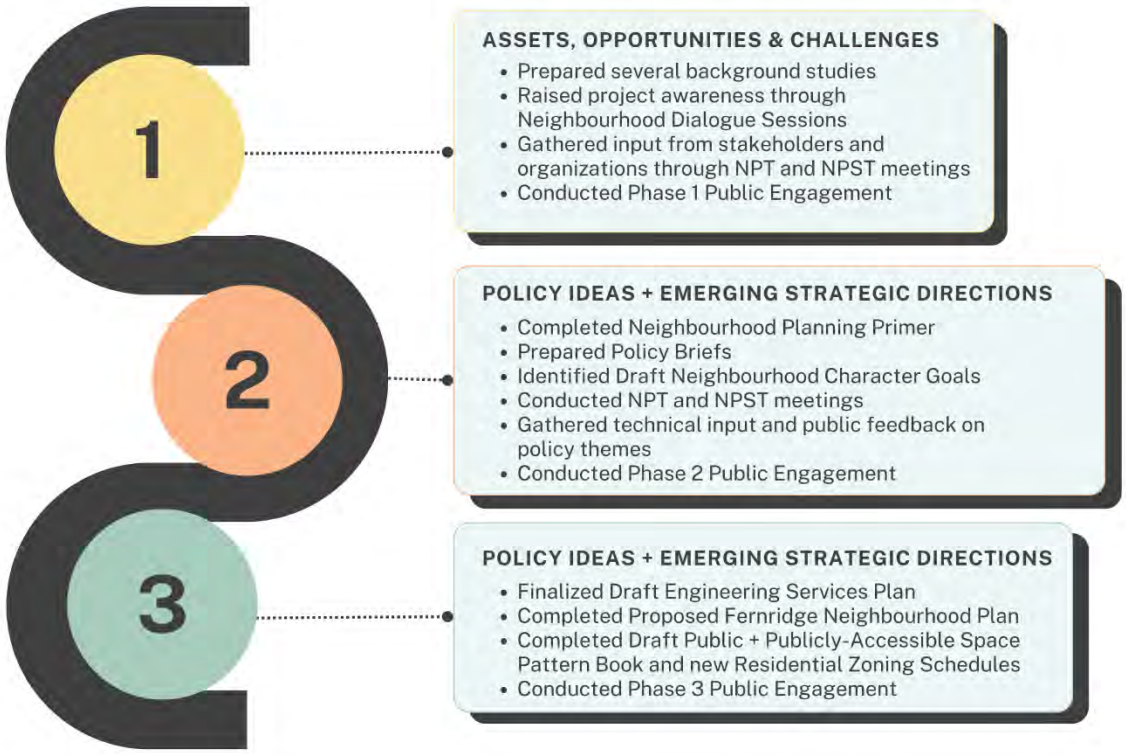
The Fernridge Neighbourhood Plan area encompasses 276 hectares (681 acres) in the south-western area of Brookswood-Fernridge. East of the City of Surrey and south of the new neighbourhood of Booth, its boundaries are 196 Street (west), 28 Avenue (north), 204 Street (east), 20 Avenue and 16 Avenue (south). Its southern boundary is adjacent to the Agricultural Land Reserve, a portion of which is Campbell Valley Regional Park.



Fernridge Neighbourhood Plan Area

1.3 Plan Purpose and Process

The Township of Langley has invested a significant amount of time and resources in the planning of Brookswood-Fernridge. The planning process included two attempts to update the Brookswood-Fernridge Community Plan (2014 and 2016). The second attempt in 2016, resulted in a new plan that replaced one that was in place since 1987. The planning process involved technical analysis, policy research and community engagement that included dialogue sessions, workshops, open houses and Public Hearings. On October 23, 2017, Council adopted the new BFCP and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.



In January 2019, Council endorsed the Terms of Reference for the NPs. While the planning process for the NPs was impacted by the Covid-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, “ask-a-planner” sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the provincial government changed the *Local Government Act* to require municipalities to permit small-scale, multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form in single-family neighbourhoods. The Fernridge NP was revised in early 2024 to align with the new provincial legislation.

2.0 NEIGHBOURHOOD VISION AND OBJECTIVES

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the Township of Langley's prosperity. Planning the future of the Fernridge neighbourhood begins with recognizing the Vision and Guiding Principles of the BFCP. Policy will be guided by its four Neighbourhood Character Goals.

2.1 Vision Statement

Fernridge neighbourhood's small town, forested character is situated within a highly connected, north-south/east-west street and block grid pattern. The area has a dense tree canopy, tree-lined roads, wide sidewalks and boulevard strips.

It provides for a variety of necessities, activities and services and supports human health and well-being. The Fernridge neighbourhood has incorporated long-term biodiversity and ecological functions along with climate change measures to have a limited carbon footprint. Fernridge is a great new neighbourhood that is distinct, welcoming, responsive, historic and change resilient.

2.2 Neighbourhood Character Goals

This vision is further articulated in four Neighbourhood Character Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design and neighbourhood and development patterns.

Goal 1: Fernridge is Designed with Nature

Nature is an important part of Fernridge. Natural areas and features contribute to the neighborhood's livability and to the health of its residents, business owners and workers. Environmental change, whether natural or human-caused, will affect our municipality and region in the future. In response, the design and construction of built environments in Fernridge will incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements promoting nature conservation, preservation, restoration, enhancement, management and stewardship of natural environments.

Goal 2: Fernridge is a Complete Community

Striving for a complete community, the Fernridge Neighbourhood Plan supports an integrated system where the built and natural spatial elements are intertwined. By balancing the social, economic and environmental needs of Fernridge residents, people of all ages and abilities can live, work, shop, learn and play locally.

The Fernridge neighbourhood will provide an appropriate housing supply to generate a sustainable population base, which will support:

- local businesses and services
- community amenities and utilities
- viable public transit
- a variety of land uses and densities
- investment in alternative transportation modes
- connected transit routes
- adaptable and resilient neighbourhoods



Goal 3: Fernridge is a Walkable Neighbourhood

Walkability is more than just pedestrian infrastructure (such as sidewalks and pathways). It is also about appropriate scale and design. Fernridge is comprised of small blocks, human-scaled buildings and many connected public spaces. To encourage pedestrian activity and active and healthy lifestyles, the Fernridge neighbourhood:

- encourages social, economic and land use diversity
- provides easy access to green spaces
- includes universally accessible design features
- offers equitable access to goods, services and facilities
- features street trees and wide sidewalks
- incorporates age-friendly design
- supports connectivity



As a walkable neighbourhood, Fernridge facilitates greater social interaction through features such as community parks, social spaces at a variety of scale and design features.

Goal 4: Fernridge is a Distinct Neighbourhood

Fernridge identifies as a “small-town” neighbourhood. Its character is shaped by its natural and built environments, which give it a distinctive personality. Development in Fernridge is integrated with nature, including distinctive subdivision and lot patterns, careful siting of buildings and the provision of street trees and landscape features.



3.0 DESIGN CONCEPT

This section of the Plan defines the design concept for the Fernridge neighbourhood. The built environment in Fernridge includes several “building blocks” that establish the spatial arrangement and character. These include block and street patterns, lot configurations and street design, building forms and placement, vegetation, landscaping and natural features such as trees, topography and watercourses. The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, which are cornerstones of the Township of Langley Official Community Plan.

3.1 Design Concept

The design concept for Fernridge incorporates both natural and built environments. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency and attractive parks, streets, paths and public spaces.

The Fernridge Town Centre is located at the “Four Corners” of the crossroads of 200 Street and 24 Avenue. This community-scale, mixed-use hub serves as both a neighbourhood anchor and community destination. It incorporates a “High Street” design concept and includes a concentration of employment, commercial and community services, civic activities and residential uses, as well as public gathering spaces and a high-quality design and character for the private and public realms. This town centre is intended to be the focal point of the Fernridge neighbourhood and the rural surrounds.

3.2 Fernridge Town Centre

Fernridge Town Centre Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity for pedestrian, bicycle and horse/rider comfort and mobility, transit accessibility (where appropriate), freight delivery and automobile movement.

2. Provide public Mid-Block Pedestrian Links for vehicle parking, cycling and pedestrian, resident and visitor access and loading and servicing access.

3. Provide continuous, ground-oriented, pedestrian focused commercial or civic/assembly uses on the ground floor of all buildings along arterial road frontages for the entire length of 24 Avenue and 200 Street, as well as the new High Street, as identified on Figure 3.1 as Mandatory Commercial Street Frontage.

4. Provide continuous ground-oriented residential or employment living – meaning space within a building or structure that can accommodate a permitted commercial use, a permitted residential use, or combination of the two – uses along frontages identified on Figure 3.1 as Secondary Active Street Frontage.

5. Establish a transportation and mobility infrastructure network in the Fernridge neighbourhood pursuant to Section 7 of this Plan.

6. Design a consistent street wall height for the Mandatory Commercial Street Frontages to create a unique public realm, design human scale buildings and streetscapes and increase the dissemination of natural light on the public realm not including Fernridge Hall.

7. Incorporate “gateway features” that include distinct building/commercial signage, architectural features and/or other measures to create a sense of arrival as identified on Figure 3.1 – all four corners of 24 Avenue and 200 Street intersection, as well as 199 Street and 25 Avenue. Orient a prominent, gateway building at each of the gateway “corners” that partly establishes a front building face that runs parallel to 200 Street and 24 Avenue. Public Art, funded by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, is to be provided at locations shown on Map 2.

8. Provide a cohesive landscape concept throughout the Commercial Village land use designation and the Institutional land use designation, with enhanced “gateway” landscaping.

9. Orient a prominent, gateway building at each of the gateway “corners” that partly establishes a front building face that runs parallel to 200 Street and 24 Avenue.

10. Incorporate a landscaped public space in the Fernridge Hall heritage property – southwest quadrant – along 200 Street and the adjacent street greenway, with a minimum size of 2,700 m^2 (~29,000 ft^2). This area will provide a green feel at this important intersection while maintaining the prominence of the historic Fernridge Hall on the southwest corner of the intersection. The public space shall extend from 200 Street to the south lot line of the Fernridge Hall property across 200 Street to the west.

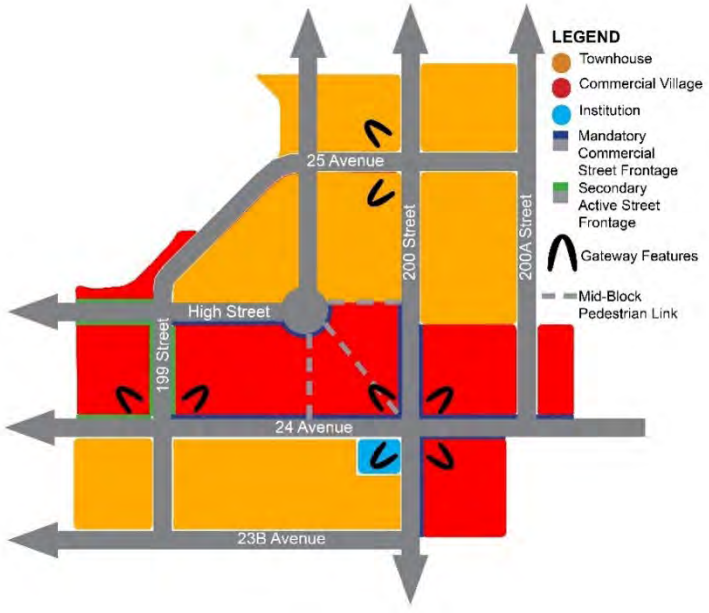


Figure 3.1: Fernridge Town Centre

11. Enable development that is solar optimized, highly walkable and supportive of other modes of active transportation, thereby assisting in the reduction of greenhouse gas emissions and improving energy efficiency.

4.0 LAND USE PLAN

The Neighbourhood Character Goals and Design Concept are embodied in the Fernridge Land Use Plan (see Map 1) and associated policies. The Land Use Plan identifies the land use designations in the plan area, as well as future transportation corridors, conservation areas, parks and schools and other features and infrastructure.

4.1 Land Use Designations and Policies

The land use designations are identified on Map 1, which defines a future land use pattern by identifying the location, use and building types/forms of development for all properties in the planning area.

The Township of Langley Zoning Bylaw further shapes land use by specifying requirements for development of individual and assembled properties. To ensure that the policies of the plan are achieved, Table 1 specifies the Corresponding Zones of the Zoning Bylaw that may be applied to the land use designations as part of rezoning consideration.

Land Use Designations Policies:

1. Use the Land Use Map (Map 1) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan and relevant policies of the BFCP to direct the land use pattern and form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

3. Comprehensive Development (CD) zoning is identified for the Commercial Village designation only. The use of CD zones may be considered based on the following conditions:

    a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones.
    b. The proposed development and CD zone fully implement Township of Langley policies and objectives.

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Map 1 Colour	Land Use	Corresponding Zone
	Small-Scale Multi-Unit Housing (SSMUH) 1	SR-1 Suburban Residential Zone
	SSMUH 2	R-1D Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	SSMUH 3	R-1B and R-1C Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	Fernridge Crescent Area	R-1E Residential Zone
	Manufactured Home Park	MH-1 Residential Manufactured Home Park Zone
	Rowhouse/Townhouse	R-CL (RH2) Rowhouse CD Comprehensive Development P-1 Civic Institutional
	Commercial Village	CD Comprehensive Development P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	Every Zone
	Employment	M-1A and M-1B Service Industrial

Table 1: Land Use Designation Corresponding Zones

4.2 General Policies

The following policies apply across multiple land use designations in the Fernridge neighbourhood.

4.2.1 General Land Use Designations Policies:

1. Obtain a Development Permit in accordance with Sections 488 (1) (a), (c), (e) and (f) of the *Local Government Act* (LGA) for development on lands within the Fernridge Neighbourhood Plan area as outlined by the Development Permit Areas on Map 11 of the BFCP to achieve quality, resilient design.

2. Calculate development density for land designated as Small-Scale Multi-Unit Housing and rowhouse development on land designated as Rowhouse/Townhouse, based on minimum lot sizes.

3. Calculate development density for land designated as Commercial Village and Institutional, based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw No. 2500, as amended or replaced. Developable land area does not include parks/open spaces,

trails, detention ponds, utility rights-of-way, land below top of bank of watercourses and land dedicated for roads.

4. Calculate development density for townhouse developments on land designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all land except land below top of bank of watercourses.

5. Incorporate existing significant trees and stands of trees. Retention and planting of evergreen, coniferous trees shall be part of the project design.

    a. For land designated as Commercial Village, as well as townhouse development on land designated as Rowhouse/Townhouse, incorporate medium and large sized trees for a minimum of 20% of a development site through retention and planting.

    b. For land designated as Small-Scale Multi-Unit Housing or designated as Rowhouse/Townhouse, provide for retention of medium and large sized trees or planting space for the next generation of trees in the front, back and side yard setback areas for each lot.

    c. For land designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of 35% will be applied to new development.

6. Design building transitions between different land uses and distinct building types that are respectful of solar access, views, densities and massing. Building massing, use of glazing, site design and landscaping should mitigate overlook and privacy considerations. Noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within 1 storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within 2 storeys of the adjacent building form. The depth of the step down should be equal to or greater than 1.5 times the height of the building storey.

7. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) to achieve maximum density as provided for in the Plan or associated Zoning schedules will not be considered if it results in a loss of tree planting areas and open space, which are important neighbourhood character features.

8. Design all principal buildings to incorporate energy conservation through architectural and site design. Examples include, but are not limited to:
    - photovoltaic panels on the roof

- overhangs/screens for windows on south and west facing elevations
- low carbon mechanical systems (such as heat pumps)
- rainwater management best practices

9. Ensure that a development site layout does not result in remnant properties that cannot be serviced (e.g., utilities and transportation) or would be uneconomic or impractical to develop.

4.2.2 Residential Land Use Designation Policies:

1. Provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans and tenures within the Fernridge Neighbourhood Plan area, as guided by the Township of Langley Housing Action Plan and Housing Needs Report(s), including:

   a. Incorporating a diversity of housing choices to support housing affordability.
   b. Encouraging secondary suites, coach homes and laneway homes.
   c. Encouraging a variety of tenures, such as fee simple, strata and purpose-built rental.
   d. Encouraging development of short-term and long-term supportive housing and subsidized rental housing (see Township of Langley Housing Action Plan).

2. Include adaptable housing requirements in accordance with Policy 3.1.12 of the OCP and the Housing Action Plan.

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4.3 Small-Scale Multi-Unit Housing (SSMUH)

The Small-Scale Multi-Unit Housing (SSMUH) designations accommodate a variety of ground-oriented housing types.

The Fernridge Neighbourhood Plan includes four SSMUH designations which are differentiated by minimum lot size for purposes of subdivision:

1. SSMUH 1 – minimum lot size of 3,716 m^2 (40,000 ft^2)
2. SSMUH 2 – minimum lot size of 650 m^2 (7,000 ft^2)
3. SSMUH 3 – minimum lot size of 465 m^2 (5,000 ft^2)
4. Fernridge Crescent Area – minimum lot size of 929 m^2 (10,000 ft^2)

Small-Scale Multi Unit Housing Land Use Designation Policies:

1. Up to four dwelling units are permitted on each lot. Secondary suites are counted as dwelling units.

2. Subdivision and development in each SSMUH designation will be in accordance with the corresponding zone in the Zoning Bylaw, as shown in Table 1.

3. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

4. Orient blocks to create an elongated “H” shape, with end lots perpendicular to the long side of the block, as in Figure 4.1.



Figure 4.1: Mid-block Pedestrian Link

5. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) for design expectations on these sites.

4.4 Manufactured Home Park

The Manufactured Home Park designation accommodates manufactured home park development.

Manufactured Home Park Policy:

1. Siting of buildings and structures requires a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations.

4.5 Rowhouse/Townhouse

The Rowhouse/Townhouse designation accommodates rowhouse and townhouse development. This designation is located as indicated on Map 1, including within and in proximity to the Fernridge Town Centre. It provides for ground-oriented housing to accommodate households with children, seniors and “empty-nesters”. It is situated adjacent to schools and parks, urban greenways, local-serving commercial uses, future transit and other destinations and provides a land use, form and massing transition between higher and lower density uses.

4.5.1 Rowhouse Land Use Designation Policies:

1. Locate rowhouse dwellings on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse/Townhouse as delineated on Map 1. Rowhouse dwellings are to

take the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard.

2. Orient rowhouses to be street-facing, along Collector and Local Roads only, with rear public lane access to vehicle and bicycle parking and to provide for on-street parking that is not interrupted by individual driveways. Design rowhouses on corner lots to be street-facing to both public streets.

3. Limit attached principal dwelling units to a maximum of four (plus any associated secondary suites), except where a development provides for the retention of existing trees and/or additional tree planting areas for medium to large coniferous trees, in which case up to six principal dwelling units may be attached together (plus any associated secondary suites).

4. Provide for a range of unit sizes, including three-plus bedrooms, to appeal to a broad range of households at different stages of life in accordance with Policy 3.1.9 of the OCP.

5. Provide sufficient front and rear yard setbacks, as well as separation distances between buildings on a lot, to accommodate medium- and large- sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence and space for outdoor living areas and detached off-street parking structures.

6. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A maximum building height of 2.5 storeys (9 metres), with the uppermost (third) level having a floor area not exceeding 50% of the floor area of the storey immediately below it.
    b. A minimum 2 metre deep covered front porch, extending the entire width of the front elevation of the rowhouse.
    c. Rear entrances for all principal dwelling units in the form of a door that can be locked from either side that is separate from the front entrance.
    d. Off-street parking for the dwelling units shall be accessed from a rear lane in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be in a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a “flex” off-street parking space that is covered, but not enclosed (e.g., carport). The “flex” off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.
    e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities.
    f. Include, at a minimum, solar-ready measures to facilitate the application of solar energy generating technologies on the roof of the garage/carport/home-office.

g. Incorporate crawl spaces in the principal residence to help facilitate, among other aspects of the architectural design, an elevated front porch, in areas where habitable space in basements is not permitted.

7. Demonstrate subtle design variations to strengthen unit identity from the street and support a pedestrian scale.

4.5.2 Townhouse Land Use Designation Policies:

1. The maximum density for townhouse development is 20 units per acre (UPA).

2. Design townhouse developments that contribute to a desirable streetscape character through a clear architectural identity for individual buildings.

3. Provide for a range of townhouse unit sizes, including those with three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the OCP.

4. Townhouse sites to be accessed from a rear lane to provide generally continuous on-street parking that is not interrupted by individual driveways and to increase opportunities for trees in front yards and street boulevards and adequate space for rainwater and stormwater management facilities, among other streetscape features.

5. Provide sufficient front and rear yard setbacks, with separation distances between buildings on a lot, to accommodate medium- and large-sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence and space for outdoor living areas and detached off-street parking structures.

6. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and lanes, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, including:

    a. Front porches for all dwelling units; and
    b. Convenient pedestrian connections through an on-site network of sidewalks and pathways. The pedestrian connections will be independent of a public lane and strata/private drive aisle.

7. Demonstrate subtle building/architectural design variations to strengthen unit identity from the street and support a pedestrian scale.

4.6 Commercial Village

The Commercial Village land use designation will be at the core of the Fernridge Town Centre, situated in a landmark intersection at 200 Street and 24 Avenue. It will accommodate mixed-use commercial/residential buildings on three corners. The Commercial Village designation provides

opportunities for the integration of street-facing, ground-floor retail, dining, office and personal service uses and civic facilities, along with apartment residential uses including seniors' housing.

Commercial Village Land Use Designation Policies:

1. Create a Commercial Village comprising a mix of commercial, residential and recreational uses based on a traditional "High Street" as shown on Figure 3.1 and a maximum density not exceeding a gross floor area of 1.85 times the developable land area (i.e., the Floor Space Ratio, or FSR).

2. Incorporate mixed-use buildings in this designation with apartments above ground floor commercial to provide residents with the opportunity to meet their daily needs within the same area and ensure "eyes on the street" for community safety.

3. Encourage local-serving commercial uses, such as financial institutions, retail stores, convenience stores, an anchor grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés (including those with outdoor/patio dining), pharmacies, childcare, liquor store and fitness centres and including live-work opportunities; but excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.11, Policies #8 and #9 of the BFCP.

4. Accommodate and incorporate one local-serving grocery store in the Commercial Village land use designation with a maximum size of 4,500 m^2 (~48,440 ft^2).

5. Provide a minimum total floor area for commercial uses of approximately 18,580 m^2 (~200,000 ft^2) which includes a minimum total floor area for retail and service commercial uses of approximately 15,330 m2 (~165,000 ft^2) and a minimum total floor area for office uses of approximately 3,250 m2 (~35,000 ft^2).

6. Incorporate an Urban Green, acting as a public square, that is central to the Commercial Village land use designation, in the northwest quadrant, with a minimum size of 1,000 m^2 (~10,760 ft^2) that provides an open space for a variety of activities such as public gatherings, socializing, resting, live performance and presentations and eating and serves as a focal point for the neighbourhood. Design features of the public square should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant view considerations, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection and spatial variety. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply needs.

7. Design a combination of mixed-use commercial / residential and commercial / residential / institutional buildings in the Commercial Village, including:

a. Buildings of a minimum four and a maximum 6 storeys, with fifth and sixth storeys stepped back in order to reduce visual and overshadowing impacts related to building height.
b. Maximum lot coverage of 60% where a minimum 75% of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage may be increased to 80% where 100% of the off-street vehicle parking use, including visitor parking, is concealed parking.
c. Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces.
d. For an apartment or office use, 100% of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site, or within the interior of the buildings footprint when required due to high water table.

8. Provide a range of apartment unit sizes, in accordance with Policy 3.1.9 of the OCP and tenures to appeal to a broad mix of households at different stages of life, including student-oriented housing, seniors housing, family housing and purpose-built rental. Buildings should incorporate:

    a. Individual exterior entrances for ground floor apartment units in mixed-use buildings.
    b. A common lobby for each building with office uses and apartment units above the first storey, with the building entrance from a fronting or public street.
    c. Lifestyle support features such as secure storage space for oversize sports equipment and seasonal supplies and secure bicycle parking for buildings with residential uses.
    d. Active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exit stairs, outdoor gardening places and indoor amenity areas for the exclusive use of building residents and guests.
    e. Continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.
    f. A high-quality pedestrian realm along all building faces. Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber) and horizontal architectural breaks (e.g., cornice, belt course).
    g. All apartment buildings must provide 10% of the total number of residential units as adaptable units per OCP Policy 3.1.12.

9. Provide a minimum and consistent building separation distance of 12 metres between all buildings containing pedestrian circulation and connections as part of a walkable neighbourhood.

4.7 Institutional and School/Park Site

The Institutional designation accommodates educational facilities, recreation centres, civic buildings, care facilities, places of worship and other community spaces (e.g. Fernridge Hall) that are essential

for a complete neighbourhood. At the time of Plan adoption, there were one public and two private schools and a community firehall in the Fernridge area. Fernridge will require additional institutional uses to accommodate future population growth and new development.

The Future School/Park Site designation accommodates future schools/park site requirements. One new public elementary school is identified in Fernridge to accommodate students in this neighbourhood.

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education and Child Care for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in the facilities plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities.

Institutional and School/Park Site Policies:

1. Accommodate one new Elementary School, on lands designated Future School/Park Site as shown on Map 1. The lands will form a joint neighbourhood park/elementary school site having a minimum total size of 4.9 hectares (12 acres): 2.0 hectares (5.0 acres) neighbourhood park, 2.0 hectares (5 acres) elementary school and 0.4 hectare (1.0 acre) for non-profit childcare or additional school or park space. Include an additional 0.4 hectare (1.0 acre) Wildlife Habitat Patch that can be consolidated with other natural spaces in a different location within Brookswood-Fernridge. The 0.4 hectare (1.0 acre) Wildlife Habitat Patch will be financially funded from the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

2. Inform the Langley School District of each Community Plan amendment application to receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new School/Park Site prior to consideration of final reading of the zoning amendment bylaw.

3. Consider new neighbourhood institutional facilities (e.g., schools, daycares, seniors' centres and places of worship) in any land use designation subject to:

a. The site being located on and oriented to a collector road (as opposed to a local or arterial road only).
b. The site having access to an adequate transportation network for the proposed size of the facility.
c. The site having adequate off-street parking and/or drop-off and pick-up space; and
d. The proposed development being consistent with the form, scale and character of adjacent land uses.

4. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting.

5. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

6. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities and places of worship.

7. Support the development of new seniors' housing and care facilities, as defined in the Zoning Bylaw.

4.8 Special Housing

To meet the needs of diverse residents at every stage of their lives, the housing stock in Brookswood-Fernridge should include a variety of housing forms and tenures. The Special Housing land use designation accommodates the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley Housing Action Plan, as amended or replaced, from time to time. Policies specific to this Special Housing designation are as follows.

Special Housing Policies:

1. Support the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley Housing Action Plan, on lands with a Special Housing land use designation as delineated on Map 1. A variety of these special forms of housing can be included on the same development site.

2. Design the form and character of the development to be compatible with adjacent (property line or across a street) uses.

4.9 Parks and Open Space

This Plan retains an existing network of parks and open spaces and identifies approximate locations for required additional parks and open spaces. This expanded network of parks and open spaces will contribute to the completeness and livability of Fernridge and surrounding neighbourhoods through active and passive recreation opportunities.

Parks and Open Space Designation Policies:

1. Incorporate Park and trail improvements on existing municipal lands in advance of new dedications and required property acquisitions to provide recreational infrastructure early in the neighbourhood's development and continued growth. For Fernridge, this specifically applies to the Fernridge Nature Park (formerly known as Horne Pit).

2. Preserve the location and size of existing park spaces in Fernridge, as delineated on Map 1, in perpetuity.

3. Provide public roads adjacent to park space on at least two sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

4. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones, including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.10 Aquatic Conservation

The Aquatic Conservation designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside protection and enhancement requirements in the OCP seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, ditches, wetlands, lakes and ponds.

These buffers are referred to as "Streamside Protection and Enhancement Areas" (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, mitigate heat events and provide passive recreation opportunities. To preserve these benefits, these aquatic conservation areas, both known (Map 2) and yet to be known, in the Fernridge Neighbourhood Plan area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Aquatic Conservation Policies:

1. Preserve, restore, enhance and steward Little Campbell River and its tributaries, by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the OCP.

2. Protect and retain other important waterbodies in the Fernridge plan area, including private aquatic features located within the neighbourhood. Establish a 15 metre no disturbance buffer around aquatic features to prevent unauthorized works in and about a stream, that may be subject to the provincial Water Sustainability Act.

3. Locate Creek Greenways beyond the 30 metre SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. 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 environment. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

4. Prepare a Natural Spaces Park Conservancy and Management Plan for the Little Campbell River to guide the active management of the natural resources and systems. This will preserve, restore, enhance and maintain natural functions, delivering a wide array of ecological benefits and robust biodiversity, to enhance the well-being of neighbourhood residents and to prioritize the needs and guidance for long-term maintenance and stewardship.

4.11 Employment

The Employment land use designation provides job opportunities for community residents. It provides for a mix of light industrial, warehousing and distribution uses designed in such a way as to be compatible with nearby residential uses.

Employment Land Use Policies:

1. Permit employment uses, limited to the following:

    a. wholesale, warehouse and distribution
    b. indoor and outdoor storage
    c. scientific and technical research
    d. information technology
    e. restaurants
    f. brewery or distillery
    g. public work yards, maintenance and storage facilities

2. Where an above use is defined in Zoning Bylaw No. 2500, as amended or replaced, the definition in said bylaw shall prevail above any other definition.

3. Provide a continuous Landscape Buffer (with the exception of site access points) at least 20 metres wide, as shown on Map 1. The Landscape Buffer provides an ample vegetated space

between employment lands and surrounding uses. Considering the broad range of activities typical of the employment area, additional measures have been added to reduce potential nuisances. Construct the landscape to accommodate a 3 metre wide multi-use pathway on the opposite side of the employment uses, as well as a berm, an acoustic barrier (minimum of 1.8 m high) on top of the berm, landscaping, benches and lighting.

4. Where properties designated Employment share a border with the lands designated for the future Fernridge Nature Park, proponents are encouraged to provide pedestrian-scale frontages that activate the street.

5.0 NATURAL ENVIRONMENT AND CLIMATE CHANGE RESPONSE

Nature areas and features enhance the overall well-being of a neighbourhood. They include wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens as well as human-made components. These different types of nature areas and features are together referred to as “green infrastructure”.

Climate change can affect the livability of our community in the future. Expected impacts include summer drought, air quality degradation, changes to groundwater conditions and more frequent and severe weather events. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity and lifestyles. Nature conservation spaces and other “green infrastructure” are key contributors to neighbourhood mitigation and adaptation strategies. Local government services that contribute to recreation, climate regulation, rainwater management, clean air, habitat and biodiversity are invaluable to the health and well-being of a community.

5.1 Nature Conservation

The Nature Conservation policies prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made green infrastructure. Natural components include forests, wetlands, watercourses and other waterbodies. Human-made components include manicured parks, landscaping, trees, rain gardens, greenways, as well as hydro and bio-engineered features that incorporate natural environmental features.



Green Infrastructure components support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities and provide opportunities for linkages between people, flora and fauna within Fernridge. Integrated, connected ecosystems components form the neighbourhood Green Infrastructure Network.

The term “green infrastructure” repositions nature-based features as a neighbourhood necessity, not simply amenities or “nice-to-haves”. The Green Infrastructure Network for Fernridge includes systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments.

The Green Infrastructure Network must be resilient and dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. Identifying and prioritizing areas of ecological and biodiverse significance establishes framework elements for this work.

Nature Conservation Policies:

1. Establish a Green Infrastructure Network in Fernridge, in alignment with Figure 5.1 in the BFCP, that is comprised of a variety of natural areas and features, as elaborated in Figure 5.1 below and includes specifically:
    - ALR Buffer
    - Creek Greenway
    - Ecological Greenway
    - Endangered Species Connection
    - Landscape Buffer
    - Pond Buffer
    - Wildlife Habitat Patch

2. Nature Conservation Hubs and Corridors

    2.1 Preserve the Nature Conservation Hubs and Corridors as defined in Figure 5.1, below.

    2.2 Identify and preserve additional Nature Conservation Hubs and Corridors. Secure funds, through a variety of sources including other levels of government, non-governmental grant programs and collected through the applicable bylaws and policies to fund additional Nature Conservation Hubs and Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow and including conservation, forested and park lands in the adjacent neighbourhoods and communities and the City of Surrey, can be connected to contribute to the Green Infrastructure Network.

3. Matrix Features

    3.1 Integrate and accommodate mature trees and next generation trees (to expand the neighbourhood tree canopy), greenways, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces and “naturescaping” practices (see Naturescape British Columbia Provincial Guide) throughout the neighbourhood.

    3.2 Provide design details for development activities and enhancements on public and private land. The design details should focus on green infrastructure at site level not typically addressed in existing bylaw and regulatory tools and requiring implementation guidance.

3.3 Raise public and development community understanding of environmental management, restoration and enhancement of green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout Fernridge.



3.4 Develop hedgerows and buffer strip trails to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

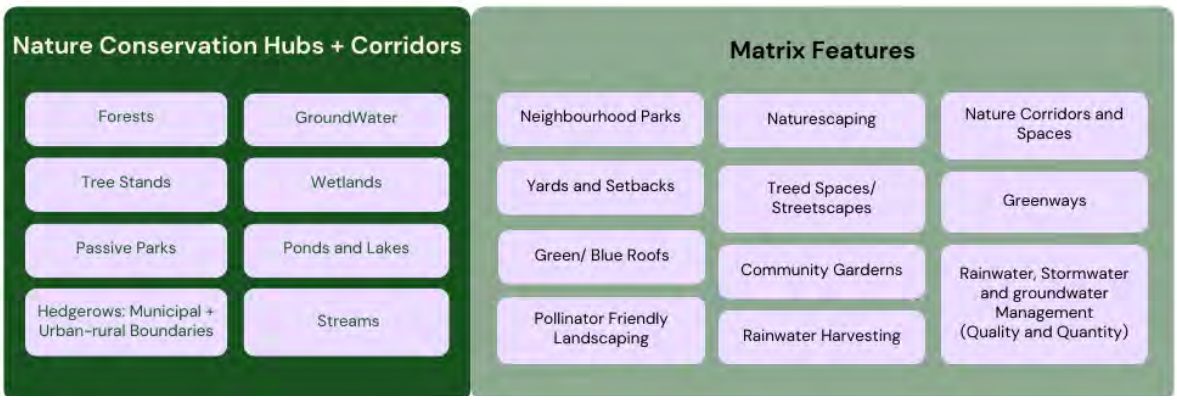


Figure 5.1: Green Infrastructure: Nature Conservation Hubs + Corridors and Matrix Features

5.2 Groundwater Protection and Management

Fernridge has several unconfined and confined aquifers. The Brookswood Aquifer is a groundwater reservoir comprised of porous, unconsolidated sands and gravels originating from glacial outwash deposits. This unconfined aquifer is an important water source for many Township of Langley residents and also sustains important habitat.

The glacial deposits have high permeability, high groundwater flow and high hydraulic conductivity. This means that water can move easily and relatively quickly into the groundwater storage and within the groundwater itself and discharge or exit through surface water, plant uptake and evaporation.

The unconfined Brookswood Aquifer is susceptible to contamination and interruptions to groundwater recharge. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants to the aquifer.

For the health of all users and the natural environment, groundwater resource protection requires:

- preservation of water quality
- management of water quantity
- maintenance of the surface water system's hydraulic integrity

Groundwater Protection and Management Policies:

1. Preserve, restore, enhance and manage the neighbourhood forest and associated tree canopy to protect the underlying aquifer.

2. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential through specific zoning regulations, development standards and Engineering Servicing Plans. Where no such regulations, standards and plans are available, meet development best practice standards/guidelines.

3. Maximize dispersed groundwater recharge at all spatial scales (from neighbourhood to individual building site), to minimize groundwater mounding conditions during rain events.

4. Require enhanced treatment for rainwater and stormwater runoff, particularly flowing from pollution-generating impervious surfaces used by vehicles. Locate all such treatment facilities to provide for ease of municipal maintenance.

5. Design and implement neighbourhood Green Infrastructure Network features that mimic natural hydrology through low impact development practices and implementation of source control best management practices for mitigation of development impacts on runoff catchment areas, peak flows, runoff volumes and water quality. Such features include disconnection of roof leaders, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers and more.

6. Require an unqualified statement from an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, that the proposed development is in accordance with principles, criteria and objectives of the Integrated Liquid Waste Management Plan Anderson Creek Integrated Stormwater Management Plan, Little Campbell River Integrated Stormwater Plan, Township of Langley Water Management Plan and Subdivision and Development Servicing Bylaw, all as amended or replaced and that the proposed development will not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. Specific recommendations on aquifer protection measures and mitigation of any impacts shall be outlined and supervised by the Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, as applicable.

7. Appropriately close test holes for geotechnical or hydrogeological investigations. Monitoring must be completed by an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

8. Design communal rainwater and stormwater detention facilities to provide bioretention capabilities, as feasible and contribute to groundwater recharge while protecting the baseflows, maintaining peak flows and infiltrated water quality.

9. Areas delineated on Map 3 as a Possible Habitable Basement Area may be permitted to have habitable basements in residential uses, if confirmed by a technical feasibility study prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia. All applications in flood-prone areas, or as required by the Township, will also require a “safe for intended purposes” report by a Qualified Professional.

10. Prohibit habitable basements in residential uses, due to high water table conditions, in areas delineated on Map 3 as a No Habitable Basement Area.

11. Obtain necessary provincial approvals if a development requires dewatering, as groundwater use is regulated by the provincial government.

5.3 Neighbourhood Forestry

Trees improve livability, increase civic pride and contribute to residents’ quality of life. Neighbourhood forests slow the production of ground-level ozone, filter air particulates and absorb air-borne pollutants. Trees can reduce rainwater management costs by absorbing rainfall and shading homes from overheating during summer months.

Trees increase a neighbourhood’s biodiversity by providing food and habitat for wildlife. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria and fungi.

Trees can become stressed by water restrictions and impacted by wind and road salt / brine. They will face escalating changes to growing conditions, altered plant hardiness zones and compromised longevity as a result of climate change.



The neighbourhood forestry policies encompass: (1) tree retention; (2) “right tree and right location” methodology; and (3) adaptive reforestation to establish a robust, multi-generational neighbourhood forest.

Neighbourhood Forestry Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in Fernridge. Implement the Community Forest Management Strategy.

2. Maximize the tree canopy by establishing Zoning Bylaw provisions regarding:
    - lot coverage
    - maximum impervious cover (site coverage)
    - siting of buildings and structures (setbacks, interior separation distances)
    - introduction of required tree retention/plantable areas
    - tree selection criteria (species and planting location) for increasing energy efficiency of buildings
    - treatment of pollution-generating surface run-off
    - requirements for permeable surfaces
    - extent of underground structures
    - screening/landscaping requirements

3. Periodically review and update the Township's preferred tree list to support climate change adaptation and in consideration of local availability of tree species.

4. Establish canopy/planting targets for each municipal park type and in collaboration with the Langley School District for school sites.

5. Assess the urban forest tree canopy every five years, including inventory, location, quantity or extent, useful life expectancy and, when possible, cost and value of trees.

6. Develop a storm response plan for emergency tree risk assessment and tree removal associated with severe storm events.

7. Ensure new plantings are diverse in streetscapes, greenways and parks as well as in the Green Infrastructure Network and target no more than 10% of any species, 20% of any genus and 30% of any family at the neighbourhood scale.

8. Plan and fund naturescaping on public lands to support and enhance biodiversity and to demonstrate best practices for naturescaping for private property owners.

5.4 Renewable Energy and Low Carbon Neighbourhoods

Building construction, operation and maintenance and vehicle emissions contribute significantly to overall greenhouse gas emissions. Green buildings, site and landscape design and active transportation can assist in reducing both energy use and water consumption. The Township of Langley strives to achieve low carbon neighbourhoods. The Fernridge Neighbourhood Plan intends to:

- Create neighbourhoods with a positive impact on the natural environment through a healthy neighbourhood forest that supports residents' physical and mental health
- Encourage and support innovation to create low carbon neighbourhoods through design features that facilitate passive and local renewable energy infrastructure
- Build neighbourhood block patterns that facilitate using transit, cycling, walking and other active forms of transportation



Renewable Energy and Low Carbon Neighbourhood Policies:

1. Design, develop and implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous tree species of varying ages and heights, along with a variety of native shrubs, perennials and groundcovers with minimal or no turf grass (xeriscaping). This will limit the need for irrigation by replicating "layered" plant communities and encouraging biodiversity.

2. Incorporate landscape design strategies to reduce energy demands for heating, cooling and lighting in buildings by:

    - using deciduous trees on the southern and western facing sides of a building to minimize the warming effect of solar radiation during the summer months and optimizing sunlight during the cooler, darker months; and
    - situating coniferous evergreen trees in all other areas

3. Provide rainwater harvesting infrastructure with SSMUH and Rowhouse/Townhouse land use designations, sized to supply water for landscaped areas during the length of a typical dry season, based on best available climate change forecasts.

4. Encourage green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof or wall and heat transfer to the interior.

6.0 PARKS, OPEN SPACE AND HERITAGE

A neighbourhood is a place. Natural and built environments make up the neighbourhood character and give it a distinct personality. Every property, building, public place, environmental feature and infrastructure contributes to its character, as does their placement within the area.

The built environment's visual and physical patterns are defined by recurring characteristics, which can vary by neighbourhood, street and block or can be consistent across the community. These patterns can accommodate varied building forms and scales while providing an underlying sense of cohesion that helps define the neighbourhood character.

Neighbourhoods establish and nurture a distinct identity determined in part by how residents, business operators and visitors experience the place and socially interact within it.

6.1 Parks and Open Spaces

This Plan builds upon existing parks and nature spaces to establish an enhanced network of active and passive outdoor recreational opportunities.

Parks and Open Spaces Policies:

1. Accommodate an additional 12.1 hectares (29.9 acres) of parks space for Neighbourhood Parks, Pocket Parks and an Urban Green within the neighbourhood as shown on Map 2.

2. Incorporate Pocket Parks and an Urban Green for complementary programing spaces and pedestrian access as shown on Map 2.

6.1.1 Neighbourhood Park

Fernridge will have two new Neighbourhood Parks. These parks will provide a variety of recreational opportunities, including sports fields, playgrounds and nature areas. These policies provide direction for the combined Neighbourhood Park site to be appropriately located, sized and configured and that necessary access and connectivity meet users' needs.



Neighbourhood Park Policies:

1. Provide and locate two Neighbourhood Parks, each with a minimum size of 2.8 hectares (7.0 acres).

2. The Neighbourhood Park sites are located on lands designated School/Park Site and Park and Open Space as identified on Map 1.

3. Use 0.8 hectares (2.0 acres) of the minimum of 2.8 hectares (7.0 acres) land dedicated required for the Neighbourhood Park site as contributions to neighbourhood forestry in the form of a Wildlife Habitat Patch, as shown on Map 2.

6.1.2 Pocket Park

Fernridge will include two Pocket Parks, at 0.4 hectare (1.0 acre) in size. They will serve as all-season gathering spots within the neighbourhood. Features will include active waterplay and water features, a variety of seating areas and a combination of soft and hard surface areas. The Pocket Parks will have an adaptable design so that they are able to accommodate different programming opportunities.



Pocket Park Policies:

1. Develop a minimum of two Pocket Parks located generally in the areas indicated on Map 2, that are approximately 0.4 hectare (1.0 acre) in size.

2. The Pocket Parks should be connected to a Street Greenway.

3. Design the Pocket Parks to be an all-season public space.

4. Fund the Pocket Parks through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.1.3 Urban Green

Fernridge will include one Urban Green, 0.1 hectare (0.25 acre) in size. The Urban Green located within the Commercial Village will act as a public square. The Urban Green will provide an open space for a variety of activities to be an all-season focal point for the neighbourhood. Features will include a combination of hard and soft design, landscaping features and a variety of seating areas.

Urban Green Policies:

1. Develop one Urban Green located in the northwest quadrant of the Commercial Village acting as a public square, refer to Section 4.6.6.

2. Design the Urban Green to be an all-season public space.

3. Provide on site parking and an accessible sidewalk.

4. Fund the Urban Green though the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.1.4 Natural Spaces

Connection to nature is a hallmark of the small-town character of Fernridge. It includes natural landscapes and features that enhance local ecosystems, support biodiversity and groundwater recharge. They provide various passive recreational opportunities.

Natural Spaces Policies:

1. Secure Natural Spaces, including but not limited to, Aquatic Conservation and Wildlife Habitat Patch, as shown on Map 2, exclusive of any required road and trail dedications along the park perimeters.

2. Prepare a Natural Spaces Conservancy and Management Plan to guide the management of the natural resources and systems.

3. Identify and fund new Natural Spaces through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, as well as other funding sources.

6.1.4.1 Aquatic Conservation (Natural Ponds):

Two natural ponds exist in the area between 16 Avenue and 20 Avenue, between 196 Street and 198 Street. These natural ponds are home to the Western Toad (*Anaxyrus boreas*), which is on the Endangered Species list. The primary objective of Natural Ponds Policies is to protect habitat and migration routes for Western Toads.

Natural Ponds Policies:

1. Provide a 6 metre Pond Buffer, consistent with Creek Greenway specifications.

2. Require a 10 metre wide Endangered Species Connection between the two Aquatic Conservation areas (natural ponds) per Map 2, connecting to 20 Avenue and located along the north and south edge of 20 Avenue. The Endangered Species Connection is intended to provide minimum protected corridor from the ponds along the most frequented migration routes for the Western Toads and toadlets. Additional lands may be considered for further protection of such routes as well as upland habitat for adult toads. Construct a 3 metre multi-use trail with landscaping, lighting and directional/interpretative signage, where appropriate.

3. Maximize protected land generally reflecting established migration routes (see Figure 6.1) and emergence areas, including, but not limited to:

- providing additional land(s) outside the areas identified as Pond Buffer, Endangered Species Connections and ALR Buffer, see Map 2.
- protecting a treed corridor north of 20 Avenue, if possible
- protecting lands between the two ponds
- protecting two 10 metre corridors, Endangered Species Connections, linking each pond to 20 Avenue and the treed riparian area to the west
- providing multiple road tunnel crossings and consider barrier free methods to direct toads to road crossings, both designed by a Qualified Environmental Professional



Figure 6.1: Western Toad Migration Routes

4. Funding for the Pond Buffer and Endangered Species Connection is provided by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced. Seek additional funding mechanisms as they arise.

6.2 Greenways/Trails

Greenways and pedestrian/cycling connections in Fernridge are an important component of the active transportation network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 2.

Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.



6.2.1 Greenways: Street and Neighbourhood Edge

Greenways are wide paths that offer safe and appealing routes for pedestrians and cyclists, connecting various destinations such as parks, commercial areas and neighbourhood services.

Whether along 196 Street or the agricultural and rural interface, these neighbourhood edges serve as transition buffers while providing safe passage throughout the community. A municipal buffer will be applied along the entire east side of the 196 Street corridor. An ALR Buffer will be applied along the transition between residential areas and rural/agricultural lands.

Greenways: Street and Neighbourhood Edge Policies:

1. Provide continuous greenways in the locations identified on Map 2.

2. Provide safe street crossings for pedestrians and cyclists at key intersections.

3. Greenway Construction:

3.1. Street Greenways will be constructed within road dedications and an adjacent greenway dedication of 4.5 metres.

- Street Greenways will include a 3 metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities and utility services. Preserve existing, healthy trees (preferably coniferous varieties), where possible.
- Streetscape design variations could include:
    - proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities
    - curb bulges to accommodate trees (for up to 10% of the block face)
    - narrow vehicle travel lanes (non-Arterial Road) for additional treed space
    - modest changes in the location and design of transit stops
- Build appropriate and effective connections and “tie-ins” where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.
- Incorporate a variety of retained or new coniferous tree species to complement deciduous street trees and understorey plantings that will not interfere with surface drainage facilities and other required streetscape features.

3.2. ALR Buffer:

Establish an ALR Buffer, in the form of Neighbourhood Edge Greenway, in the locations identified on Map 2. There are two types of conditions along the interface that require different responses.

3.2.1. The first interface type (road) is adjacent to a road dedicated and constructed to an appropriate standard. This interface type shall include a 7.5 metre wide vegetated buffer on the outside of and adjacent to the road allowance/dedication, on the neighbourhood side. At a minimum the streetscape associated with the first interface type includes on-street parking, curb, gutter, a 3 metre multi-use asphalt pathway, abundant street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), above-, at- and below-grade utilities, among other possible space/use requirements.

3.2.2. The second interface type (non-road) is situated along a shared property line between neighbourhood residential lands and rural/agriculture lands. At a minimum

the non-road ALR Buffer includes a 3 metre multi-use asphalt pathway, abundant trees, retained and new coniferous trees, understory plantings, among other possible space/use requirements. This interface type shall include a 15 metre wide vegetated buffer on the neighbourhood side.

4. Municipal Buffer Construction:
   Construct a Municipal Buffer, in the form of a Neighbourhood Edge Greenway, along the east side of 196 Street within the required streetscape that is comprised of a portion of the road dedication as well as an additional 6 metre wide dedication, as delineated on Map 2.
   - At a minimum the streetscape associated with Municipal Buffer includes a 3 metre multi-use concrete pathway, abundant street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins) and above-, at- and below-grade utilities, among other possible space/use requirements.
   - Preserve existing, healthy trees, where technically feasible, especially coniferous varieties (e.g., Coastal Douglas-Fir), that are situated within the area of the new Municipal Buffer and associated streetscape, provided that those applicable features, outlined in Policy #2 of this Section above, are retained. Retain existing trees through variations in the streetscape design such as combining driveway entrance/exits and associated curb let-downs along a public road, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10% of the block face (measured between the inside curb faces of two cross streets) – in order to provide sufficient on-street parking spaces, narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space.

5. Fund Street Greenways, the ALR Buffer and partially fund the Municipal Buffer through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.2 Ecological Greenways

Ecological Greenways provide protected wildlife habitat, facilitate movement of wildlife between habitat areas and contribute to the neighbourhood's Green Infrastructure Network.

Ecological Greenways Policies:

1. Provide continuous Ecological Greenways in the approximate location identified on Map 2, avoiding locations parallel to private driveways, parking lot drive aisles and public roads.

2. Construct the Ecological Greenways at an average 30 metre width. It should be richly planted with retained and new native (coniferous) trees and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity. It should include a 3 metre wide multi-use asphalt pathway and seating on one edge of the greenway. Wildlife tunnels

should be used at Collector and Arterial Road crossings, that provide natural light infiltration for the entire length.

3. Prioritize the location of Ecological Greenways on particular development sites to include established stands of coniferous trees and quality groundwater recharge areas.

4. Allow reductions in width along select sections of the Ecological Greenways for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length; (2) the said reductions are spaced at a minimum 50 metres apart; (3) an average total greenway width of 30 metres is maintained; and (4) the nature and recreation connectivity is continuous. The Ecological Greenways may be divided evenly between two properties or development sites.

5. Where feasible, preserve existing, healthy trees and stands of trees, especially coniferous species. Changes to the alignment of the Ecological Greenways may be considered, provided that there is no net loss of habitat and alignment locations at the neighbourhood plan edges are retained.

6. Build appropriate and effective connections and “tie-ins” where the Ecological Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund the portion of the Ecological Greenways located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3 Creek Greenways and Trails

Creek Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.



The Creek Greenway is part of a preserved, restored and enhanced riparian corridor adjacent to waterbodies of various types (e.g., watercourses, wetlands, ponds, lakes). It is richly planted with retained and new native trees, specifically coniferous species and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity.

In addition to Creek Greenways, there are different types of trails and greenways for diverse recreation and commuting purposes with varying standards. They include Wetland Trail in Fernridge Nature Park, Horse/Creek Greenways, Horse/Street Greenways, Horse/Off-street Recreational Greenways and an Off-Street Recreational Greenway.

6.2.3.1 Creek Greenways Policies:

1. Provide Creek Greenways in the locations identified on Map 2.

2. Construct Creek Greenways with a minimum average width of 6 metres, to accommodate a 3 metre wide multi-use asphalt pathway outside of the required riparian area and a 1.5 metre vegetated buffer on either side of the pathway.

3. Build appropriate and effective connections and “tie-ins” where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.2 Wetland Trail Policies:

The Wetland Trail is located in the Fernridge Nature Park.

1. Provide the Wetland Trail in the location identified on Map 2.

2. Construct a 3 metre wide multi-use trail with landscaping, lighting and directional and interpretive signage, as appropriate.

3. Fund the Wetland Trail through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.3 Horse/Creek Greenways Policies:

The Horse/Creek Greenways are 6 metre wide trails that provide connections for horse riders along Creek Greenways.

1. Provide Horse/Creek Greenways in the location identified on Map 2.

2. Construct 6 metre wide Horse/Creek Greenways with a minimum:
    a. 3 metre wide multi-use trail with a horse friendly travelling surface
    b. Landscaping
    c. Lighting
    d. Appropriate signage
    e. Fencing, as needed, to provide a safe barrier

3. Bridge required to connect the Horse/Creek Greenway.

4. Fund Horse/Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.4 Horse/Street Greenways Policies:

The Horse/Street Greenways are a minimum 8.5 metre trail that provides connections for horse riders along streets. These trails are different from standard Street Greenways in that the trails have a horse friendly travelling surface.

1. Provide Horse/Street Greenways in the locations identified on Map 2.

2. Construct 8.5 metre wide minimum Horse/Street Greenways with a minimum:
    a. 3 metre wide multi-use trail (asphalt)
    b. 2.4 metre wide horse trail with a horse friendly travelling surface
    c. Landscaping
    d. Lighting
    e. Appropriate signage
    f. Appropriate fencing to provide a safe barrier between the street and the trail and between the horse and pedestrian paths to reduce conflicts.
    g. Elevated rider activated crossing signalization, as needed.

3. Fund Horse/Street Greenways through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.5 Horse/Off-Street Recreational Greenways Policies:

The Horse/Off-Street Recreational Greenways provide connections for horse riders in areas away from roads and serve as unique connections. These trails are different from standard greenways in that the trails have a horse friendly travelling surface.

1. Provide Horse/Off-Street Recreational Greenways in the location identified on Map 2.

2. Construct Horse/Off-Street Recreational Greenways with a minimum:
    a. 3 metre wide multi-use trail with a horse friendly travelling surface
    b. Landscaping
    c. Lighting
    d. Provide appropriate signage
    e. Elevated rider activated crossing signalization as needed
    f. Fencing as needed to provide a safe barrier

3. Fund Horse/Off-Street Recreational Greenways through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3.6 Off-Street Recreational Greenways Policies:

1. Provide an Off-Street Recreational Greenway in the location identified on Map 2.

2. Construct the 10 metre wide Off Street Recreational Greenway to accommodate a 3 metre wide multi-use asphalt pathway, landscaping, benches, lighting and directional signage.

3. Fund the Off-Street Recreational Greenway through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.4 Enhanced Sidewalks

Enhanced Sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway and an additional wider green buffer between the sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways. Enhanced Sidewalks are partially funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 2.

2. Construct Enhanced Sidewalks within the road dedication, with a minimum:

    - 2 metre wide buffer between curb and sidewalk,
    - continuous 3 metre wide hard-surface (e.g., concrete, asphalt) multi-use pathway and
    - 1 metre wide buffer between the property line and the sidewalk.

6.2.5 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connections through developments and subdivisions, to and from greenways, trails, schools and areas where public access along corridors is widely spaced. The locations for the Mid-Block Pedestrian Links are approximate, both in distance and frequency, refer to Section 7.1.6. The intent of these policies is to secure additional connection points through development to increase the walkability and public accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Brookswood-Fernridge Greenway Amenity Policy and are therefore the financial responsibility of development.



Mid-Block Pedestrian Links Policies:

1. Provide Mid-Block Pedestrian Links, per Policy 7.1.3, which are a minimum 6 metres wide and include a 3 metre wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, or as required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a “public” pathway. Build appropriate and effective connections and “tie-ins” to facilitate connections with other pedestrian and cycling facilities and other types of Greenways.

6.2.6 Safety, Security and Accessibility

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. The objective is to enhance personal safety and security through building siting, orientation and design to ensure buildings and open spaces accommodate and provide access for all users and abilities. This is based on the following principles:

- Territoriality – fostering residents’ interaction, vigilance and control over their neighbourhood
- Surveillance – maximizing the ability to spot suspicious people and activities
- Activity support – encouraging the intended use of public space by residents
- Hierarchy of space – identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening – using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment – making a design or location decision that considers the surrounding environment to minimize the use of space by conflicting groups
- Image/Maintenance – ensuring that a building or area is clean, well-maintained and graffiti-free

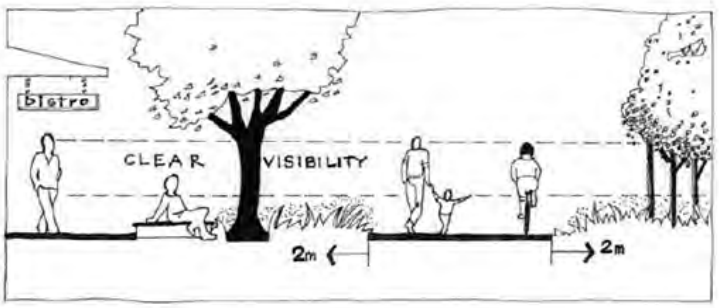
Safety, Security and Accessibility Policies:

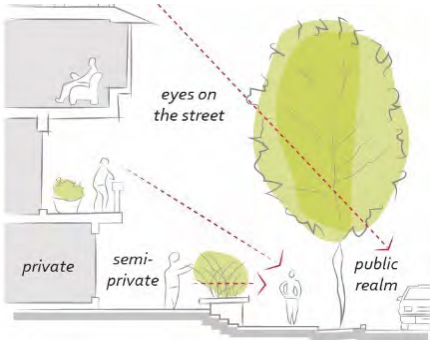
1. New developments should be designed to provide “eyes on the street” through the placement of windows, porches, balconies and street-level uses. Design should allow for casual surveillance of all streets, parks, children’s play areas and other public spaces.

2. Adequate lighting should be provided for all streets, lanes, parking areas, parks and trails as appropriate, as well as building entrances, to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.

4. Ensure Crime Prevention Through Environmental Design (CPTED) principles are adhered to with respect to landscape design and construction.





5. Site design and landscaping should allow for natural surveillance between parking areas, public sidewalks and building entrances.

6.3 Heritage

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. The Township's Heritage Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands and its natural and cultural landscapes, in developing complete sustainable communities.

<u>Heritage Policy:</u>

1. All buildings of heritage interest should be evaluated to determine their historic value and significance; and available tools under the *Local Government Act* (LGA) should 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.

7.0 MOBILITY AND TRANSPORTATION INFRASTRUCTURE

Neighbourhood mobility networks comprise a variety roads, sidewalks and trails, bike routes and greenways. They also accommodate the public transit system and first responders and provide important corridors for infrastructure services.

Complete livable streets are designed to accommodate people of varying ages and abilities, to walk, cycle, take transit or drive. They are also designed to accommodate street furniture, street trees, greenways, utilities, stormwater management and active uses such as sidewalk cafés.

Complete livable streets ensure that social, economic and environmental priorities are integrated into planning and design. While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life.

7.1 Mobility Network

Mobility Network Policies:

1. Design each aspect of the mobility network to incorporate the following:

    a. Accommodate a range of users including pedestrians, cyclists, transit users, automobiles and commercial vehicles.
    b. Ensure safety of all street users.
    c. Prioritize pedestrian movement.
    d. Incorporate green infrastructure through neighbourhood forestry including street trees, greenway plantings, retention of existing trees, private front yard landscaping and rain/stormwater and groundwater management.
    e. Promote streets as public spaces to maximize social and economic activity.

2. Provide new streets and street extensions, as delineated in the Road Network Concept on Map 4 to accommodate mobility, circulation and connections.

3. Require the creation of a street, rear public lanes and block pattern for all development.

4. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks, greenways and trails, new streets and street extensions, lanes (for parking, loading and servicing access) and Mid-Block Pedestrian Links to achieve the targeted maximum block length outlined in the Plan.

5. Require trucks to use designated routes as set out in the Highway and Traffic Bylaw No. 4758, as amended or replaced, except where necessary to access their destinations.

6. Lay out the neighbourhood blocks with a maximum block length of 180 metres and provide Mid-Block Pedestrian Links where appropriate pursuant to section 6.2.5 of this Plan.

7. Require rear lanes for development fronting Arterial Roads.

8. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks and Mid-Block Pedestrian Links to achieve the Plan's targeted maximum block length as identified in #6 above.

9. As part of the development process, seek additional public rights-of-way on all existing streets for sidewalk widening, greenways, cycling facilities, transit stops, street widening and on-street parking.

7.2 Walking

Walking Policies:

1. Establish a pedestrian-friendly public realm incorporating features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, mid-block pedestrian links and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection in the Fernridge Town Centre.



2. Provide safe and barrier-free pedestrian routes on public streets, greenways and trails.

3. Use pedestrian routes to connect school sites with parks, open spaces, recreation facilities and residential areas.

4. Locate all above-ground infrastructure (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street and pedestrian lighting) between the curb and the sidewalk so as not to impeded pedestrian movement and accessibility.



5. Provide additional pedestrian crossings of Arterial Roads including, where feasible, measures that reduce crossing distance and improve safety and visibility for pedestrians.

7.3 Cycling

Cycling Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and greenways.

2. Provide additional cycling routes, as identified on Map 5.

3. Provide public bicycle parking and bikeshare facilities at schools, parks, civic facilities and the Fernridge Town Centre.

4. Encourage end-of-trip cycling facilities such as showers, lockers and change areas within commercial developments.

5. Collaborate with the City of Surrey to provide a seamless and complete cycling network between Fernridge and Campbell Heights employment areas.

6. Collaborate with TransLink to implement secure bike parkades at transit stop(s) in the Fernridge Town Centre.

7. Provide cycling linkages that connect school sites with parks, open spaces, recreation facilities and residential areas.

8. Provide separated cycling facilities along Arterial classified roads.



Improved Intersection for Cyclists

7.4 Transit

Transit Policies:

1. Work with TransLink to review opportunities for optimal transit service to meet user demand. This includes new routes, appropriate frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide space on streetscapes along existing and potential future transit routes for stops and other transit infrastructure to support mobility choice.

7.5 Parking and Loading

Parking and Loading Policies:

1. Encourage shared, off-street non-residential (including civic and institutional) parking in the Fernridge Town Centre.

2. Encourage parking turnover through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development underground or concealed within a building.

4. Implement flexible curbside management practices to facilitate a variety of street uses (e.g., short-term residential loading, home delivery, food trucks).

5. Plan for sufficient and safe vehicular drop-off/pick-up facilities in the design of schools and childcare facilities.

6. Place loading access points and loading spaces in the rear and not along nor adjacent to Mandatory Commercial Street Frontage. Minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).

8.0 FINANCIAL STRATEGY

The Township will not finance, nor assume a financial risk, in the provision of engineering services required for any development. As such, water, sanitary sewer, drainage, highway services and parks are to be solely funded through the collection of Development Cost Charges (DCCs) Bylaw No. 5897, as amended or replaced, or other appropriate cost-recovery mechanisms. Property owners and/or the proponents of development are responsible to front end the construction of engineering services and parks; the Township may consent to enter into cost-recovery agreements.

DCCs are levied against new development to finance new servicing infrastructure and amenities. The Development Cost Charge Bylaw sets rates for engineering services and for parks. Rates are uniform across the Township regardless of their location. Infrastructure that is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

Given the cost of sanitary sewer, drainage, highway and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms include Latecomer Agreements, Development Works Agreements, DCC rebates/credits and Development Cost Charges Front Ender Agreements. Potentially, property owners can recover their infrastructure investments through front ending. However, agreements are structured to provide sufficient time for property owners to recover infrastructure costs. It is recommended that the Township approve agreements with 10 to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

Amenities to be funded through the Brookswood-Fernridge Greenway Amenity Policy include: public art, greenways of various types, Pocket Parks, Urban Green and Wildlife Habitat Patches.

New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to amenity costs is specified in applicable policies and bylaws, as they may be amended or replaced. These policies and bylaws include, but are not limited to:

- Neighbourhood Park Land (5%) Policy No. 07-231
- Brookswood-Fernridge Greenway Amenity Policy No. 07-235
- Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
- Amenity Cost Charge Bylaw No. 6115
- Development Cost Charges Bylaw No. 5897

9.0 GROWTH AND CHANGE MANAGEMENT

Fernridge will grow based on contributions to develop Arterial Road infrastructure, communal drainage facilities and combined elementary school and neighbourhood park sites in proximity to existing neighbourhoods.

9.1 General Prerequisites

1. (Deleted per Council direction on July 21, 2025.)

2. Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.

3. Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.

4. Provide major roads and extend engineering services (at no cost to the Township) to accommodate proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.

9.2 Development Prerequisites in the Fernridge Town Centre

Prior to Council consideration of first and second reading of a Zoning Bylaw amendment in the Fernridge Town Centre (see Section 3.2) and areas designated for Commercial Village, or Rowhouse/Townhouse, the following shall be completed to the satisfaction of the Township.

Development Prerequisites in the Fernridge Town Centre Policy:

1. Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Fernridge Town Centre (plan view and three dimensional oblique view) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.

9.3 Specific Development Prerequisites

The following development prerequisites must be completed to the satisfaction of the Township prior to adoption of a zoning bylaw amendment.

Specific Development Prerequisite Policies:

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 the servicing provision of this neighbourhood plan together with the existing servicing standards as set out in the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced.

2. In flood hazard areas, as identified on Map 13 in the OCP, or as required, proposed subdivision, rezoning and building permit applications shall include a “safe for intended purposes” report prepared by a qualified professional, which also addresses the impact of the proposed project on existing flood-prone areas in the watershed. No building shall be constructed lower than the flood construction level as defined in the Zoning Bylaw No. 2500, Section 105 - Flood Control, as amended or replaced, or Engineering Servicing Plan.

3. Comply with the Erosion and Sediment Control Bylaw No. 4381, as amended or replaced, including provision of an erosion and sediment control plan, to the acceptance of the Township.

4. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, the relevant Engineering Services Plan and the Master Transportation Plan, to the acceptance of the Township.

5. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

6. Transfer any lands designated greenway, trail, or any other “greenspace” as shown on the Land Use Plan to the Township, or as determined by the Township. Where greenspace or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Park and Open Spaces and Greenways and Trails construction.

7. Implement environmental protection measures as outlined in this plan, including the establishment of conservation areas and other neighbourhood green infrastructure and as may be required by the Department of Fisheries and Oceans, including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway 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, type and extent of contamination and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age-friendly amenity area in accordance with Section 111.5 of Zoning Bylaw No. 2500, as amended or replaced, to the acceptance of the Township.

11. Adhere to the Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

12. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian Links, lanes, roads, greenways and sidewalks only. Public access shall not extend to on-street parking.

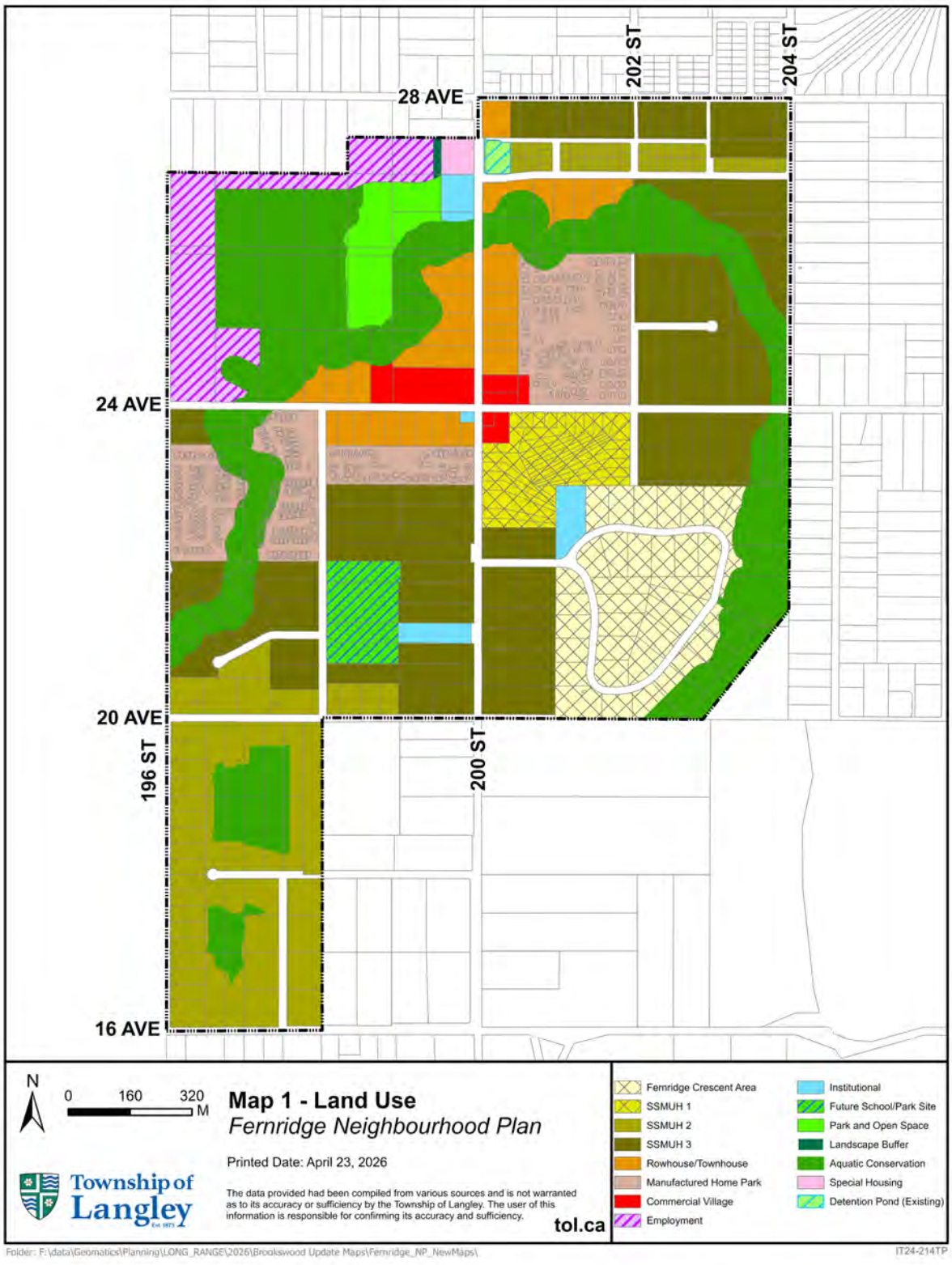
13. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided.

14. Register restrictive covenants that may include, but are not limited to:
    - non-disturbance setbacks
    - driveway access/location
    - building setback restrictions
    - restriction of on-street parking
    - Exterior Design Control Agreement for single-family development

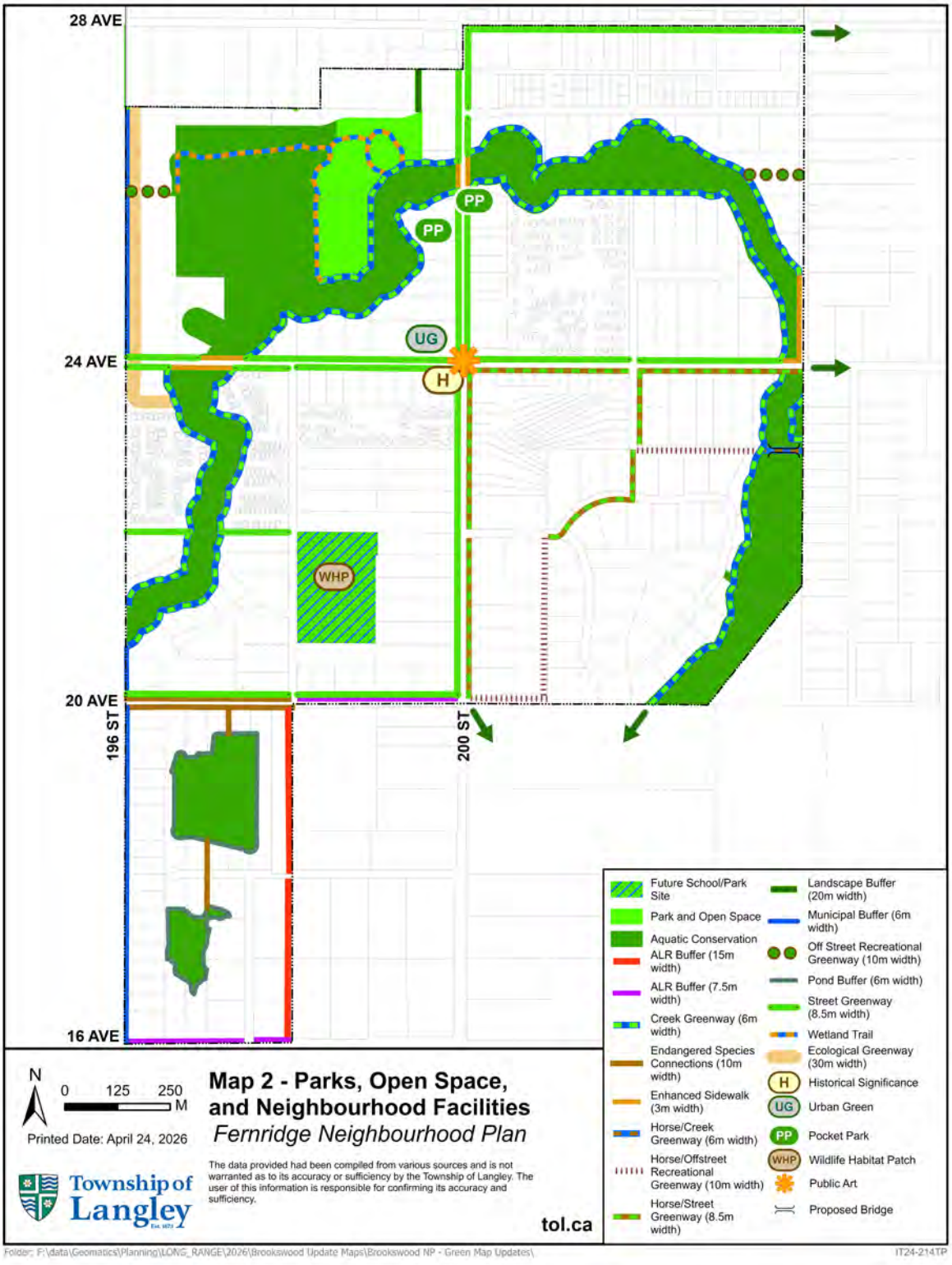
15. Payment of fees and charges specified in applicable policies and bylaws, as they may be amended or replaced, including, but not limited to:
    - Neighbourhood Park Land (5%) Policy No. 07-231
    - Brookswood-Fernridge Greenway Amenity Policy No. 07-235
    - Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
    - Amenity Cost Charge Bylaw No. 6115
    - Development Cost Charges Bylaw No. 5897

16. Consideration of voluntary contributions pursuant to Interim Policy Regarding Community Amenity Contributions (Policy No. 07-170), as amended or replaced.

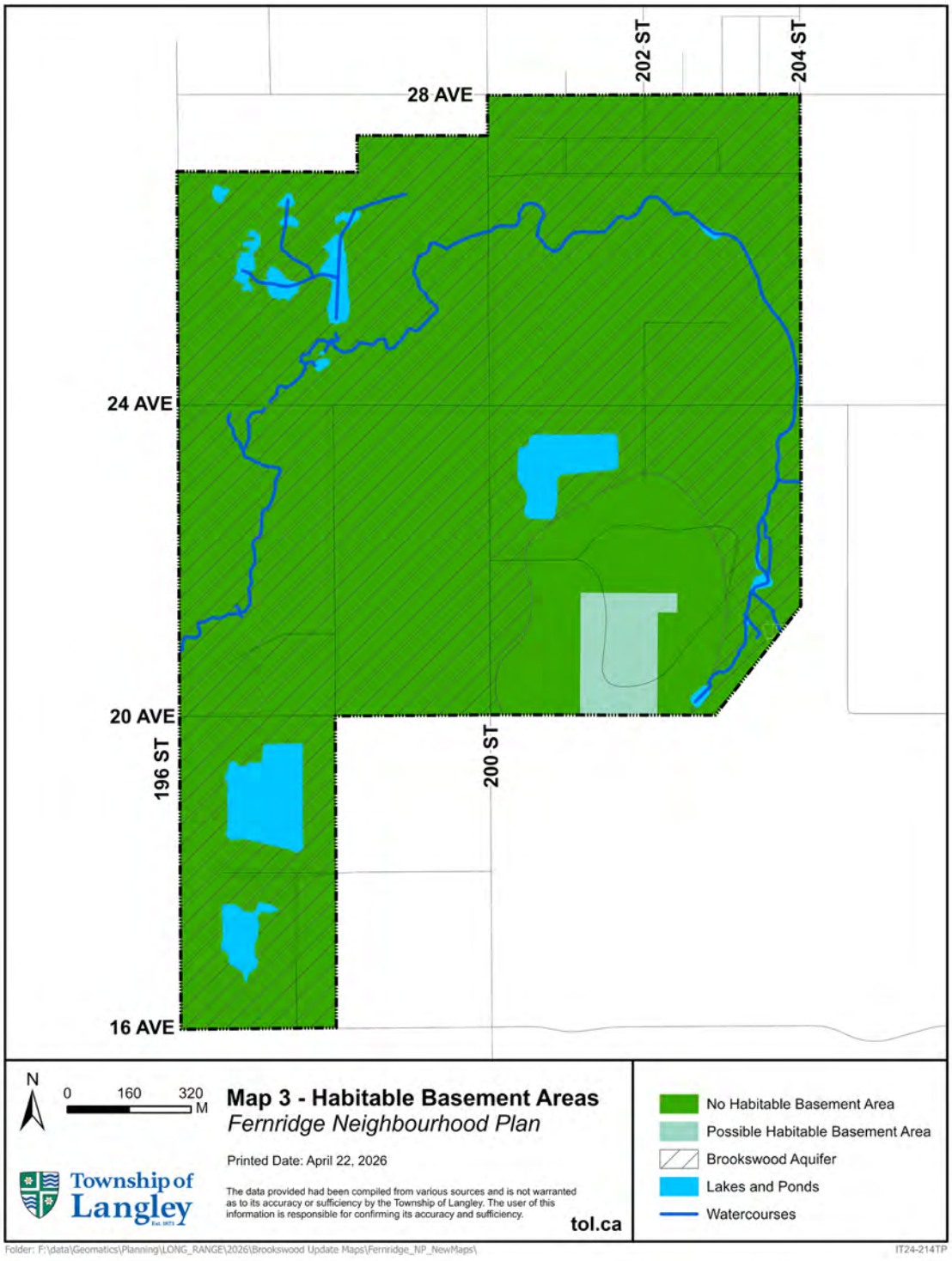
MAP 1 | Land Use Plan



MAP 2 | Parks, Open Space and Neighbourhood Facilities

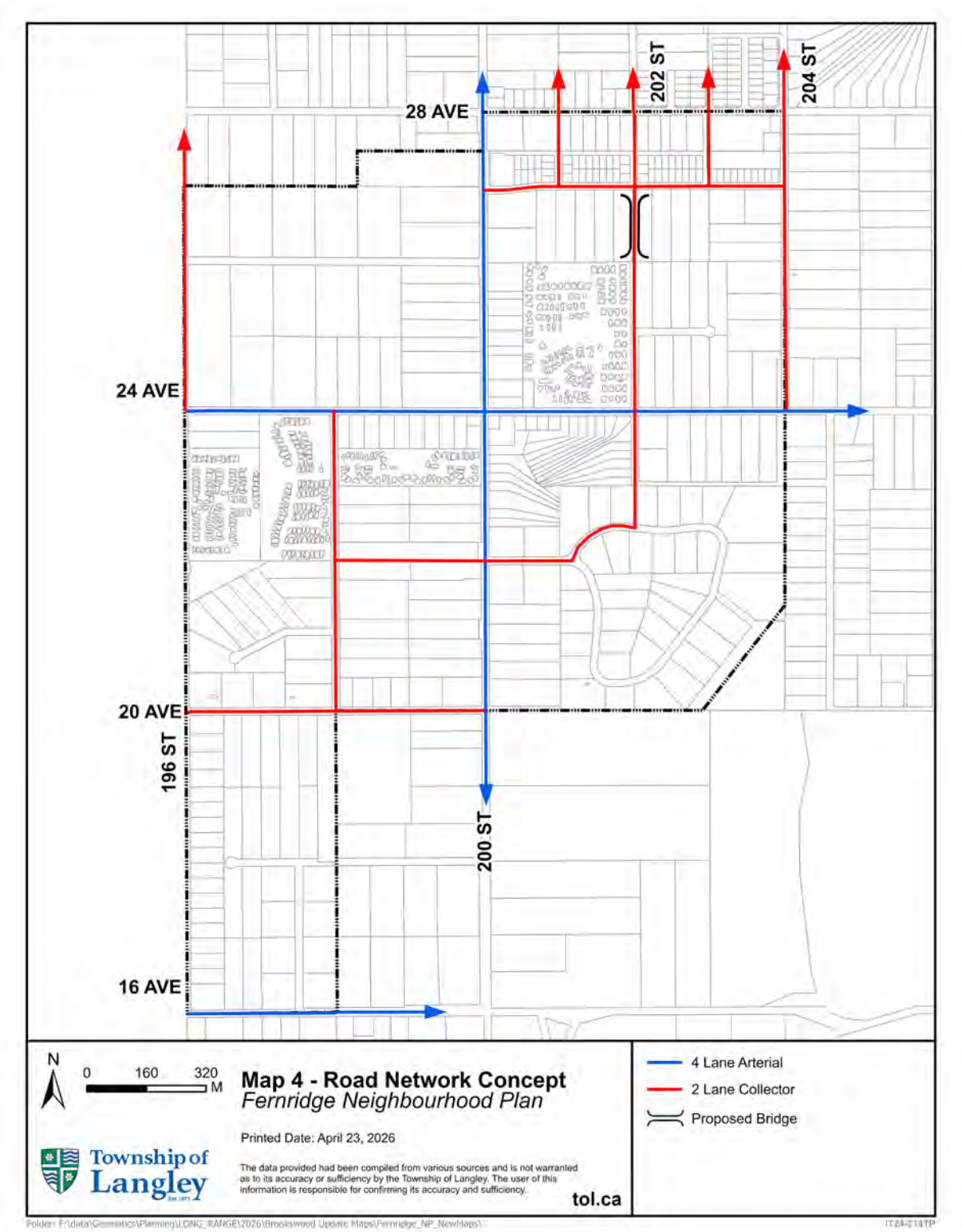


MAP 3 | Habitable Basement Overlay

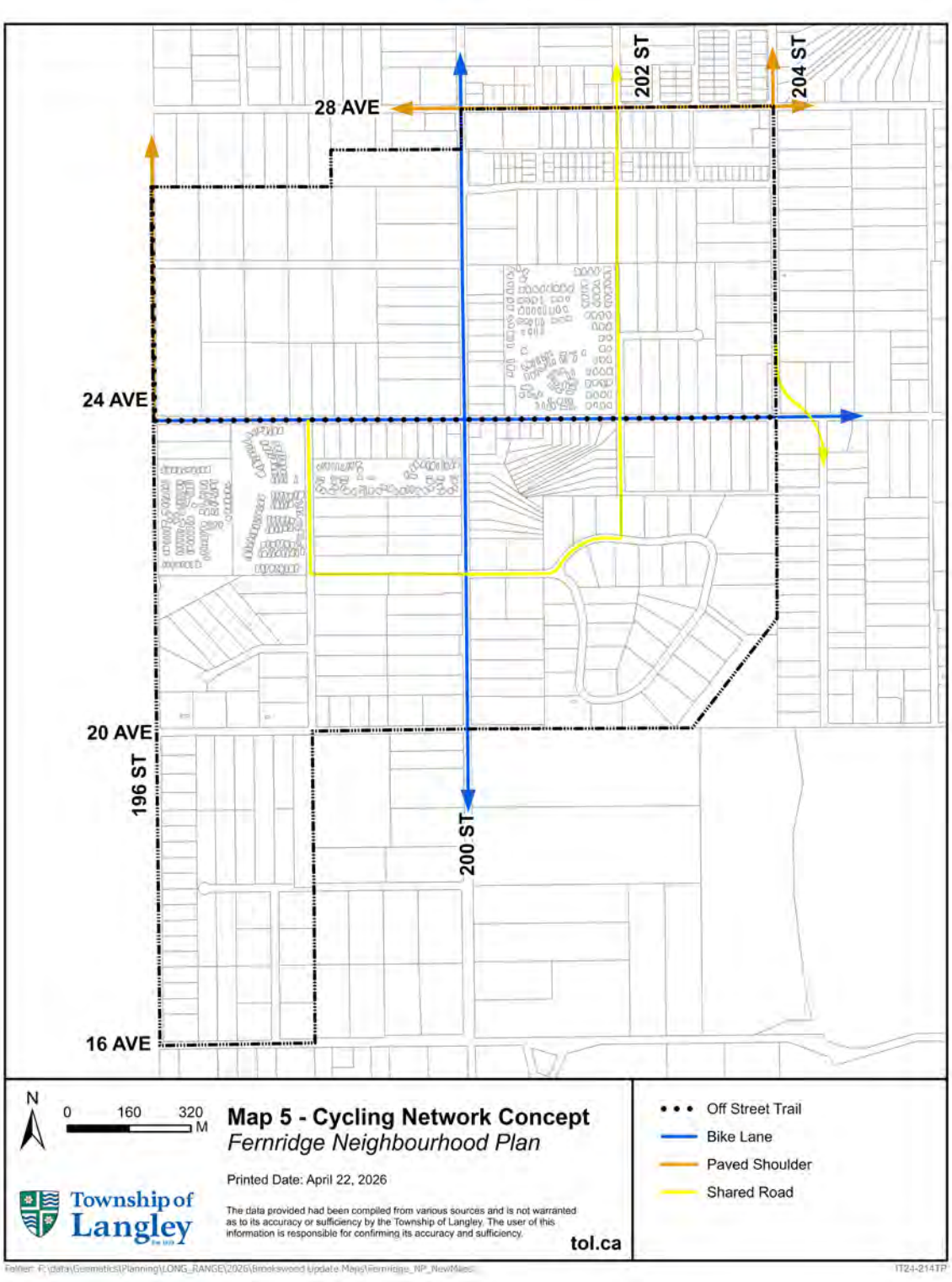


Note: Habitable basement acceptance in flood prone areas is subject to a “safe for intended purposes” report prepared by a qualified professional and may be subject to additional requirements as determined by the Township

MAP 4 | Road Network Concept



MAP 5 | Cycling Network Concept



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300 AMENDMENT (RINN NEIGHBOURHOOD PLAN)
BYLAW NO. 6010 AMENDMENT (RINN UPDATE 2026) BYLAW NO. 6219

EXPLANATORY NOTE

Bylaw No. 6219 amends the Rinn Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300 AMENDMENT (RINN NEIGHBOURHOOD PLAN)
BYLAW NO. 6010 AMENDMENT (RINN UPDATE 2026) BYLAW NO. 6219

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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010 Amendment (Rinn Update 2026) Bylaw No. 6219”.

2. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010” as amended, is further amended by replacing Schedule “BF-3” Rinn Neighbourhood Plan with a new Schedule “BF-3” Rinn Neighbourhood Plan attached to and forming part of this bylaw as Schedule “A”.

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



Rinn Neighbourhood Plan

Bylaw No. 6010

Brookswood-Fernridge Community Plan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (RINN NEIGHBOURHOOD PLAN) BYLAW NO. 6010

Adopted by Council: June 10, 2024

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION

Township of Langley
Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule "BF-3" Brookswood-Fernridge Community Plan

Rinn Neighbourhood Plan

Rinn Neighbourhood Plan
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1.0 INTRODUCTION

Rinn neighbourhood is an area within the eastern-most part of the community of Brookswood-Fernridge in the Township of Langley. The Rinn Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees by offering a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work and play.

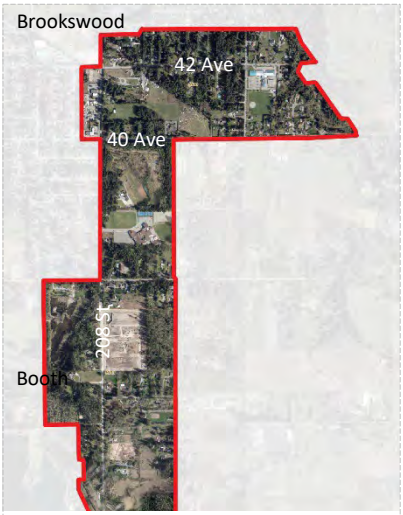
1.1 Policy Context

The Rinn Neighbourhood Plan incorporates the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and implements the policies of the Official Community Plan (OCP) for the Township of Langley. The BFCP and the OCP guide growth and change in the Rinn Neighbourhood. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the Rinn Neighbourhood Plan policy takes precedence.



1.2 Plan Area

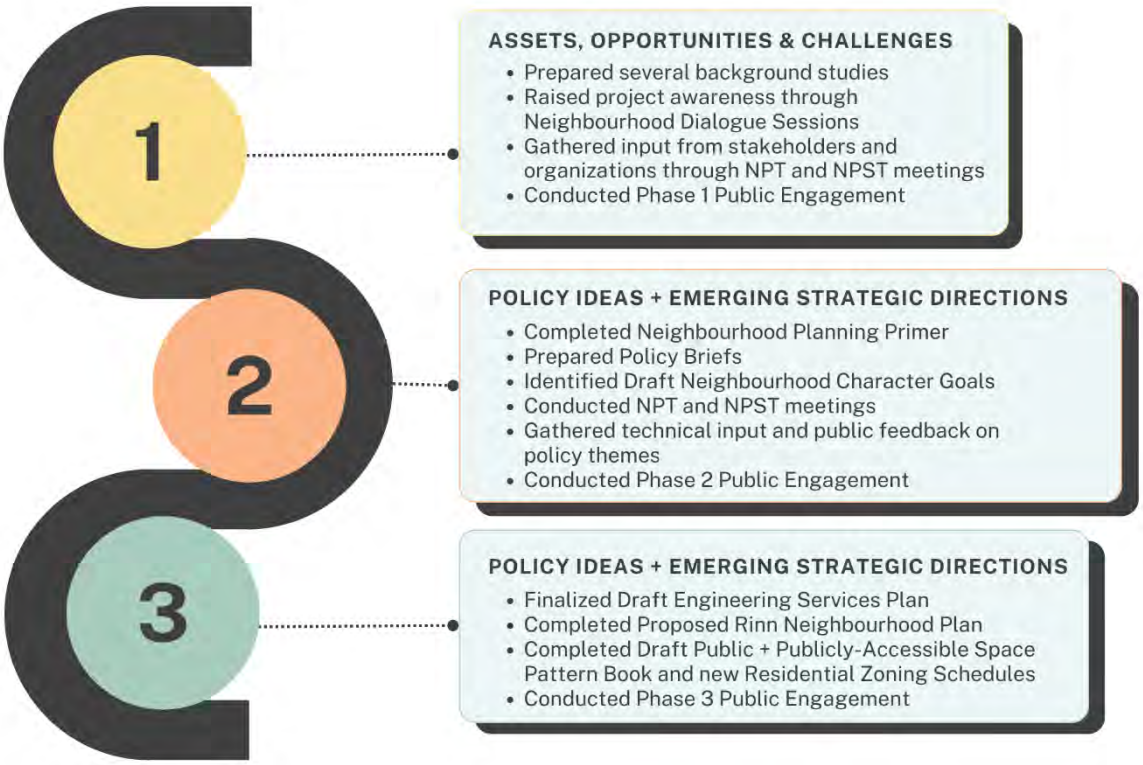
The Rinn Neighbourhood Plan area encompasses 183 hectares (453 acres) on the eastern edge of Brookswood-Fernridge. The eastern and southern boundary is the Agricultural Land Reserve of south Langley. The neighbourhood's three arterial roads are 208 Street, 36 and 40 Avenues and a future fourth road, 32 Avenue.



Rinn Neighbourhood Plan Area

1.3 Plan Purpose and Process

The Township of Langley has invested a significant amount of time and resources in the planning of Brookswood-Fernridge. The planning process included two attempts to update the BFCP (2014 and 2016). The second attempt in 2016, resulted in a new plan that replaced one that was in place since 1987. The planning process involved technical analysis, policy research and community engagement that included dialogue sessions, workshops, open houses and Public Hearings. On October 23, 2017, Council adopted the new BFCP and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge and Rinn.



In January 2019, Council endorsed the Terms of Reference for the NPs. While the planning process for the NPs was impacted by the Covid-19 pandemic, community engagement and agency consultation remained robust. Meetings with the Council-appointed Neighbourhood Planning Team, 'ask-a-planner' sessions and open houses were conducted using virtual or online methods. In-person engagement activities resumed in mid-2022 when health restrictions began to relax. The three NPs were adopted by Council on July 24, 2023.

In December 2023, the provincial government changed the *Local Government Act* to require municipalities to permit small-scale, multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form in single-family neighbourhoods. The Rinn NP was revised in early 2024 to align with the new provincial legislation.

2.0 NEIGHBOURHOOD VISION AND OBJECTIVES

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the Township of Langley's prosperity. Planning the future of the Rinn neighbourhood begins with recognizing the Vision and Guiding Principles of the BFCP. Policy will be guided by its four Neighbourhood Character Goals.

2.1 Vision Statement

Rinn neighbourhood's small town, forested character is situated within a highly connected, north-south/east-west street and block grid pattern. The area has a dense tree canopy, tree-lined roads and there are wide sidewalks and boulevard strips.

It provides for a variety of necessities, activities and services and supports human health and well-being. The Rinn neighbourhood has incorporated long-term biodiversity and ecological functions along with climate change measures to have a limited carbon footprint. Rinn is a great new neighbourhood that is distinct, welcoming, responsive, historic and change resilient.

2.2 Neighbourhood Character Goals

This vision is further articulated in four Neighbourhood Character Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design and neighbourhood and development patterns.

Goal 1: Rinn is Designed with Nature

Nature is an important part of Rinn. Natural areas and features contribute to the neighborhood's livability and to the health of its residents, business owners and workers. Environmental change, whether natural or human-caused, will affect our municipality and region in the future. In response, the design and construction of built environments in Rinn will incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements promoting nature conservation, preservation, restoration, enhancement, management and stewardship of natural environments.

Goal 2: Rinn is a Complete Community

Striving for a complete community, the Rinn Neighbourhood Plan supports an integrated system where the built and natural spatial elements are intertwined. By balancing the social, economic and environmental needs of Rinn residents, people of all ages and abilities can live, work, shop, learn and play locally.

The Rinn neighbourhood will provide an appropriate housing supply to generate a sustainable population base, which will support:

- local businesses and services
- community amenities and utilities
- viable public transit
- a variety of land uses and densities
- investment in alternative transportation modes
- connected transit routes
- adaptable and resilient neighbourhoods



Goal 3: Rinn is a Walkable Neighbourhood

Walkability is more than just pedestrian infrastructure (such as sidewalks and pathways). It is also about appropriate scale and design. Rinn is comprised of small blocks, human-scaled buildings and many connected public spaces. To encourage pedestrian activity and active and healthy lifestyles, the Rinn neighbourhood:

- encourages social, economic and land use diversity
- provides easy access to green spaces
- includes universally accessible design features
- offers equitable access to goods, services and facilities
- features street trees and wide sidewalks
- incorporates age-friendly design
- supports connectivity



As a walkable neighbourhood, Rinn facilitates greater social interaction through features such as community parks, social spaces at a variety of scale and design features.

Goal 4: Rinn is a Distinct Neighbourhood

Rinn identifies as a “small-town” neighbourhood. Its character is shaped by its natural and built environments, which give it a distinctive personality. Development in Rinn is integrated with nature, including distinctive subdivision and lot patterns, careful siting of buildings and the provision of street trees and landscape features.



3.0 DESIGN CONCEPT

This section of the Plan defines the design concept of the Rinn neighbourhood. The built environment in Rinn includes several "building blocks" that together establish the spatial arrangement and character. These include block and street patterns, lot configurations and street design, building forms and placement, vegetation, landscaping and natural features such as trees, topography and watercourses. The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, which are cornerstones of the Township of Langley OCP.

3.1 Design Concept

The neighbourhood design concept for Rinn incorporates both natural and built environments. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency and attractive parks, streets, paths and public spaces.

The Rinn Town Centre is generally located on the 208 Street corridor between 40 and 42 Avenue (see Figure 3.1). This community-scale, mixed-use hub serves as both a neighbourhood and a community anchor and destination, that incorporates a spatial concentration of employment, commercial and community services and residential uses, as well as a public gathering space – Parkette – and a high-quality design and character for the private and public realms.

3.2 Rinn Town Centre

Rinn Town Centre Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity for pedestrians, cyclists, transit users and motorists.

2. Provide continuous, small-scale pedestrian-oriented retail spaces for both sides of 208 Street, between 40 and 42 Avenues, as identified on Figure 3.1 showing Rinn Town Centre.

    a. Incorporate a back-to-back commercial unit/building design approach where one row of commercial units on the ground floor is oriented towards 208 Street and 40, 41 and 42 Avenues and that the opposite side of the commercial units orients towards the interior of the development site.
    b. Effectively link the primary entrances along the Mandatory Commercial Street Frontages to the adjacent Street Greenways.
    c. Provide gaps between buildings fronting the Mandatory Commercial Street Frontage to provide "permeability" of the streetscape and to accommodate publicly accessible Forested Courtyards, as illustrated on Figure 3.1**.** These Forested Courtyards should be a minimum 12 metres by 12 metres in size and

include, at a minimum, retained and new trees, understorey plantings, seating, hard-surface pathways and patios and permanent weather protection.

d. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along “Residential Street Frontages” identified in Figure 3.1

3. Establish a transportation and mobility infrastructure network in the Rinn neighbourhood pursuant to Section 7 of this Plan.

4. Incorporate gateway features that include distinct building/commercial signage, architectural and landscape design features and/or other measures to create a sense of arrival, incorporating existing and new coniferous tree species. Funded by the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, public art is to be provided at locations shown on Map 2.

5. Incorporate two Mid-Block Pedestrian Mews that are clearly identifiable from the street and connected to the Street Greenways and other pedestrian facilities.

    a. The Mid-block Pedestrian Mews extend east-west and connect with 208 Street and the enhanced lane on the west and on 208 and 208B Street on the east. One Mew shall be situated somewhere between 40 and 41 Avenue and the second should be situated somewhere between 41 and 42 Avenue.
    b. The Mews should be a minimum 12 metres wide and include, at a minimum, retained and new trees to create a forest-like setting, a minimum 3 metre wide hard-surface pathway, lighting at various elevations and a variety of seating spaces. No parking, loading spaces, drive aisles or similar shall be located between the building face that is oriented perpendicular to the adjacent Arterial Road and immediately fronts the Pedestrian Mews.
    c. Provide residential uses along building faces of the Mid-Block Pedestrian Mews, including ground floor units that accommodate direct access to the pathway in the Pedestrian Mews. Incorporate elevated, partially inset, covered, single storey, usable terraces, adjacent to the main entrance of ground-floor residential units and usable sized balconies for residential units above.

6. Provide Forested Courtyards functioning as public areas adjacent to the 208 Street greenway, midway between the east-west Avenues and the Mid-Block Pedestrian Mews. The Forested Courtyard areas must be square/rectangular and framed by buildings on the north and south sides. They should include a mixture of soft and hard landscaping with ample seating and lighting to facilitate use during day and evening hours.

7. Distribute surface, off-street parking into “pods” between east-west oriented buildings, for lands designated Commercial Village, that include multiple, plentiful and colourful landscaped areas with large trees, several raised and weather protected pedestrian pathways. Avoid a single, monotonous, aggregated off-street parking area.

8. Enable development that is solar optimized, highly walkable and supportive of other modes of active transportation, thereby assisting in the reduction of greenhouse gas emissions and improving energy efficiency.

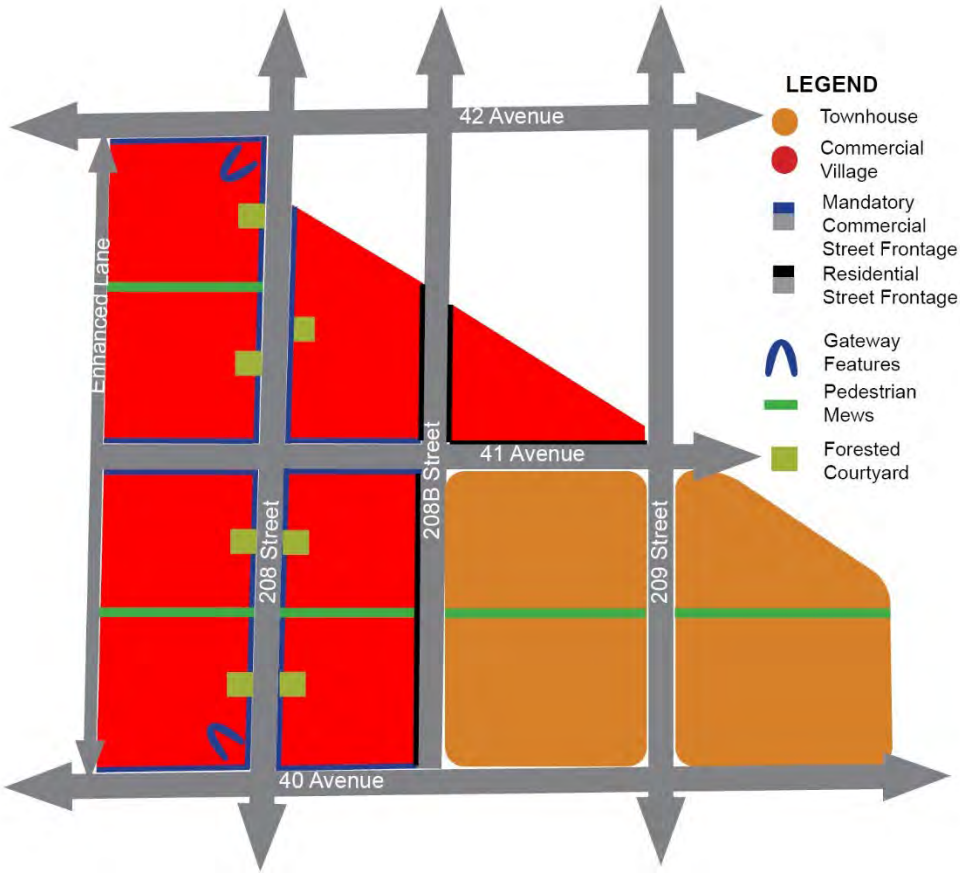


Figure 3.1: Rinn Town Centre

4.0 LAND USE PLAN

The Neighbourhood Character Goals and Design Concept are embodied in the Rinn Land Use Plan (see Map 1) and associated policies. The Land Use Plan identifies the land use designations in the plan area, as well as future transportation corridors, conservation areas, parks and schools and other features and infrastructure.

4.1 Land Use Designations and Policies

The land use designations are identified on Map 1, which defines a future land use pattern by identifying the location, use and building types/forms of development for all properties in the planning area.

The Township of Langley Zoning Bylaw further shapes land use by specifying requirements for development of individual and assembled properties. To ensure that the policies of the plan are achieved, Table 1 specifies the Corresponding Zones of the Zoning Bylaw that may be applied to the land use designations as part of rezoning consideration.

Land Use Designations Policies:

1. Use the Land Use Map (Map 1) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan and relevant policies of the BFCP to direct the land use pattern and form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

3. Comprehensive Development (CD) zoning is identified for the Commercial Village designation only. The use of CD zones may be considered based on the following conditions:

    a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones.
    b. The proposed development and CD zone fully implement Township of Langley policies and objectives.

Map 1 Colour	Land Use	Corresponding Zone
	Small-Scale Multi-Unit Housing (SSMUH) 1	SR-1 Suburban Residential Zone
	SSMUH 2	R-1D Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	SSMUH 3	R-1B and R-1C Residential Zone P-1 Civic Institutional P-2 Community Care Facility
	Rowhouse Townhouse	R-CL (RH2) Rowhouse CD Comprehensive Development P-1 Civic Institutional
	Commercial Village	CD Comprehensive Development P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	Every Zone
	Utility	Every Zone

Table 1: Land Use Designation Corresponding Zones

4.2 General Policies

The following policies apply across multiple land use designations in the Rinn neighbourhood.

4.2.1 General Land Use Designations Policies:

1. Obtain a Development Permit in accordance with Sections 488 (1) (a), (c), (e) and (f) of the *Local Government Act* (LGA) for development on lands within the Rinn Neighbourhood Plan area as outlined by the Development Permit Areas on Map 11 of the BFCP to achieve quality, resilient design.

2. Calculate development density for land designated as Small-Scale Multi-Unit Housing and rowhouse development on lands designated as Rowhouse/Townhouse, based on minimum lot sizes.

3. Calculate development density for land designated as Commercial Village and Institutional based on Floor Space Ratio (FSR), as defined by the Township of Langley Zoning Bylaw No. 2500, as amended or replaced. Developable land area does not include parks/open spaces, trails, detention ponds, utility rights-of-way, land below top of bank of watercourses and land dedicated for roads.

4. Calculate development density for townhouse developments on land designated as Rowhouse/Townhouse, based on units per acre. Density is to be calculated on the basis of developable land area which includes all land except land below top of bank of watercourses.

5. Incorporate existing significant trees and stands of trees, along with the retention and integration of existing significant trees. Retention and planting of evergreen, coniferous trees shall be part of the project design.

    a. For land designated as Commercial Village, as well as townhouse development on land designated as Rowhouse/Townhouse, incorporate medium and large sized trees for a minimum of 20% of a development site through retention and planting.

    b. For land designated as Small-Scale Multi-Unit Housing or Rowhouse/Townhouse, provide for retention of medium and large sized trees or planting space for the next generation of trees in the front, back and side yard setback areas for each lot.

    c. For land designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of 35% will be applied to new development.

6. Design building transitions between different land uses and distinct building types that are respectful of solar access, views, densities and massing. Building massing, use of glazing, site design and landscaping should mitigate overlook and privacy considerations. Noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within 1 storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within 2 storeys of the adjacent building form. The depth of the step down should be equal to or greater than 1.5 times the height of the building storey.

7. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) to achieve maximum density as provided for in the Plan or associated Zoning schedules will not be considered if it results in a loss of tree planting areas and open space, which are important neighbourhood character features.

8. Design all principal buildings to incorporate energy conservation through architectural and site design. Examples include, but are not limited to:

    - photovoltaic panels on the roof
    - overhangs/screens for windows on south and west facing elevations

- low carbon mechanical systems (such as heat pumps)
- rainwater management best practices

9. Ensure that a development site layout does not result in remnant properties that cannot be serviced (e.g., utilities and transportation) or would be uneconomic or impractical to develop.

4.2.2 Residential Land Use Designation Policies:

1. Provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans and tenures within the Rinn Neighbourhood Plan area, as guided by the Township of Langley Housing Action Plan and Housing Needs Report(s), including:

    a. Incorporating a diversity of housing choices to support housing affordability.
    b. Encouraging secondary suites, coach homes and laneway homes.
    c. Encouraging a variety of tenures, such as fee simple, strata and purpose-built rental.
    d. Encouraging development of short-term and long-term supportive housing and subsidized rental housing (see Township of Langley Housing Action Plan).

2. Include adaptable housing requirements in accordance with Policy 3.1.12 of the OCP and the Housing Action Plan.

4.3 Small-Scale Multi-Unit Housing (SSMUH)

The Small-Scale Multi-Unit Housing (SSMUH) designations accommodate a variety of ground-oriented housing types.

The Rinn Neighbourhood Plan includes three SSMUH designations which are differentiated by minimum lot size for purposes of subdivision:

1. SSMUH 1 – minimum lot size of 3,716 m^2 (40,000 ft^2)
2. SSMUH 2 – minimum lot size of 650 m^2 (7,000 ft^2)
3. SSMUH 3 – minimum lot size of 465 m^2 (5,000 ft^2)

Small-Scale Multi Unit Housing Land Use Designation Policies:

1. Up to four dwelling units are permitted on each lot. Secondary suites are counted as dwelling units.

2. Subdivision and development in each SSMUH designation will be in accordance with the corresponding zone in the Zoning Bylaw, as shown in Table 1.

3. All new subdivided lots must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township.

4. Orient blocks to create an elongated “H” shape, with end lots perpendicular to the long side of the block, as in Figure 4.1.



Figure 4.1: Mid-block Pedestrian Link

5. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) for design expectations on these sites.

4.4 Rowhouse/Townhouse

The Rowhouse/Townhouse designation accommodates rowhouse and townhouse development. This designation is located as indicated on Map 1, including within and in proximity to the Rinn Town Centre. It provides for ground-oriented housing to accommodate households with children, seniors and “empty-nesters”. It is situated adjacent to schools and parks, urban greenways, local-serving commercial uses, future transit and other destinations and provides a land use, form and massing transition between higher and lower density uses.

4.4.1 Rowhouse Land Use Designation Policies:

1. Locate rowhouse dwellings on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse/Townhouse as delineated on Map 1. Rowhouse dwellings are to take the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard.

2. Orient rowhouses to be street-facing, along Collector and Local Roads only, with rear public lane access to vehicle and bicycle parking and to provide for on-street parking that is not interrupted by individual driveways. Design rowhouses on corner lots to be street-facing to both public streets.

3. Limit attached principal dwelling units to a maximum of four (plus any associated secondary suites), except where a development provides for the retention of existing trees and/or additional tree planting areas for medium to large coniferous trees, in which case up to six principal dwelling units may be attached together (plus any associated secondary suites).

4. Provide for a range of unit sizes, including three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the OCP.

5. Provide sufficient front and rear yard setbacks, as well as separation distances between buildings on a lot to accommodate medium- and large- sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence and space for outdoor living areas and detached off-street parking structures.

6. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A maximum building height of 2.5 storeys (9 metres), with the uppermost (third) level having a floor area not exceeding 50% of the floor area of the storey immediately below it.
    b. A minimum 2 metre deep covered front porch, extending the entire width of the front elevation of the rowhouse.
    c. Rear entrances for all principal dwelling units in the form of a door that can be locked from either side that are separate from the front entrance.
    d. Off-street parking for the dwelling units shall be accessed from a rear lane in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be in a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a “flex” off-street parking space that is covered, but not enclosed (e.g., carport). The “flex” off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.
    e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities.
    f. Include, at a minimum, solar-ready measures to facilitate the application of solar energy generating technologies on the roof of the garage/carport/home-office.
    g. Incorporate crawl spaces in the principal residential to help facilitate, among other aspects of the architectural design, an elevated front porch, in areas where habitable space in basements is not permitted.

7. Demonstrate subtle design variations to strengthen unit identity from the street and support a pedestrian scale.

4.4.2 Townhouse Land Use Designation Policies:

1. Provide a maximum density of 20 units per acre for townhouse development.

2. Design townhouse developments that contribute to a desirable streetscape character through a clear architectural identity for individual buildings.

3. Provide for a range of townhouse unit sizes, including those with three-plus bedrooms, to appeal to a broad range of households at different stages of life, in accordance with Policy 3.1.9 of the OCP.

4. Townhouse sites to be accessed from a rear lane to provide generally continuous on-street parking that is not interrupted by individual driveways and to increase opportunities for trees in front yards and street boulevards and adequate space for rainwater and stormwater management facilities, among other streetscape features.

5. Provide sufficient front and rear yard setbacks, with separation distances between buildings on a lot to accommodate medium- and large-sized trees with access to sufficient soil volume, including coniferous species, as well as a pedestrian-oriented street and lane presence and space for outdoor living areas and detached off-street parking structures.

6. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and Lanes, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, including:

    a. Front porches for all dwelling units; and
    b. Convenient pedestrian connections through an on-site network of sidewalks and pathways. The pedestrian connections will be independent of a public lane and strata/private drive aisle.

7. Demonstrate subtle building/architectural design variations to strengthen unit identity from the street and support a pedestrian scale.

4.5 Commercial Village

The Commercial Village designation provides opportunities for the integration of street- and plaza-oriented, ground-floor retail, dining and personal service uses and civic facilities, along with apartment residential uses and seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units above ground floor commercial with pedestrian connections from at-grade parking areas to 208 Street, as well as a Parkette accessible from 208 Street.

Commercial Village Land Use Designation Policies:

1. Create a Commercial Village comprising a mix of commercial, residential, recreational uses as shown on Figure 3.1 and a maximum density not exceeding a gross floor area of 1.85 times the developable land area (i.e., the Floor Space Ratio, or FSR).

2. Incorporate mixed-use buildings in this designation to have apartments above ground floor commercial to provide residents with the opportunity to meet their daily needs within the same area and ensure “eyes on the street” for community safety.

3. Encourage local-serving commercial uses, such as financial institutions, retail stores, convenience stores, an anchor grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés (including those with outdoor/patio dining), pharmacies, childcare, liquor store and fitness centres and including live-work opportunities; but excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.11, Policies #8 and #9 of the BFCP.

4. Accommodate ground floor retail and service commercial uses (not including grocery store, pharmacy, fitness centre or childcare uses) in mixed-use buildings in premises not exceeding 1,000 m^2 (~10,764 ft^2). Business, medical and professional offices should be located on the second storey above retail and service commercial. Office uses may also be accommodated in standalone commercial buildings.

5. Accommodate one local-serving grocery store in the Commercial Village designation with a maximum size of 2,500 m^2 (~27,000 ft^2) within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses, as identified in Policy #6 below, is built in advance of or in conjunction with the grocery store use.

6. Provide a minimum total commercial floor area of approximately 5,000 m^2 (~54,000 ft^2), including approximately 4,000 m^2 (~43,000 ft^2) for retail and service commercial uses and approximately 1,000 m^2 (~11,000 ft^2) for office uses.

7. Incorporate a neighbourhood public Parkette in the vicinity and north or south of a new 41 Avenue, spanning the distance of said new 41 Avenue (between 208 Street and a new north-south lane) and measuring a minimum of 25 metres from the northern to southern boundary. The Parkette will be a visually prominent, placemaking feature and publicly accessible from 208 Street, functioning as an informal gather space with trees, lawn, ample seating and tables for outdoor eating. Design of the Parkette should also include direct solar access, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection and spatial variety in programming of the space.

8. Design a combination of mixed-use commercial / residential and commercial / residential / institutional buildings in the Commercial Village, including:

a. Buildings of a minimum three and a maximum 6 storeys, with fifth and sixth storeys stepped back in order to reduce visual and overshadowing impacts related to building height.
b. Maximum lot coverage of 60% where a minimum 75% of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage may be increased to 80% where 100% of the off-street vehicle parking use, including visitor parking, is concealed parking.
c. Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces.
d. For an apartment or office use, 100% of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

9. Provide a range of apartment unit sizes, in accordance with Policy 3.1.9 of the OCP and tenures to appeal to a broad mix of households at different stages of life, including student-oriented housing, seniors housing, family housing and purpose-built rental. Buildings should incorporate:

    a. Individual exterior entrances for ground floor apartment units in mixed-use buildings.
    b. A common lobby for each building with office uses and apartment units above the first storey, with the building entrance from a fronting or public street.
    c. Lifestyle support features such as secure storage space for oversize sports equipment and seasonal supplies and secure bicycle parking for buildings with residential uses.
    d. Active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exit stairs, outdoor gardening places and indoor amenity areas for the exclusive use of building residents and guests.
    e. Continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.
    f. A high-quality pedestrian realm along all building faces. Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber) and horizontal architectural breaks (e.g., cornice, belt course).
    g. All apartment buildings must provide 10% of the total number of residential units as adaptable units per OCP Policy 3.1.12.

10. Provide a minimum and consistent building separation distance of 12 metres between all buildings to accommodate pedestrian circulation and connections as part of a walkable neighbourhood.

11. Design pedestrian, block and street structure for both sides of 208 Street, between 40 and 42 Avenue with high connectivity that incorporates pedestrian, bicycle and horse/rider comfort and mobility, transit accessibility, freight delivery and automobile movement.

12. Configure the pedestrian scale block and local road patterns with a maximum block size length of 190 metres between two street intersections and on average between 180 and 185 metres (measured between the outside curb faces of two cross streets) (see Figure 4.2).

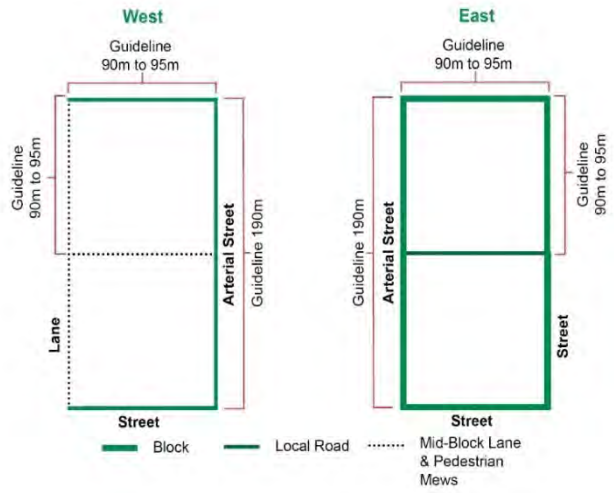
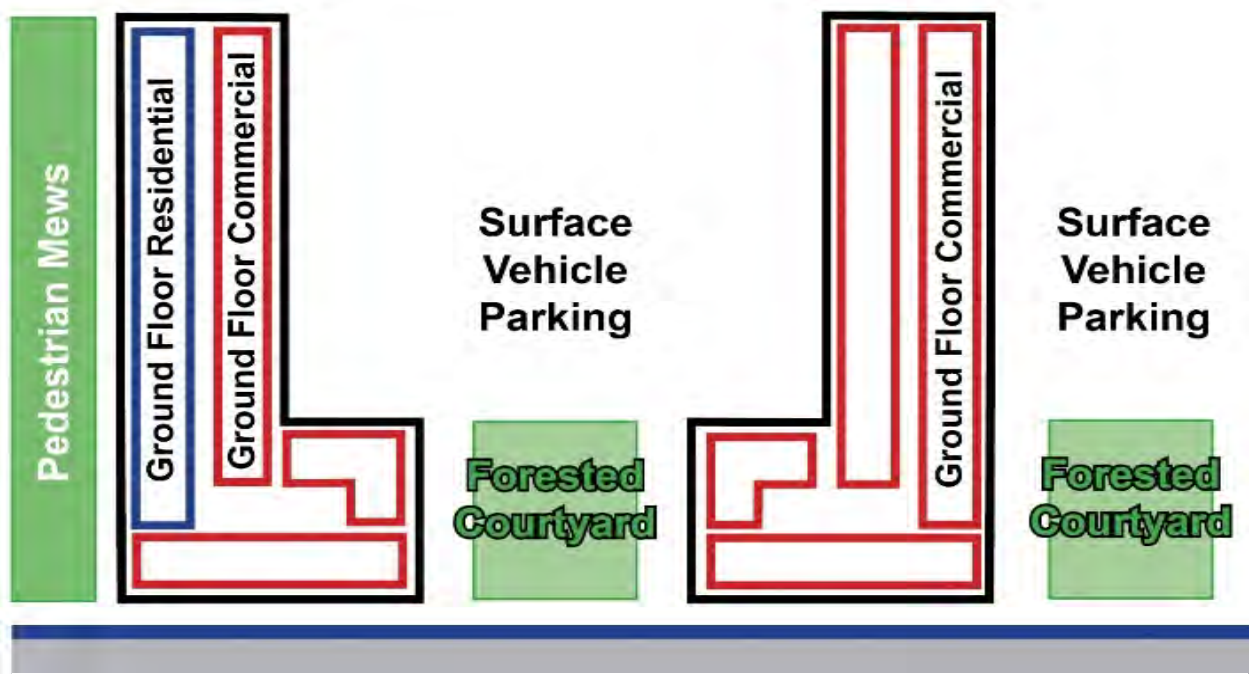


Figure 4.2: Block Pattern Guideline

13. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed here, to/from 208 Street and 40 Avenue in the Rinn Town Centre.

14. Provide continuous commercial or civic/assembly uses on the ground floor of all buildings in the Rinn Town Centre as Mandatory Commercial Street Frontage. Provide “gaps” between buildings fronting the Mandatory Commercial Street Frontage to provide permeability of the streetscape and to accommodate publicly accessible Forested Courtyards, as illustrated on Figure 4.3. These Forested Courtyards should be a minimum 12 metres by 12 metres in size and include retained and new trees, understorey plantings, seating, hard-surface pathways and patios and permanent weather protection.

15. Incorporate functional continuous weather protection for pedestrians on building façades with no gaps wherever possible. Weather protection is required on Mandatory Commercial Street Frontages and associated publicly accessible Commercial Village buildings that are not on the Mandatory Commercial Street Frontages.



208 Street – Mandatory Commercial Street Frontage

Figure 4.3: Recommended Site Layout Concept

4.6 Institutional and School/Park Site

The Institutional designation accommodates educational facilities, recreation centres, civic buildings, care facilities and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there were two public schools – a specialty elementary and a secondary school – and a place of worship in the Rinn area. Rinn will require additional institutional uses to accommodate future population growth and new development.

The Future School/Park Site designation accommodates future school/park sites. One new public elementary school is identified in Rinn to accommodate students in this neighbourhood. A middle school may be required, as determined by the Langley School District.

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education and Child Care for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities.

Institutional and School/Park Site Policies:

1. Accommodate one new Elementary School on lands designated Future School/Park Site south of 32 Avenue as shown on Map 1. The lands will form a joint neighbourhood park/elementary school site having a minimum total size of 4.9 hectares (12 acres): 2.0 hectares (5.0 acres) neighbourhood park, 2.0 hectares (5.0 acres) elementary school and 0.4 hectare (1.0 acre) for non-profit childcare or additional school or park space. Include an additional 0.4 hectare (1.0 acre) Wildlife Habitat Patch that can be consolidated with other natural spaces in a different location within Brookswood-Fernridge. The 0.4 hectare (1.0 acre) Wildlife Habitat Patch will be financially funded from the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

2. Inform the Langley School District of each Community Plan amendment application to receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new School/Park Site prior to consideration of final reading of the zoning amendment bylaw.

3. Accommodate an additional school on lands designated Future School/Park Site north of 36 Avenue as shown on Map 1.

4. Consider new neighbourhood institutional facilities (e.g., schools, daycares, seniors' centres and places of worship) in any land use designation subject to:

    a. The site being located on and oriented to a collector road (as opposed to a local or arterial road only).
    b. The site having access to an adequate transportation network for the proposed size of the facility.
    c. The site having adequate off-street parking and/or drop-off and pick-up space; and
    d. The proposed development being consistent with the form, scale and character of adjacent land uses.

5. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting.

6. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

7. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities and places of worship.

8. Support the development of new seniors' housing and care facilities, as defined in the Zoning Bylaw.

4.7 Parks and Open Space

This Plan retains an existing network of parks and open spaces and identifies approximate locations for required additional parks and open spaces. This expanded network of parks and open spaces will contribute to the completeness and livability of Rinn and surrounding neighbourhoods through active and passive recreation opportunities.

Parks and Open Space Designation Policies:

1. Incorporate Park and trail improvements on existing municipal lands in advance of new dedications and required property acquisitions to provide recreational infrastructure early in the neighbourhood's development and continued growth.

2. Preserve the location and size of existing park spaces in Rinn, as delineated on Map 1, in perpetuity.

3. Provide public roads adjacent to park space on at least two sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

4. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones, including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.8 Aquatic Conservation

The Aquatic Conservation land use designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas, which combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside Protection and Enhancement Requirements in the municipal-wide OCP seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, ditches, wetlands, lakes and ponds.

These buffers are referred to as Streamside Protection and Enhancement Areas (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk and provide passive recreation opportunities. To preserve these benefits, these aquatic conservation areas, both known (Map 2) and yet to be known, in the Rinn area must be protected through the establishment of SPEAs.

Aquatic Conservation Policies:

1. Preserve, restore, enhance and steward Anderson Creek and Murray Creek and its tributaries, by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the OCP.

2. Protect and retain other important waterbodies – referred to as Aquatic Conservation areas (see Map 2) in the Rinn plan area, including private aquatic features adjacent to the neighbourhood. Establish a 15 metre no-disturbance buffer around aquatic features to prevent unauthorized works in and about a stream, that may be subject to the provincial Water Sustainability Act.

3. Locate Creek Greenways beyond the 30 metre SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. 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 environment. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

4.9 Utility

The Utility land use designation accommodates utility infrastructure and facilities.

5.0 NATURAL ENVIRONMENT AND CLIMATE CHANGE RESPONSE

Nature areas and features enhance the overall well-being of a neighbourhood. They include wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens as well as human-made components. These different types of nature areas and features are together referred to as “green infrastructure”.

Climate change can affect the livability of our community in the future. Expected impacts include summer drought, air quality degradation, changes to groundwater conditions and more frequent and severe weather events. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity and lifestyles. Nature conservation spaces and other “green infrastructure” are key contributors to neighbourhood mitigation and adaptation strategies. Local government services that contribute to recreation, climate regulation, rainwater management, clean air, habitat and biodiversity are invaluable to the health and well-being of a community.

5.1 Nature Conservation

The Nature Conservation policies prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made green infrastructure. Natural components include forests, wetlands, watercourses and other waterbodies. Human-made components include manicured parks, landscaping, trees, rain gardens, greenways, as well as hydro and bio-engineered features that incorporate natural environmental features.



Green Infrastructure components support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities and provide opportunities for linkages between people, flora and fauna within Rinn. Integrated, connected ecosystems components form the neighbourhood Green Infrastructure Network.

The term “green infrastructure” repositions nature-based features as a neighbourhood necessity, not simply amenities or “nice-to-haves”. The Green Infrastructure Network for Rinn includes systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments.

The Green Infrastructure Network must be resilient and dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. Identifying and prioritizing areas of ecological and biodiverse significance establishes Framework Elements for this work.

Nature Conservation Policies:

1. Establish a Green Infrastructure Network in Rinn, in alignment with Figure 5.1 in the BFCP, that is comprised of a variety of natural areas and features, as elaborated in Figure 5.1 below and includes specifically:
    - ALR Buffer
    - Creek Greenway
    - Ecological Greenway
    - Off Street Recreational Greenway
    - Wildlife Habitat Patch

2. Nature Conservation Hubs and Corridors
    2.1 Preserve the Nature Conservation Hubs and Corridors as defined in Figure 5.1, below.

    2.2 Identify and preserve additional Nature Conservation Hubs and Corridors. Secure funds, through a variety of sources including other levels of government, non-governmental grant programs and collected through the applicable bylaws and policies to fund additional Nature Conservation Hubs and Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow and including conservation, forested and park lands in the adjacent neighbourhoods and communities, can be connected to contribute to the Green Infrastructure Network.

3. Matrix Features
    3.1 Integrate and accommodate mature trees and next generation trees (to expand the neighbourhood tree canopy), greenways, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces and “naturescaping” practices (see Naturescape British Columbia Provincial Guide) throughout the neighbourhood.

    3.2 Provide design details for development activities and enhancements on public and private land. The design details should focus on green infrastructure at site level not typically addressed in existing bylaw and regulatory tools and requiring implementation guidance.

3.3 Raise public and development community understanding of environmental management, restoration and enhancement of green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout Rinn.



3.4 Develop hedgerows and buffer strip trails to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

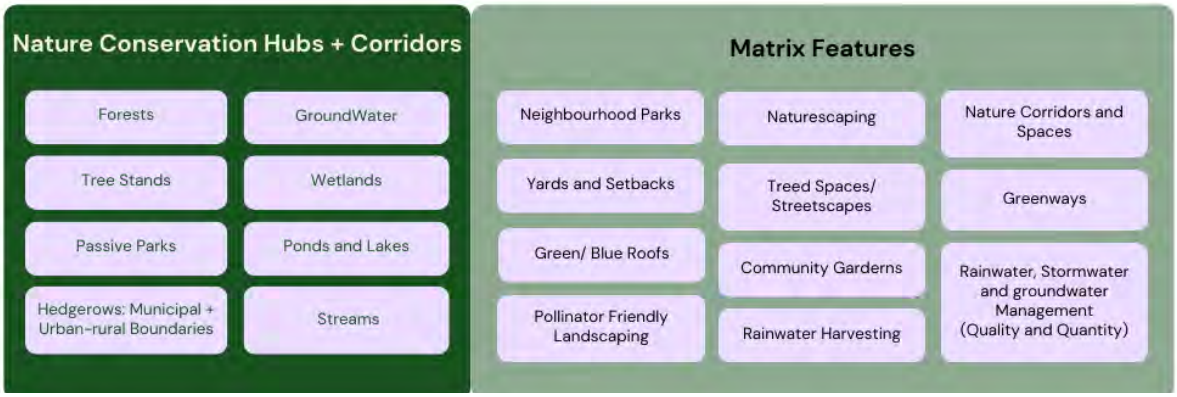


Figure 5.1: Green Infrastructure: Nature Conservation Hubs + Corridors and Matrix Features

5.2 Groundwater Protection and Management

Rinn has several unconfined and confined aquifers. The Brookswood Aquifer is a groundwater reservoir comprised of porous, unconsolidated sands and gravels originating from glacial outwash deposits. This unconfined aquifer is an important water source for many Township of Langley residents and also sustains important habitat.

The glacial deposits have high permeability, high groundwater flow and high hydraulic conductivity. This means that water can move easily and relatively quickly into the groundwater storage and within the groundwater itself and discharge or exit through surface water, plant uptake and evaporation.

The unconfined Brookswood Aquifer is susceptible to contamination and interruptions to groundwater recharge. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants to the aquifer.

For the health of all users and the natural environment, groundwater resource protection requires:

- preservation of water quality
- management of water quantity
- maintenance of the surface water systems hydraulic integrity

Groundwater Protection and Management Policies:

1. Preserve, restore, enhance and manage the neighbourhood forest and associated tree canopy to protect the underlying aquifer.

2. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential through specific zoning regulations, development standards and Engineering Servicing Plans. Where no such regulations, standards and plans are available, meet development best practice standards/guidelines.

3. Maximize dispersed groundwater recharge at all spatial scales (from neighbourhood to individual building site), to minimize groundwater mounding conditions during rain events.

4. Require enhanced treatment for rainwater and stormwater runoff, particularly flowing from pollution-generating impervious surfaces used by vehicles. Locate all such treatment facilities to provide for ease of municipal maintenance.

5. Design and implement neighbourhood Green Infrastructure Network features that mimic natural hydrology through low impact development practices and implementation of source control best management practices for mitigation of development impacts on runoff catchment areas, peak flows, runoff volumes and water quality. Such features include disconnection of roof leaders, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers and more.

6. Require an unqualified statement from an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, that the proposed development is in accordance with principles, criteria and objectives of the Integrated Liquid Waste Management Plan Anderson Creek Integrated Stormwater Management Plan, Little Campbell River Integrated Stormwater Plan, Township of Langley Water Management Plan and Subdivision and Development Servicing Bylaw, all as amended or replaced and that the proposed development will not adversely impact aquifer(s), existing wells, or surface water bodies in terms of water quality and quantity. Specific recommendations on aquifer protection measures and mitigation of any impacts shall be outlined and supervised by the Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia, as applicable.

7. Appropriately close test holes for geotechnical or hydrogeological investigations. Monitoring must be completed by an appropriately Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

8. Design communal rainwater and stormwater detention facilities to provide bioretention capabilities, as feasible and contribute to groundwater recharge while protecting the baseflows, maintaining peak flows and infiltrated water quality.

9. Allow habitable basements in residential uses in areas delineated on Map 3 as a Possible Habitable Basement Area, subject to the Subdivision and Development Servicing Bylaw and site investigations to confirm that there is no risk of flooding, seepage, or water intrusion. Areas delineated on Map 3 as a Possible Habitable Basement Area may be permitted to have habitable basements in residential uses, if confirmed by a technical feasibility study prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia. All applications in flood-prone areas, or as required by the Township, will also require a “safe for intended purposes” report by a Qualified Professional.

10. Prohibit habitable basements in residential uses, due to high water table conditions, in areas delineated on Map 3 as a No Habitable Basement Area.

11. Obtain necessary provincial approvals if a development requires dewatering, as groundwater use is regulated by the provincial government.

5.3 Neighbourhood Forestry

Trees improve livability, increase civic pride and contribute to residents’ quality of life. Neighbourhood forests slow the production of ground-level ozone, filter air particulates and absorb air-borne pollutants. Trees can reduce rainwater management costs by absorbing rainfall and shading homes from overheating during summer months.

Trees increase a neighbourhood’s biodiversity by providing food and habitat for wildlife. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria and fungi.

Trees can become stressed by water restrictions and impacted by wind and road salt / brine. They will face escalating changes to growing conditions, altered plant hardiness zones and compromised longevity as a result of climate change.



The neighbourhood forestry policies encompass: (1) tree retention; (2) “right tree and right location” methodology; and (3) adaptive reforestation to establish a robust, multi-generational neighbourhood forest.

Neighbourhood Forestry Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in Rinn. Implement the Community Forest Management Strategy.

2. Maximize the tree canopy by establishing Zoning Bylaw provisions regarding:

    - lot coverage
    - maximum impervious cover (site coverage)
    - siting of buildings and structures (setbacks, interior separation distances)
    - introduction of required tree retention/plantable areas
    - tree selection criteria (species and planting location) for increasing energy efficiency of buildings
    - treatment of pollution-generating surface run-off
    - requirements for permeable surfaces
    - extent of underground structures
    - screening/landscaping requirements

3. Periodically review and update the Township’s preferred tree list to support climate change adaptation and in consideration of local availability of tree species.

4. Establish canopy/planting targets for each municipal park type and in collaboration with the Langley School District for school sites.

5. Assess the urban forest tree canopy every five years, including inventory, location, quantity or extent, useful life expectancy and, when possible, cost and value of trees.

6. Develop a storm response plan for emergency tree risk assessment and tree removal associated with severe storm events.

7. Ensure new plantings are diverse in streetscapes, greenways and parks as well as in the Green Infrastructure Network and target no more than 10% of any species, 20% of any genus and 30% of any family at the neighbourhood scale.

8. Plan and fund naturescaping on public lands to support and enhance biodiversity and to demonstrate best practices for naturescaping for private property owners.

5.4 Renewable Energy and Low Carbon Neighbourhoods

Building construction, operation and maintenance and vehicle emissions contribute significantly to overall greenhouse gas emissions. Green buildings, site and landscape design and active transportation, can assist in reducing both energy use and water consumption. The Township of Langley strives to achieve low carbon neighbourhoods. The Rinn Neighbourhood Plan intends to:

- Create neighbourhoods with a positive impact on the natural environment through a healthy neighbourhood forest that supports residents' physical and mental health.
- Encourage and support innovation to create low carbon neighbourhoods through design features that facilitate passive and local renewable energy infrastructure.
- Build neighbourhood block patterns that facilitate using transit, cycling, walking and other active forms of transportation.



Renewable Energy and Low Carbon Neighbourhood Policies:

1. Design, develop and implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous tree species of varying ages and heights, along with a variety of native shrubs, perennials and groundcovers with minimal or no turf grass (xeriscaping). This will limit the need for irrigation by replicating "layered" plant communities and encouraging biodiversity.

2. Incorporate landscape design strategies to reduce energy demands for heating, cooling and lighting in buildings by:

    - using deciduous trees on the southern and western facing sides of a building to minimize the warming effect of solar radiation during the summer months and optimizing sunlight during the cooler, darker months; and
    - situating coniferous evergreen trees in all other areas.

3. Provide rainwater harvesting infrastructure with SSMUH and Rowhouse/Townhouse land use designations, sized to supply water for landscaped areas during the length of a typical dry season, based on best available climate change forecasts.

4. Encourage green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof or wall and heat transfer to the interior.

6.0 PARKS, OPEN SPACE AND HERITAGE

A neighbourhood is a place. Natural and built environments make up the neighbourhood character and give it a distinct personality. Every property, building, public place, environmental feature and infrastructure contributes to its character, as does their placement within the area.

The built environment's visual and physical patterns are defined by recurring characteristics, which can vary by neighbourhood, street and block or can be consistent across the community. These patterns can accommodate varied building forms and scales while providing an underlying sense of cohesion that helps define the neighbourhood character.

Neighbourhoods establish and nurture a distinct identity determined in part by how residents, business operators and visitors experience the place and socially interact within it.

6.1 Parks and Open Spaces

This Plan builds upon existing parks and nature spaces to establish an enhanced network of active and passive outdoor recreational opportunities.

Parks and Open Spaces Policy:

1. Accommodate an additional 12.8 hectares (31.6 acres) of parks space for Community and Neighbourhood Parks and the Nature Park within the neighbourhood as shown on Map 2.

6.1.1 Community Park

Rinn neighbourhood has programming similar to community park programming on Brookswood Secondary School grounds and adjacent to George Preston Recreation Centre. A modest addition to these existing facilities will provide space for a variety of amenities and activities that serve the residents of Rinn and complement the programming that is already present. These policies provide direction for the community park site to be appropriately located, sized and configured and that necessary access and connectivity to and from the park meets users needs.



Community Park Policies:

1. Provide additional community park space with a minimum size of 8 hectares (19.8 acres). Locate the new community park within the vicinity of Brookswood Secondary School, on lands designated School/Park Site north of 36 Avenue as shown on Map 1.

2. Secure lands for the new community park through a variety of municipal funding sources.

3. Retain trees as shown in Map 2.

6.1.2 Neighbourhood Park

Rinn will have one new Neighbourhood Park. This park will provide a variety of recreational opportunities, including sports fields, playgrounds and nature areas. These policies provide direction for the combined Neighbourhood Park site to be appropriately located, sized and configured and that necessary access and connectivity meet users' needs.



Neighbourhood Park Policies:

1. Provide and locate one Neighbourhood Park, with a minimum size of 2.8 hectares (7 acres).
2. The Neighbourhood Park site is located on lands designated School/Park Site south of 32 Avenue as identified on Map 1.
3. Secure lands for the new neighbourhood park through a variety of municipal funding sources.
4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) land dedicated required for the Neighbourhood Park site as contributions to neighbourhood forestry in the form of a Wildlife Habitat Patch, as shown on Map 2.

6.1.3 Natural Spaces

Connection to nature is a hallmark of the small-town character of Rinn. It includes natural landscapes and features that enhance local ecosystems, support biodiversity and groundwater recharge. They provide various passive recreational opportunities.

Natural Spaces Policies:

1. Secure Natural Spaces, including, but not limited to, the Nature Park, Dale Ball Passive Park, Aquatic Conservation and Wildlife Habitat Patch, as shown on Map 2, exclusive of any required road and trail dedications along the park perimeters. The only exception is the potential diminishment in the size of Dale Ball Passive Park to accommodate road dedication for upgrading 208 Street and 36 Avenue.
2. Provide an additional 2.0 hectares (5.0 acres) for Nature Park in the Rinn Neighbourhood.
3. Provide physical and visual public access with possible features such as trails, lighting, small picnic spaces, education and historical commemoration, weather-protected seating and outdoor exercise spaces. Nature and nature programming should remain the dominant feature of the Nature Park and Natural Spaces.

4. Provide a Wildlife Habitat Patch, in accordance with the Township's Wildlife Habitat Conservation Strategy, which provides food and foraging opportunities for wildlife and serves as a small node in the Green Infrastructure Network. Protect vegetated areas from intrusion, provide low impact access for people and interpretive signage.

5. Prepare a Natural Spaces Conservancy and Management Plan to guide the management of the natural resources and systems.

6. Identify and fund new Natural Spaces through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced, as well as other funding sources.

6.2 Greenways/Trails

Greenways and pedestrian/cycling connections in Rinn are an important component of the active transportation network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 2.

Where multiple trail types are to be situated over the same land area, the required width of land to accommodate all trails is that required for the widest trail rather than a cumulative total of the respective trail widths.

6.2.1 Greenways: Street and Neighbourhood Edge

Greenways are wide paths that offer safe and appealing routes for pedestrians and cyclists, connecting various community amenities such as parks, commercial areas and neighbourhood services. Whether along major roads (street) or neighbourhood edges along the transition between residential areas and rural/agricultural lands, these greenways serve as transition buffers while providing safe passage throughout the community.



<u>Greenways: Street and Neighbourhood Edge Policies:</u>

1. Provide continuous greenways in the locations identified on Map 2.

2. Greenways Construction:

    2.1 Street Greenways will be constructed within road dedications and an adjacent greenway dedication of 4.5 metres.
    - Street Greenways will include a 3 metre multi-use concrete pathway, street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities

and utility services. Preserve existing, healthy trees (preferably coniferous varieties), where possible.

- Streetscape design variations could include:
    - proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities
    - curb bulges to accommodate trees (for up to 10% of the block face)
    - narrow vehicle travel lanes (non-Arterial Road) for additional treed space
    - modest changes in the location and design of transit stops
- Build appropriate and effective connections and “tie-ins” where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.
- Incorporate a variety of retained or new coniferous tree species to complement deciduous street trees and understorey plantings that will not interfere with surface drainage facilities and other required streetscape features.

2.2 ALR Buffer:

Establish an ALR Buffer along the neighbourhood rural/agriculture interface, in the locations identified on Map 2. There are two types of conditions along the interface that require different responses.

2.2.1 The first interface type (road) is adjacent to a road dedicated and constructed to an appropriate standard. This interface type shall include a 7.5 metre wide vegetated buffer on the outside of and adjacent to the road allowance/dedication, on the neighbourhood side. At a minimum the streetscape associated with Ecological Greenways includes on-street parking, curb, gutter, a 3 metre multi-use asphalt pathway, abundant street trees, retained and new coniferous trees, understorey plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), above-, at- and below-grade utilities, among other possible space/use requirements. The Horse/ALR Buffer, shall include an additional 2.4 metre wide horse trial with a horse friendly surface and appropriate fencing to provide a safe barrier between the street and the multi-use pathway and between the horse and pedestrian paths to reduce conflict.

2.2.2 The second interface type (non-road) is situated along a shared property line between neighbourhood residential lands and rural/agriculture lands. This interface type shall include a 15 metre wide vegetated buffer on the residential side, a 3 metre multi-use asphalt pathway, abundant trees, retained and new coniferous trees, understorey plantings, among other possible space/use requirements.

3. Fund Street Greenways and ALR Buffers through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.2 Ecological Greenways

An Ecological Greenway provides protected wildlife habitat, facilitate movement of wildlife between habitat areas and contribute to the neighbourhood's Green Infrastructure Network.

Ecological Greenway Policies:

1. Provide a continuous Ecological Greenway in the approximate locations identified on Map 2.

2. Construct the Ecological Greenway at an average 30 metre width. It should be richly planted with retained and new native (coniferous) trees and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity. It should include a 3 metre wide multi-use asphalt pathway and seating on one edge of the greenway. Wildlife tunnels should be used at Collector and Arterial Road crossings, that provide natural light infiltration for the entire length.

3. Prioritize the location of Ecological Greenways on particular development sites to include established stands of coniferous trees and quality groundwater recharge areas.

4. Allow reductions in width along select sections of the Ecological Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length; (2) the said reductions are spaced at a minimum 50 metres apart; (3) an average total greenway width of 30 metres is maintained; and (4) the nature and recreation connectivity is continuous. The Ecological Greenway may be divided evenly between two properties or development sites.

5. Where feasible, preserve existing, healthy trees and stands of trees, preferably coniferous. Changes to the alignment of the Ecological Greenway may be considered, provided that there is no net loss of habitat and alignment locations at the neighbourhood plan edges are retained.

6. Build appropriate and effective connections and "tie-ins" where the Ecological Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund the portion of the Ecological Greenway located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.3 Creek Greenways and Trails

Creek Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.



The Creek Greenway is part of a preserved, restored and enhanced riparian corridor adjacent to waterbodies of various types (e.g., watercourses, wetlands, ponds, lakes). It is richly planted with retained and new native trees, specifically coniferous species and native understorey plantings that provide sources of food and cover and support high wildlife value and biodiversity.

Creek Greenways and Trails Policies:

1. Provide Creek Greenways in the locations identified on Map 2.

2. Construct Creek Greenways with a minimum average width of 6 metres, to accommodate a 3 metre wide multi-use asphalt pathway outside of the required riparian area and a 1.5 metre vegetated buffer on either side of the pathway.

3. Build appropriate and effective connections and “tie-ins” where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Creek Greenways construction costs through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.4 Off Street Recreational Greenway

Off Street Recreational Greenway Policies:

1. Provide an Off Street Recreational Greenway in the location identified on Map 2.

2. Construct the 10 metre wide Off Street Recreational Greenway to accommodate a 3 metre wide multi-use asphalt pathway, landscaping, benches, lighting and directional signage.

3. Fund the Off Street Recreational Greenway through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

6.2.5 Enhanced Sidewalks

Enhanced Sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway and an additional wider green buffer between the sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways. Enhanced Sidewalks are partially funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced.

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 2.

2. Construct Enhanced Sidewalks within the road dedication, with a minimum:

    - 2 metre wide buffer between curb and sidewalk,
    - continuous 3 metre wide hard-surface (e.g., concrete, asphalt) multi-use pathway and
    - 1 metre wide buffer between the property line and the sidewalk.

6.2.6 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools and areas where public access along corridors is widely spaced. The locations for the Mid-Block Pedestrian Links are approximate, both in distance and frequency, refer to Section 7.1.3. The intent of these policies is to secure additional connection points through development to increase the walkability and public accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian links are not funded through the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended or replaced and are therefore the financial responsibility of development.

Mid-Block Pedestrian Links Policies:



1. Provide Mid-Block Pedestrian Links, per Policy 7.1.3, which are a minimum 6 metres wide and include a 3 metre wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, or as required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a “public” pathway. Build appropriate and effective connections and “tie-ins” to facilitate connections with other pedestrian and cycling facilities and other types of Greenways.

6.2.7 Safety, Security and Accessibility

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. The objective is to enhance personal safety and security through building siting, orientation and design to ensure buildings and open spaces accommodate and provide access for all users and abilities. This is based on the following principles:

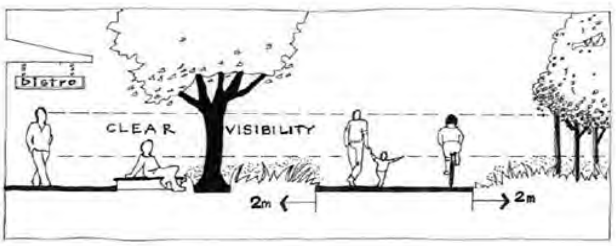
- Territoriality – fostering residents’ interaction, vigilance and control over their neighbourhood
- Surveillance – maximizing the ability to spot suspicious people and activities
- Activity support – encouraging the intended use of public space by residents
- Hierarchy of space – identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening – using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment – making a design or location decision that considers the surrounding environment to minimize the use of space by conflicting groups
- Image/Maintenance – ensuring that a building or area is clean, well-maintained and graffiti-free

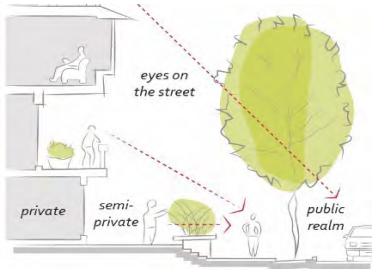
Safety, Security and Accessibility Policies:

1. New developments should be designed to provide “eyes on the street” through the placement of windows, porches, balconies and street-level uses. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.

2. Adequate lighting should be provided for all streets, lanes, parking areas, parks and trails as appropriate, as well as building entrances, to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.





4. Ensure Crime Prevention Through Environmental Design (CPTED) principles are adhered to with respect to landscape design and construction.

5. Site design and landscaping should allow for natural surveillance between parking areas, public sidewalks and building entrances.

6.3 Heritage

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. The Township's Heritage Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands and its natural and cultural landscapes, in developing complete sustainable communities.

Heritage Policy:

1. All buildings of heritage interest should be evaluated to determine their historic value and significance; and available tools under the *Local Government Act* (LGA) should 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.

7.0 MOBILITY AND TRANSPORTATION INFRASTRUCTURE

Neighbourhood mobility networks comprise a variety roads, sidewalks and trails, bike routes and greenways. They also accommodate the public transit system and first responders and provide important corridors for infrastructure services.

Complete livable streets are designed to accommodate people of varying ages and abilities, to walk, cycle, take transit or drive. They are also designed to accommodate street furniture, street trees, greenways, utilities, stormwater management and active uses such as sidewalk cafés.

Complete livable streets ensure that social, economic and environmental priorities are integrated into planning and design. While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life.

7.1 Mobility Network

Mobility Network Policies:

1. Design each aspect of the mobility network to incorporate the following:

    a. Accommodate a range of users including pedestrians, cyclists, transit users, automobiles and commercial vehicles.
    b. Ensure safety of all street users.
    c. Prioritize pedestrian movement.
    d. Incorporate green infrastructure through neighbourhood forestry including street trees, greenway plantings, retention of existing trees, private front yard landscaping and rain/stormwater and groundwater management.
    e. Promote streets as public spaces to maximize social and economic activity.

2. Provide new streets and street extensions, to develop an interconnected Arterial, Collector and Local Road network as delineated in the Road Network Concept on Map 4 to accommodate multi-modal transportation, circulation and connections.

    a. Provide an enhanced lane adjacent to the western property line of lands with a Commercial Village Land Use Designation. This lane will ultimately extend from 40 to 42 Avenues, will connect with a new 41 Avenue and will take the place of curb let-downs and vehicle access directly from 208 Street and 40 and 42 Avenues.
    b. Provide mid-block east-west local roads on the east side of 208 Street, with right-in and right-out only, providing on-street parking and access to residential development, when determined technically feasible and appropriate based on a transportation/traffic study provided by an applicant.

c. Realign the centre line of 208 Street toward the west when adjacent to lands designated as Agricultural Land Reserve so that the full, required cross-section of this arterial road can be realized on the urban side without disturbing the rural/agricultural side of the alignment.
d. Prohibit access to off street parking and freight deliveries from 208 Street and 40 Avenue in the Rinn Town Centre.

3. Lay out the neighbourhood blocks with a maximum block length of 180 metres and provide Mid-Block Pedestrian Links, where appropriate, pursuant to section 6.2.6 of this Plan.

4. Require rear lanes for development fronting Arterial Roads.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks and Mid-Block Pedestrian Links to achieve the Plan's targeted maximum block length as identified in #3 above.

6. As part of the development process, seek additional public rights-of-way on all existing streets for sidewalk widening, greenways, cycling facilities, transit stops, street widening and on-street parking.

7.2 Walking

Walking Policies:





1. Establish a pedestrian-friendly public realm incorporating features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, mid-block and pedestrian links and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection in the Rinn Town Centre.

2. Provide safe and barrier-free pedestrian routes on public streets, greenways and trails.

3. Use pedestrian routes to connect school sites with parks, open spaces, recreation facilities and residential areas.

4. Locate all above-ground infrastructure (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street and pedestrian lighting) between the curb and the sidewalk so as not to impeded pedestrian movement and accessibility.

5. Provide additional pedestrian crossings of Arterial Roads including, where feasible, measures that reduce crossing distance and improve safety and visibility for pedestrians.

7.3 Cycling

Cycling Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and greenways.

2. Provide additional cycling routes, as identified on Map 5.

3. Provide public bicycle parking and bikeshare facilities at schools, parks, civic facilities and the Rinn Town Centre.

4. Encourage end-of-trip cycling facilities such as showers, lockers and change areas within commercial developments.

5. Collaborate with TransLink to implement secure bike parkades at transit stop(s) in the Rinn Town Centre.

6. Provide cycling linkages that connect school sites with parks, open spaces, recreation facilities and residential areas.

7. Provide separated cycling facilities along Arterial classified roads.



Improved Intersection for Cyclists

7.4 Transit

Transit Policies:

1. Work with TransLink to review opportunities for optimal transit service to meet user demand. This includes new routes, appropriate frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide space on streetscapes along existing and potential future transit routes for stops and other transit infrastructure to support mobility choice.

7.5 Parking and Loading

Parking and Loading Policies:

1. Encourage shared, off-street non-residential (including civic and institutional) parking in the Rinn Town Centre.

2. Encourage parking turnover through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development underground or concealed within a building.

4. Implement flexible curbside management practices to facilitate a variety of street uses (e.g., short-term residential loading, home delivery, food trucks).

5. Plan for sufficient and safe vehicular drop-off/pick-up facilities in the design of schools and childcare facilities.

6. Place loading access points and loading spaces in the rear and not along nor adjacent to Mandatory Commercial Street Frontage. Minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).

8.0 FINANCIAL STRATEGY

The Township will not finance, nor assume a financial risk, in the provision of engineering services required for any development. As such, water, sanitary sewer, drainage, highway services and parks are to be solely funded through the collection of Development Cost Charges (DCCs) Bylaw No, 5897, as amended or replaced, or other appropriate cost-recovery mechanisms. Property owners and/or the proponents of development are responsible to front end the construction of engineering services and parks; the Township may consent to enter into cost-recovery agreements.

DCCs are levied against new development to finance new servicing infrastructure and amenities. The Development Cost Charge Bylaw sets rates for engineering services and for parks. Rates are uniform across the Township regardless of their location. Infrastructure that is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

Given the cost of sanitary sewer, drainage, highway and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms include Latecomer Agreements, Development Works Agreement, DCC rebates/credits and Development Cost Charges Front Ender Agreements. Potentially, property owners can recover their infrastructure investments through front ending. However, agreements are structured to provide sufficient time for property owners to recover infrastructure costs. It is recommended that the Township approve agreements with 10 to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

Amenities to be funded through the Brookswood-Fernridge Greenway Amenity Policy, as amended or replaced, include public art, greenways of various types and the ALR Buffer.

New developments contribute an amenity cost at time of rezoning to fund construction of amenities. The funding approach to amenity costs is specified in applicable policies and bylaws, as they may be amended or replaced. These policies and bylaws include, but are not limited to:

- Neighbourhood Park Land (5%) Policy No. 07-231
- Brookswood-Fernridge Greenway Amenity Policy No. 07-235
- Brookwood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
- Amenity Cost Charge Bylaw No. 6115
- Development Cost Charges Bylaw No. 5897

9.0 GROWTH AND CHANGE MANAGEMENT

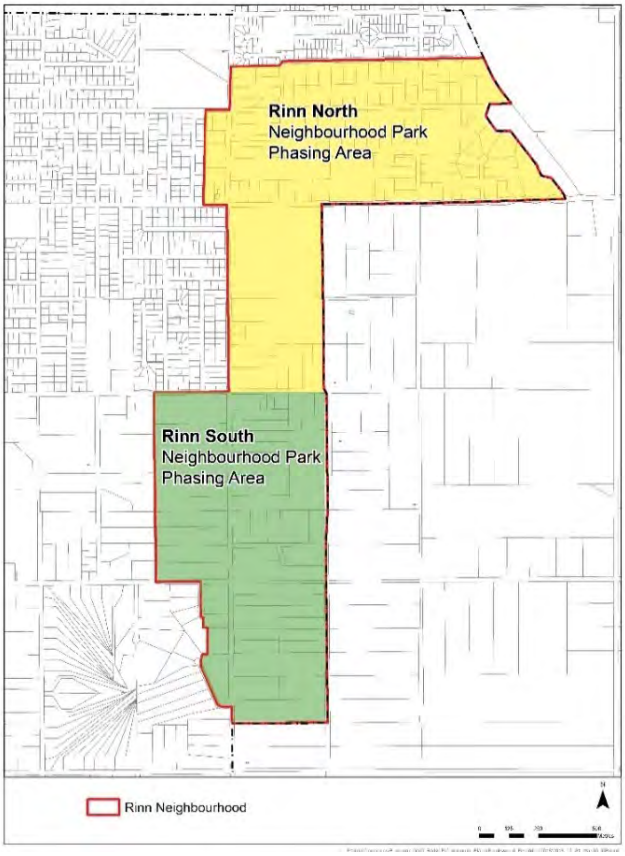
Rinn will grow based on contributions to develop Arterial Road infrastructure, communal drainage facilities and combined elementary school and neighbourhood park sites in proximity to existing neighbourhoods.

9.1 General Prerequisites

1. (Deleted per Council direction on July 21, 2025.)

2. Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.

3. Require all development applications adjacent to a designated Arterial Road as delineated in Map 4 to include a minimum of 100 metres of road frontage to facilitate development of the arterial road network in a timely manner. Land assembly may be required prior to a development application. The required works and services for the construction of the Arterial Road, as defined by this Plan, the associated Engineering Services Plan, the Subdivision and Development Servicing Bylaw and other relevant bylaws, must be completed as part of the development or as part of the first phase of any multi-phased development.



4. Prioritize development applications, on lands within approximately 800 metres of the boundary between the mature suburban neighbourhoods of Brookswood – roughly defined west to east by 208 Street and north to south by 43 Avenue to 36 Avenue – and the Rinn area. Implementation of this policy will continue until one-half of the developable land has completed construction, is in the process of construction, or is approved for construction; then the prioritization area can be expanded by an additional 800 metres – a total of 1,600 metres from said boundary.

5. Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.

6. Provide major roads and extend engineering services (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.

9.2 Development Prerequisites in the Rinn Town Centre

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the Rinn Town Centre (see Section 3.2) and areas designated for Commercial Village or Rowhouse/Townhouse, the following shall be completed to the satisfaction of the Township.

Development Prerequisites in the Rinn Town Centre Policy:

1. Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Rinn Town Centre (plan view and three dimensional oblique view) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.

9.3 Specific Development Prerequisites

The following development prerequisites must be completed to the satisfaction of the Township prior to adoption of a zoning bylaw amendment.

Specific Development Prerequisite Policies:

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 the servicing provision of this neighbourhood plan together with the Township’s existing servicing standards as set out in the Township’s Subdivision and Development Servicing Bylaw, No. 5382, as amended or replaced.

2. In flood hazard areas, as identified on Map 13 in the OCP, or as required, proposed subdivision, rezoning and building permit applications shall include a “safe for intended purposes” report prepared by a qualified professional, which also addresses the impact of the proposed project on existing flood-prone areas in the watershed. No building shall be constructed lower than the flood construction level as defined in the Zoning Bylaw, No. 2500, Section 105 - Flood Control, as amended or replaced, or Engineering Servicing Plan.

3. Comply with the Erosion and Sediment Control Bylaw No. 4381, as amended or replaced, including provision of an erosion and sediment control plan, to the acceptance of the Township.

4. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, the relevant Engineering Services Plan and the Transportation and Mobility Strategy, to the acceptance of the Township.

5. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw No. 5382, as amended or replaced, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

6. Transfer any designated greenway, trail, or any other “greenspace” as shown on the Land Use Plan to the Township, or as determined by the Township. Where greenspace or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Park and Open Spaces and Greenways and Trails construction.

7. Implement environmental protection measures as outlined in this plan, including the establishment of conservation areas and other neighbourhood green infrastructure and as may be required by the Department of Fisheries and Oceans, including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway 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, type and extent of contamination and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age-friendly amenity area in accordance with the Section 111.5 of Zoning Bylaw No. 2500, as amended or replaced, to the acceptance of the Township.

11. Restore/relocate or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township. Adhere to the Township’s Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

12. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian Links, lanes, roads, greenways and sidewalks only. Public access shall not extend to on-street parking.

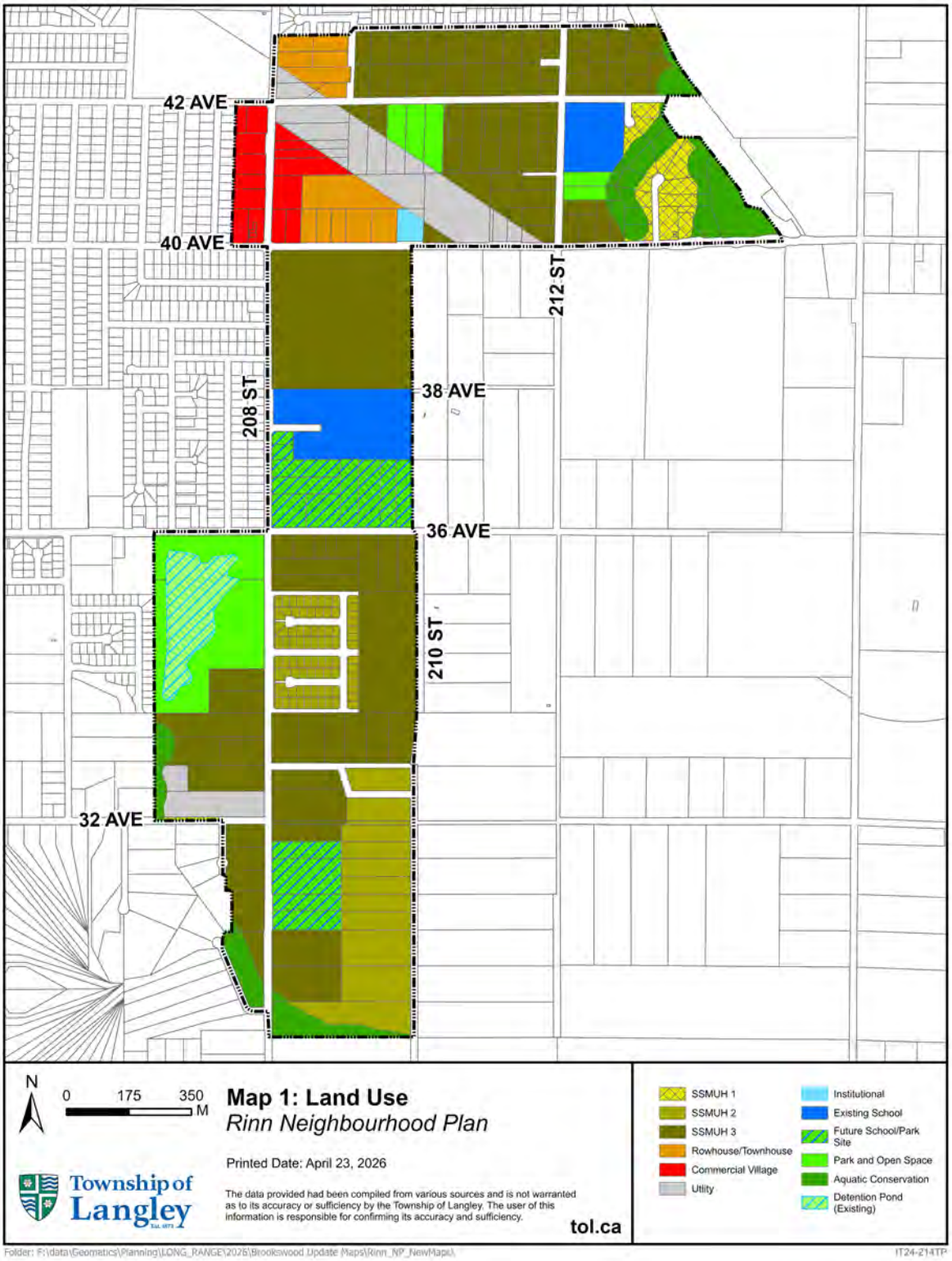
13. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided.

14. Register restrictive covenants that may include, but are not limited to:
    a. non-disturbance setbacks
    a. driveway access/location
    b. building setback restrictions
    c. restriction of on-street parking
    d. Exterior Design Control Agreement for single-family developments

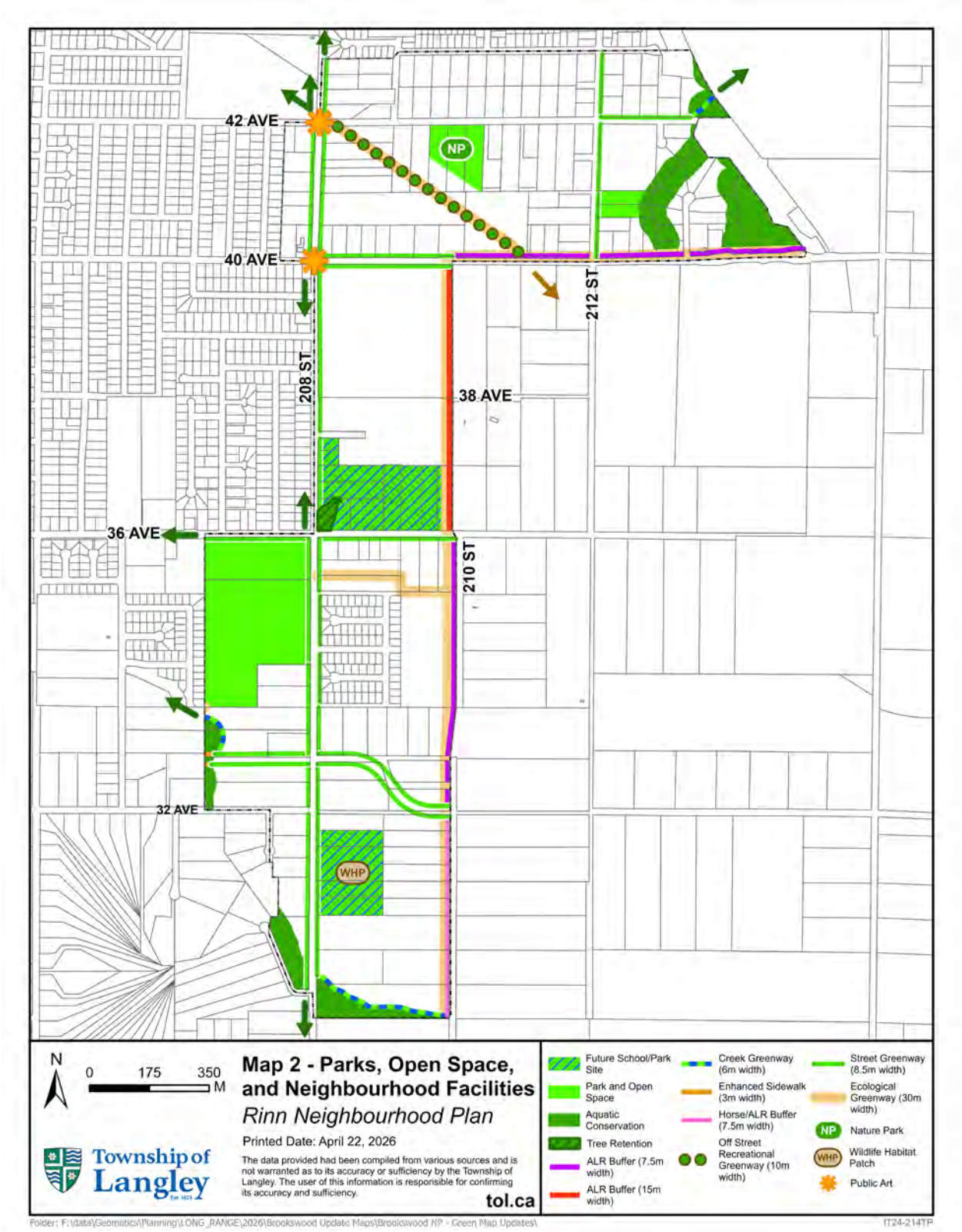
15. Payment of fees and charges specified in applicable policies and bylaws, as they may be amended or replaced or replaced, including, but not limited to:
    - Neighbourhood Park Land (5%) Policy No. 07-231
    - Brookswood-Fernridge Greenway Amenity Policy No. 07-235
    - Brookswood-Fernridge Arterial Road Completion Amenity Policy No. 07-236
    - Amenity Cost Charge Bylaw No. 6115
    - Development Cost Charges Bylaw No. 5897

16. Consideration of voluntary contributions pursuant to Interim Policy Regarding Community Amenity Contributions (Policy No. 07-170), as amended or replaced.

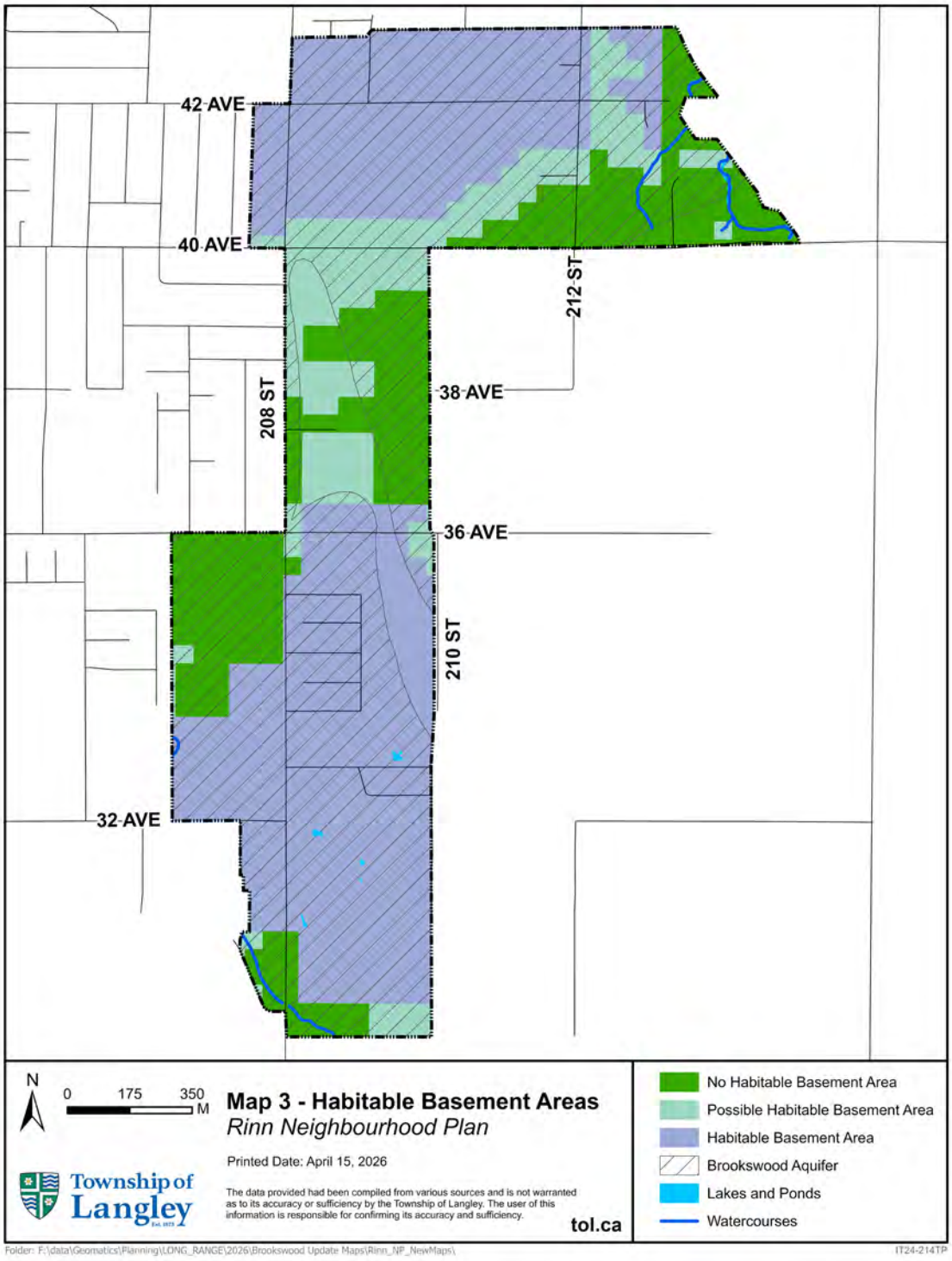
MAP 1 | Land Use Plan



MAP 2 | Parks, Open Space and Neighbourhood Facilities

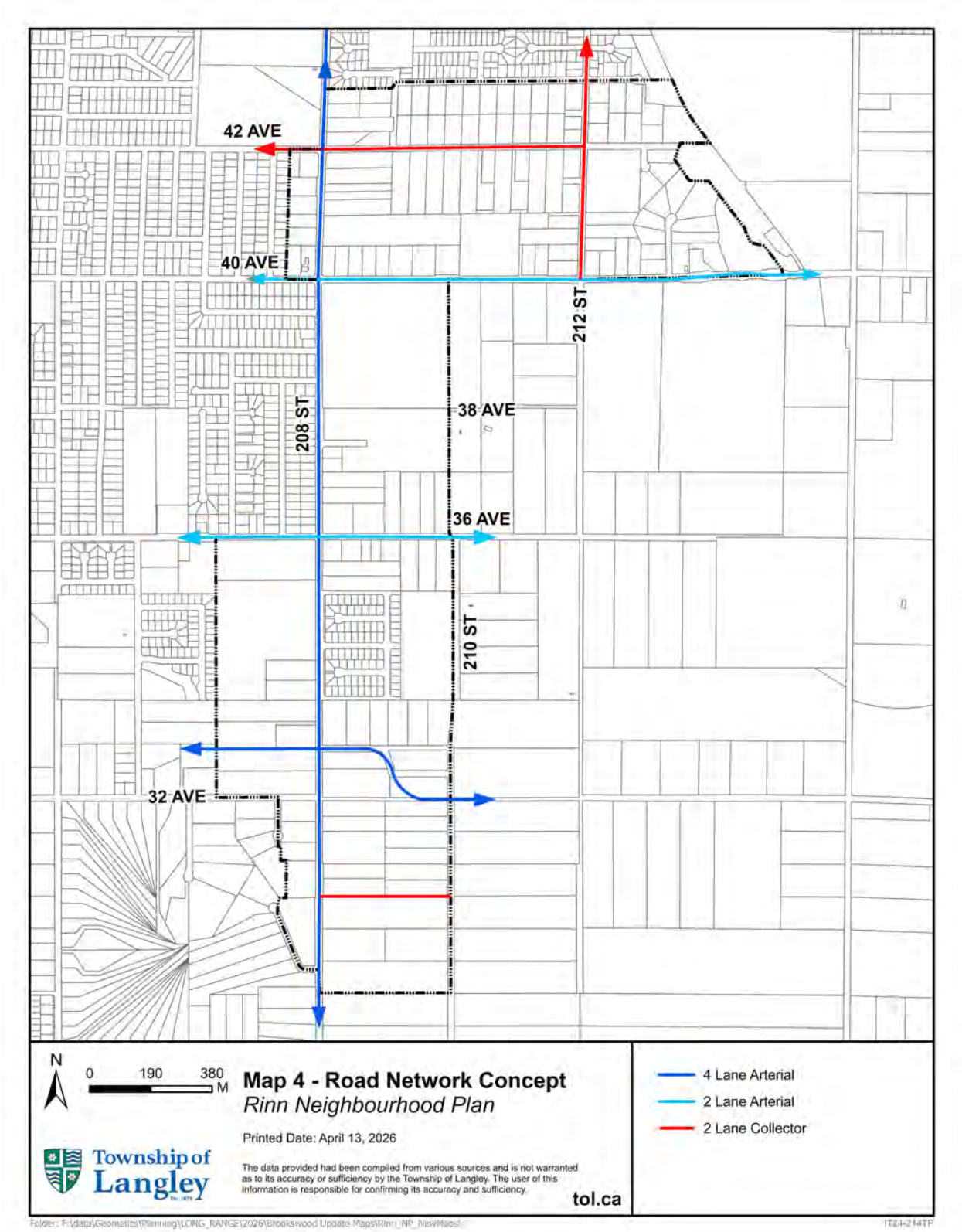


MAP 3 | Habitable Basement Overlay

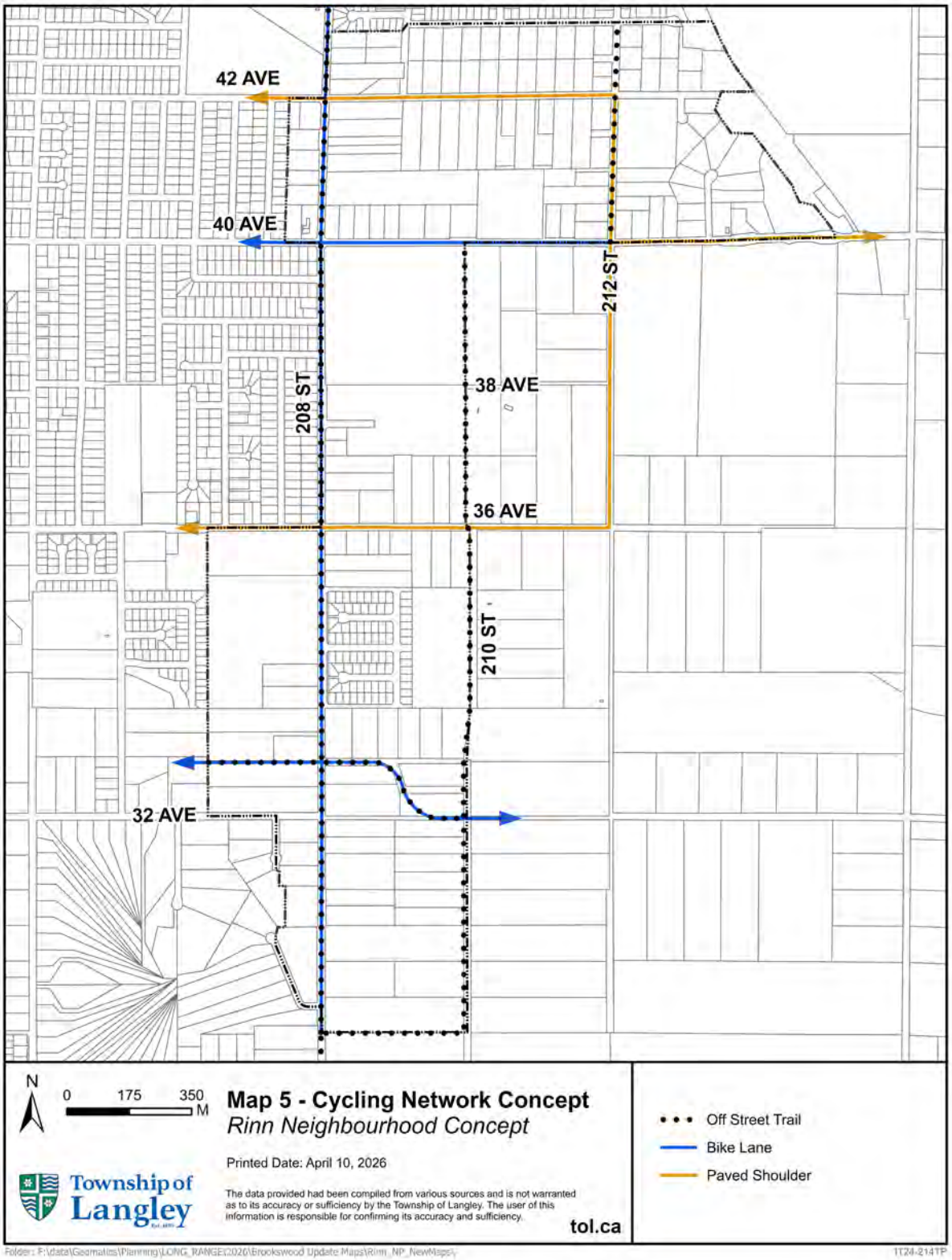


Note: Habitable basement acceptance will also be subject to a “safe for intended purposes” report prepared by a qualified professional in flood-prone areas, or as required by the Township.

MAP 4 | Road Network Concept



MAP 5 | Cycling Network Concept



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

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

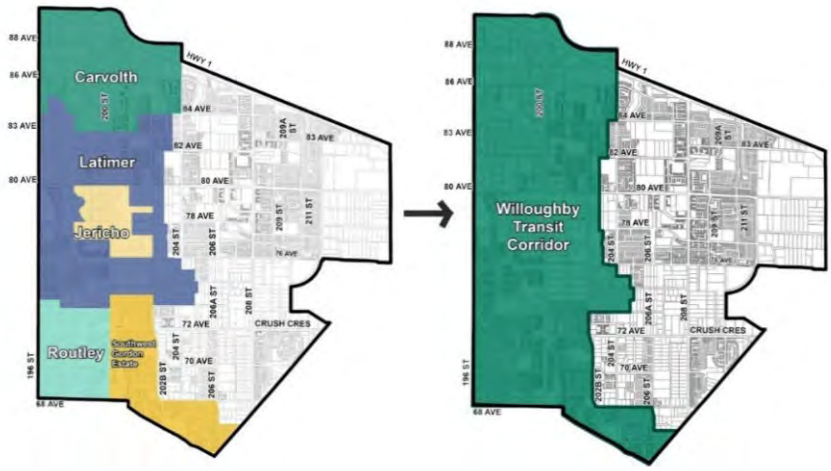
neighbourhood plans within the new Willoughby Transit Corridor Plan and the consolidation of two neighbourhood plans within the new Gordon Neighbourhood Plan, as described below.

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.

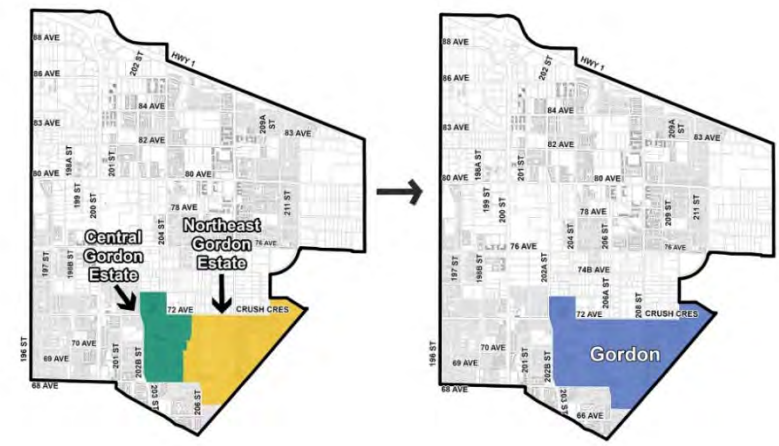
Each of the five proposed BRT stations and surrounding land areas provide an opportunity to establish a distinct transit hub with more intensive mixed-use development and public realm elements and amenities to support vibrant, livable, urban communities.

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

Township of Langley

Est. 1873

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

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

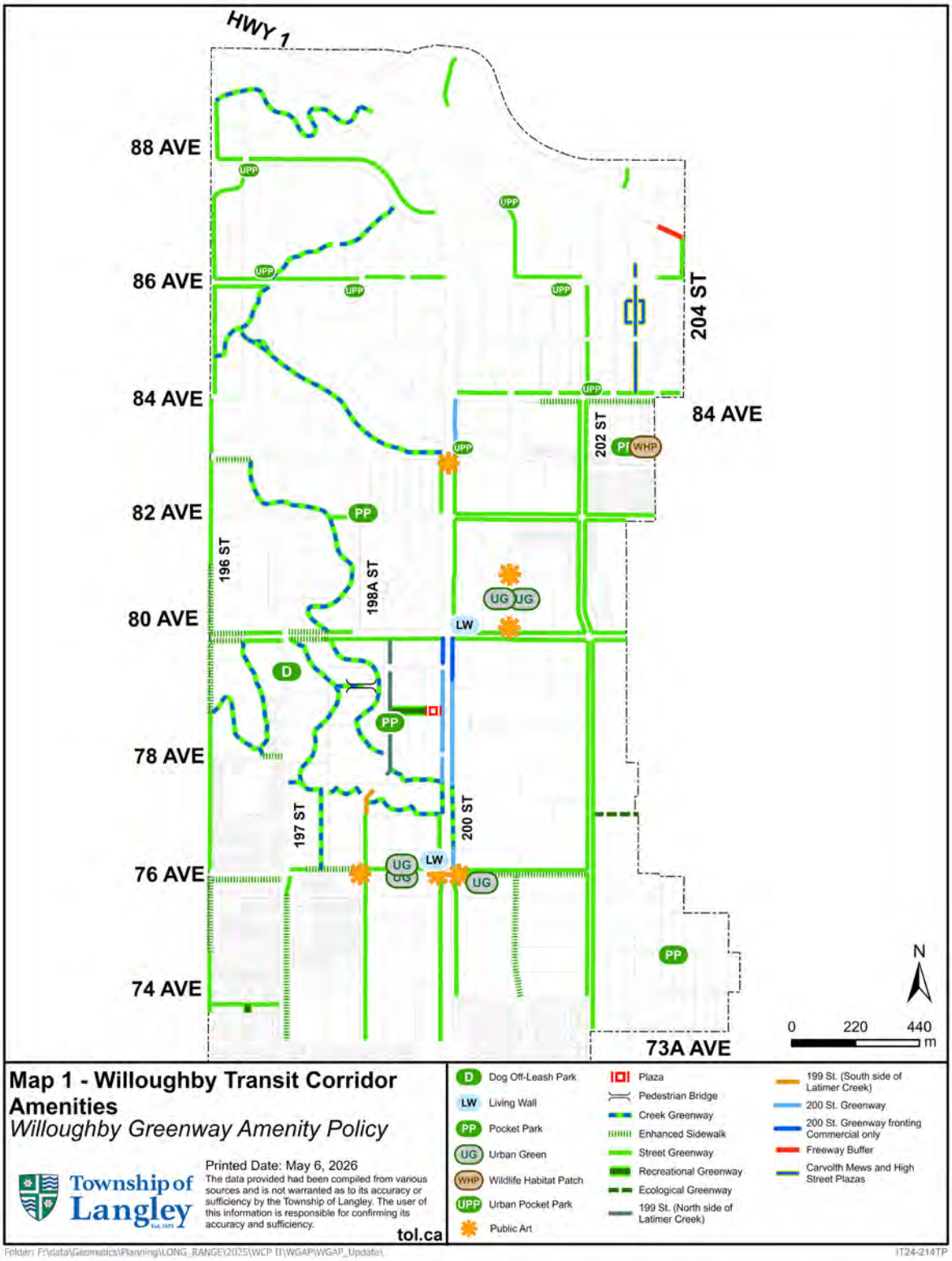
(2) Assuming 0.38 hectares (0.95 acres) total area: 0.18 hectares (0.45 acres) in the Williams Neighbourhood Plan area and 0.20 hectares (0.50 acres) in the Yorkson Neighbourhood Plan area

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

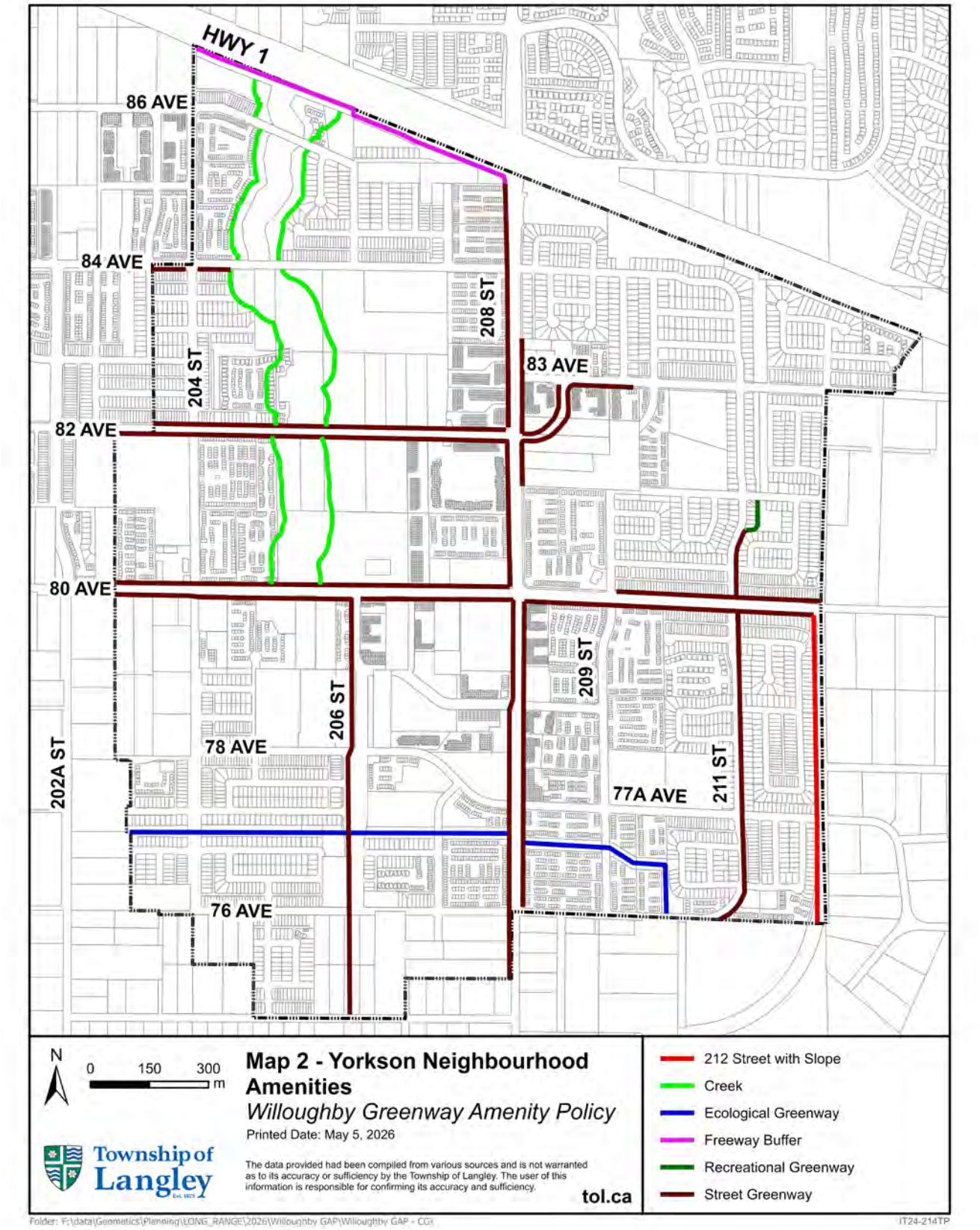
(4) Assuming 0.20 hectares (0.50 acres) total area

Schedule A
Willoughby Amenities

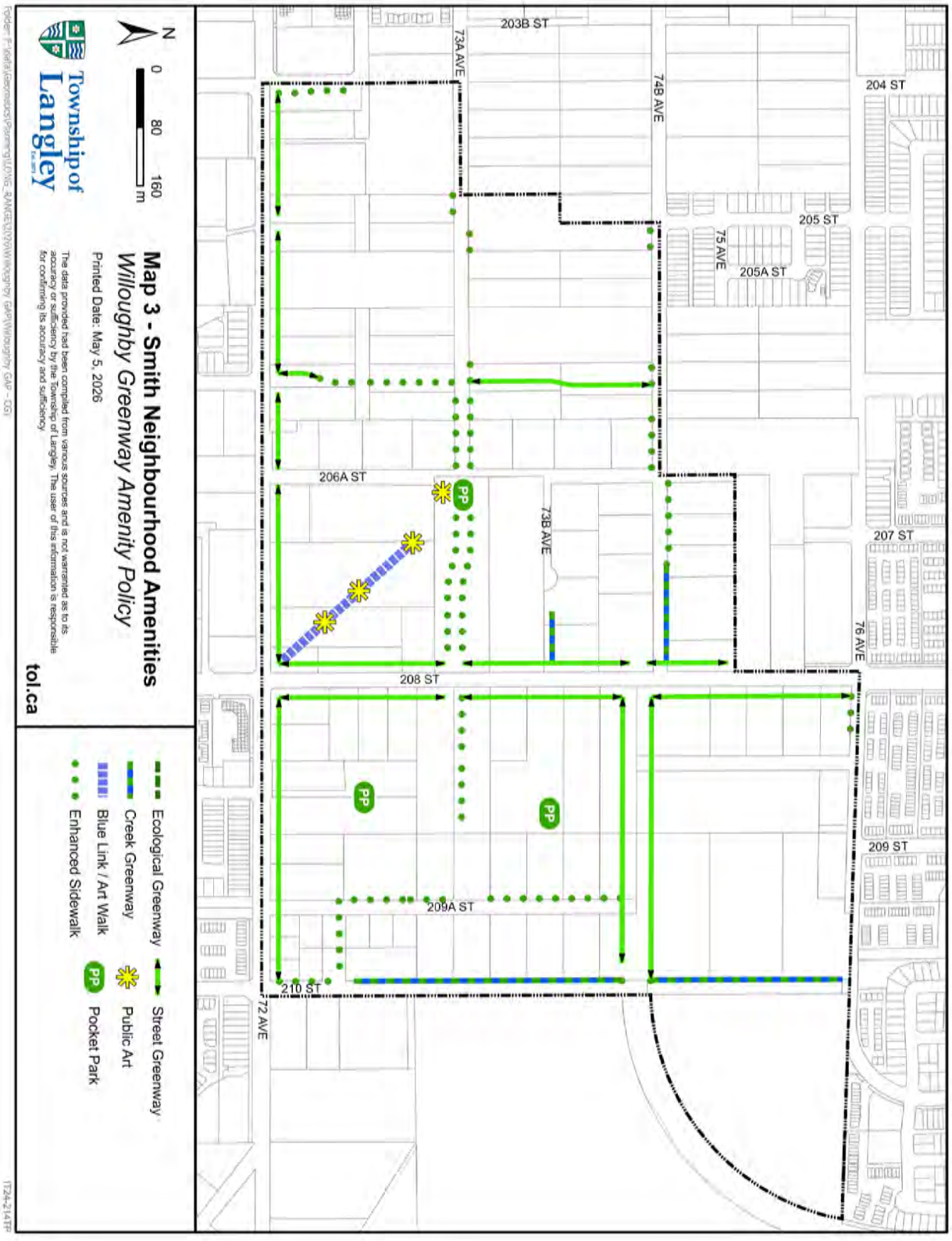
Map 1: Willoughby Transit Corridor Neighbourhood GAP-Funded Amenities



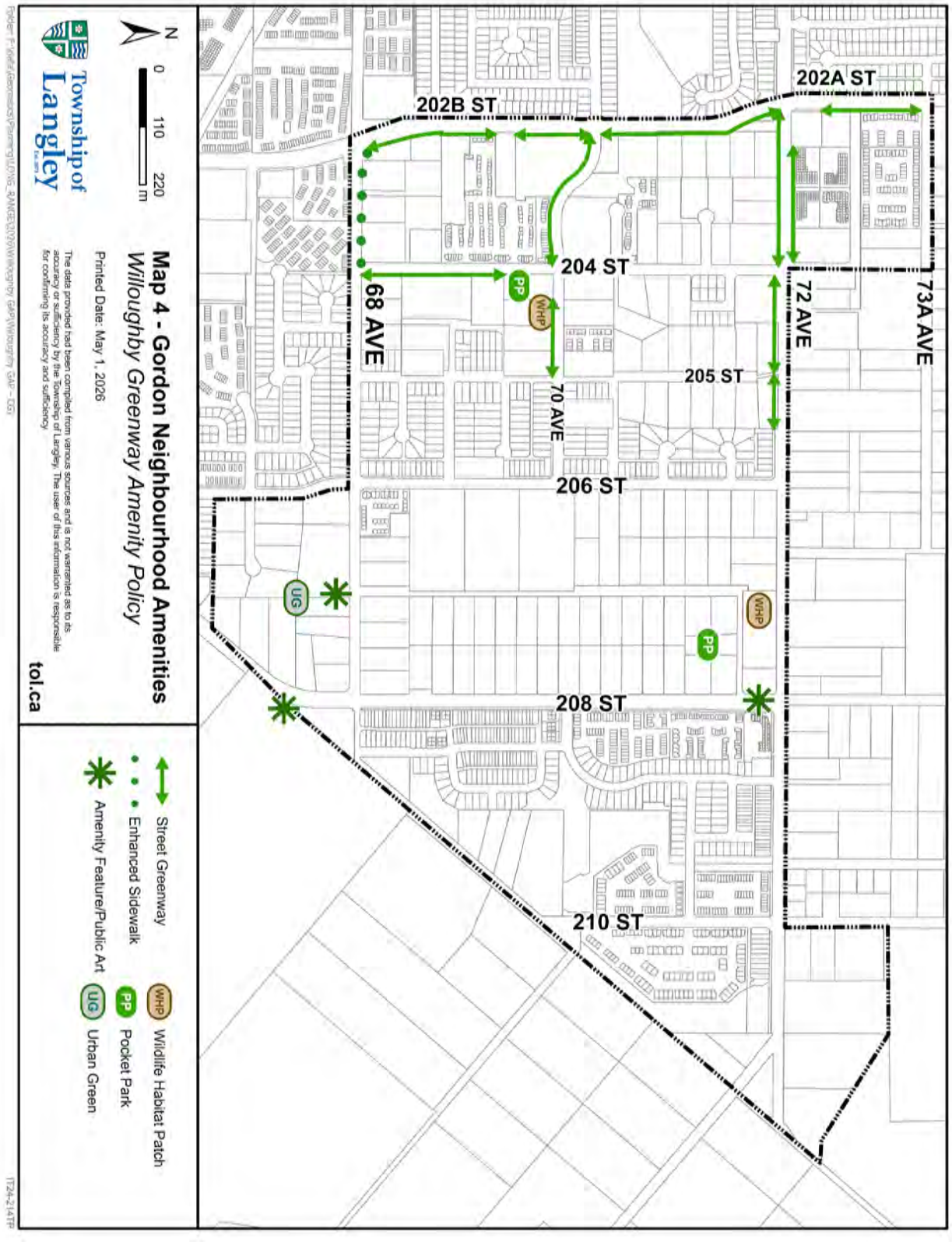
Map 2: Yorkson Neighbourhood GAP-Funded Amenities



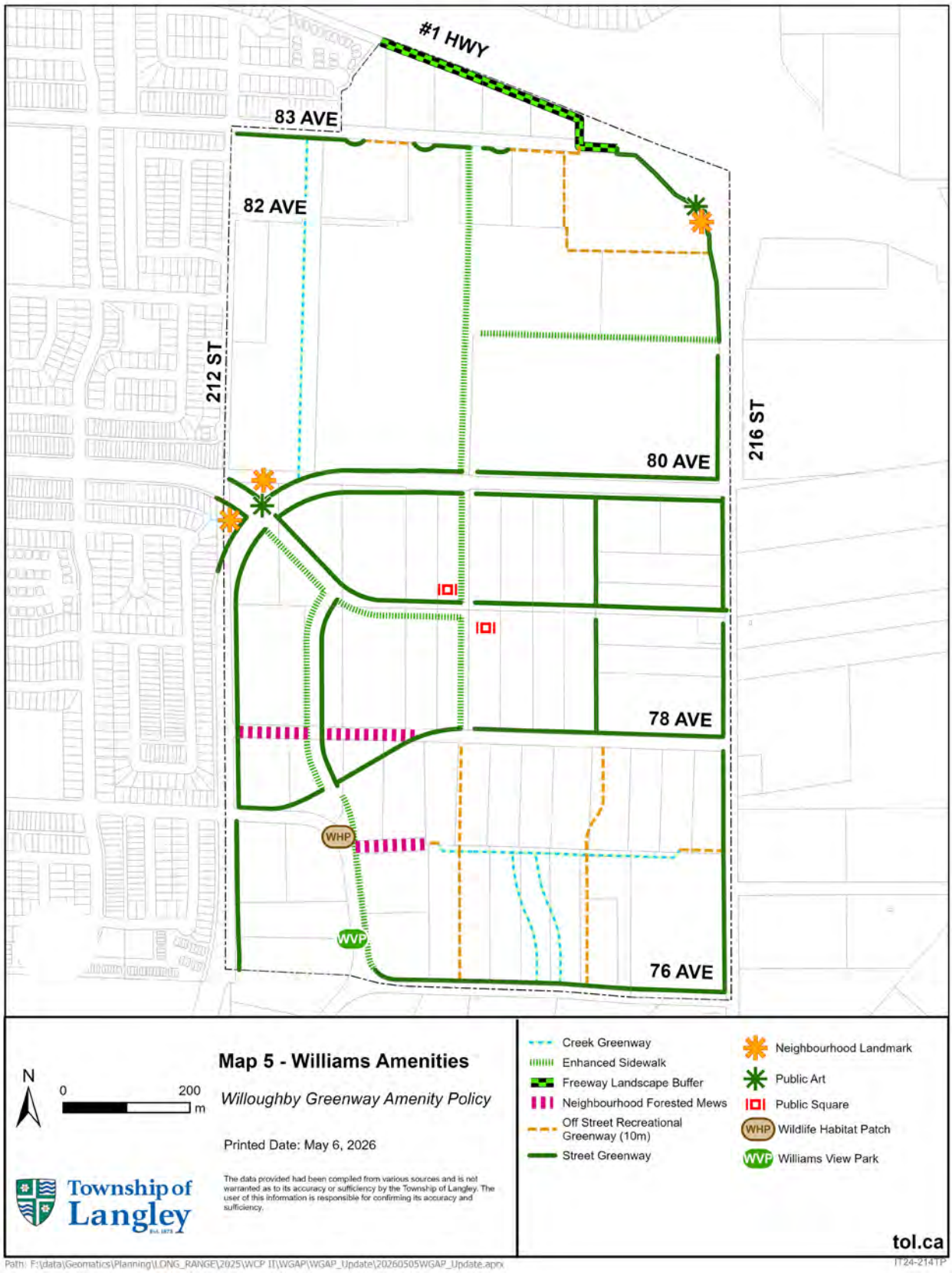
Map 3: Smith Neighbourhood GAP-Funded Amenities



Map 4: Gordon Neighbourhood GAP-Funded Amenities

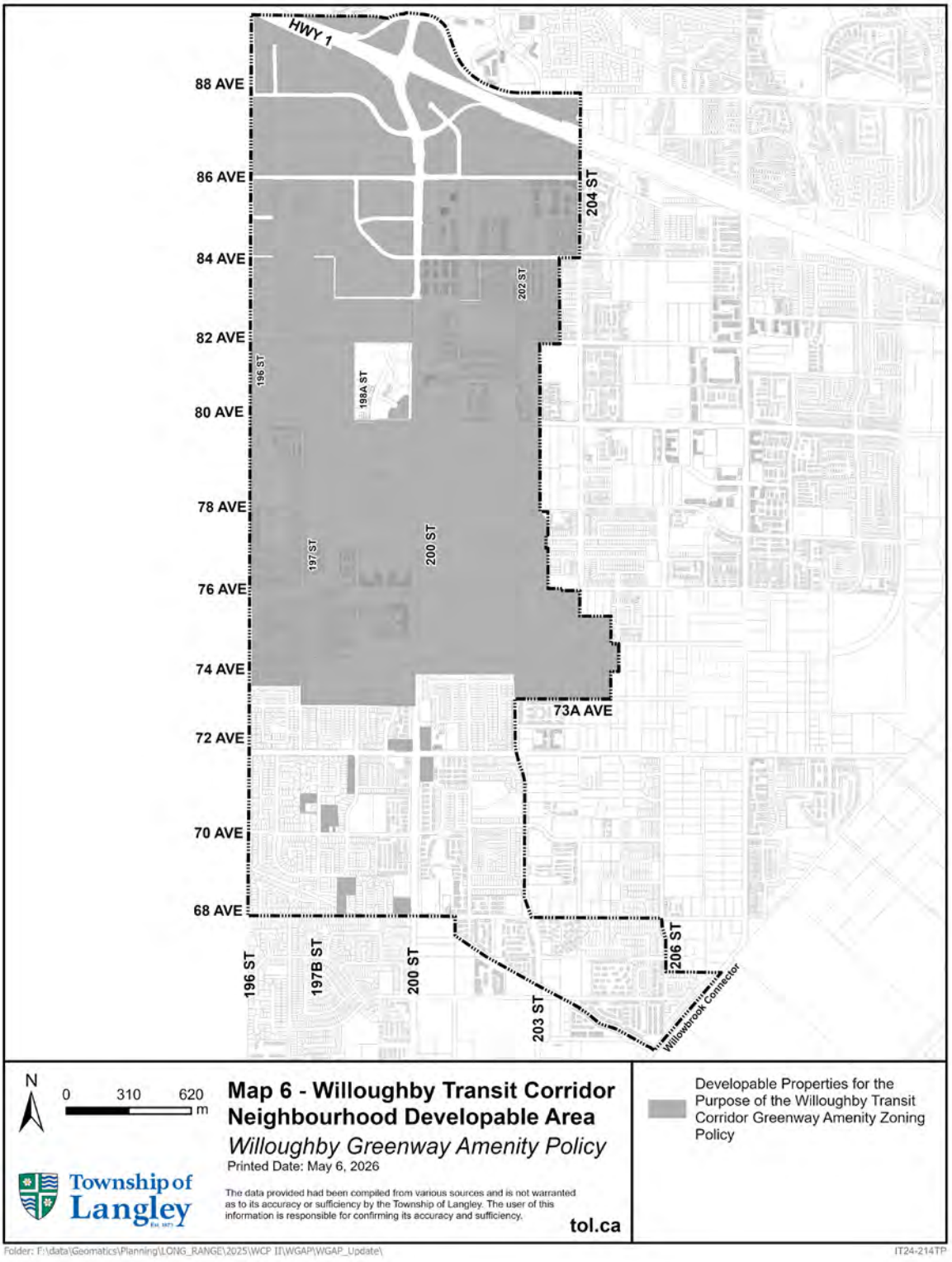


Map 5: Williams Neighbourhood GAP-Funded Amenities

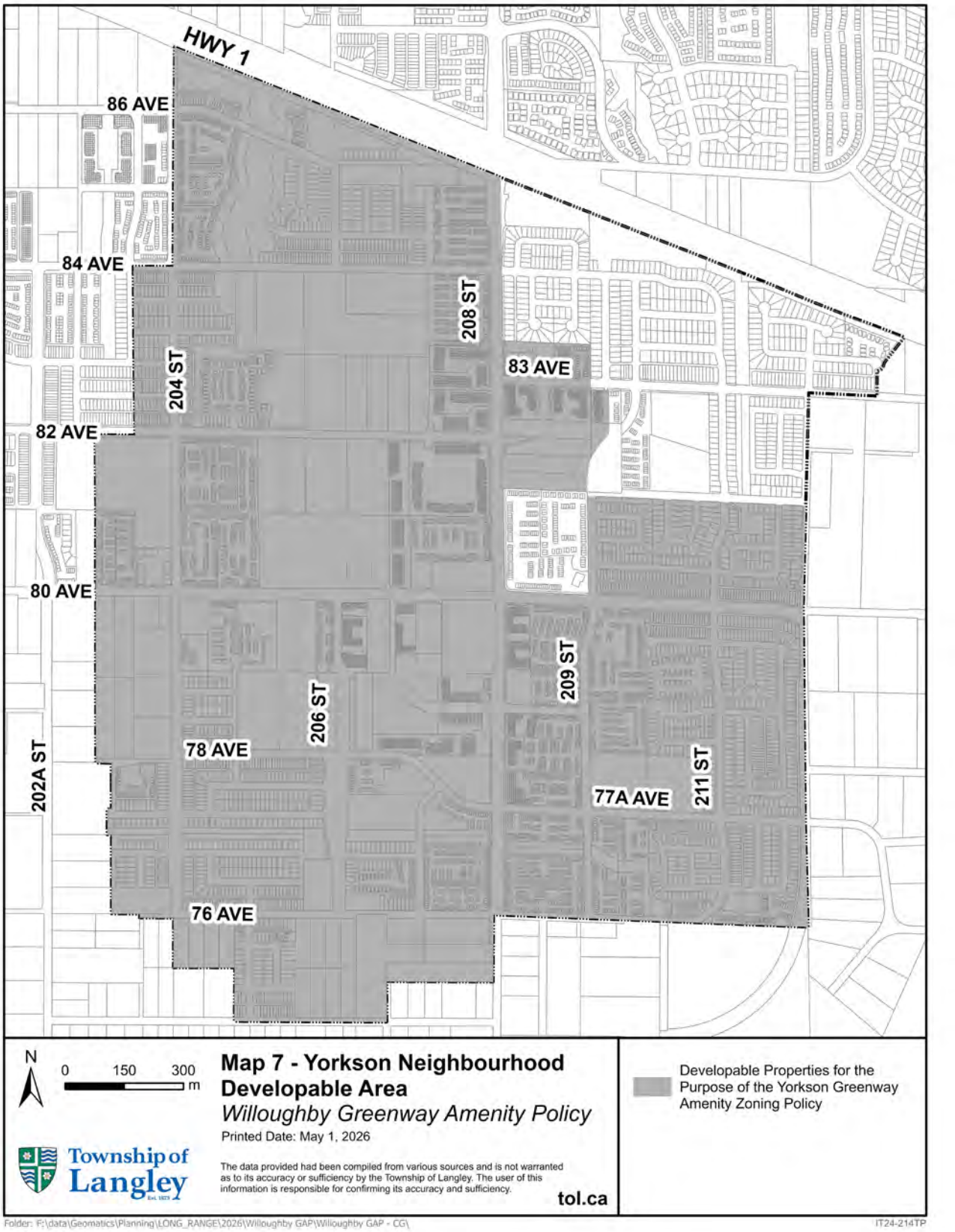


Schedule B
Willoughby Developable Areas

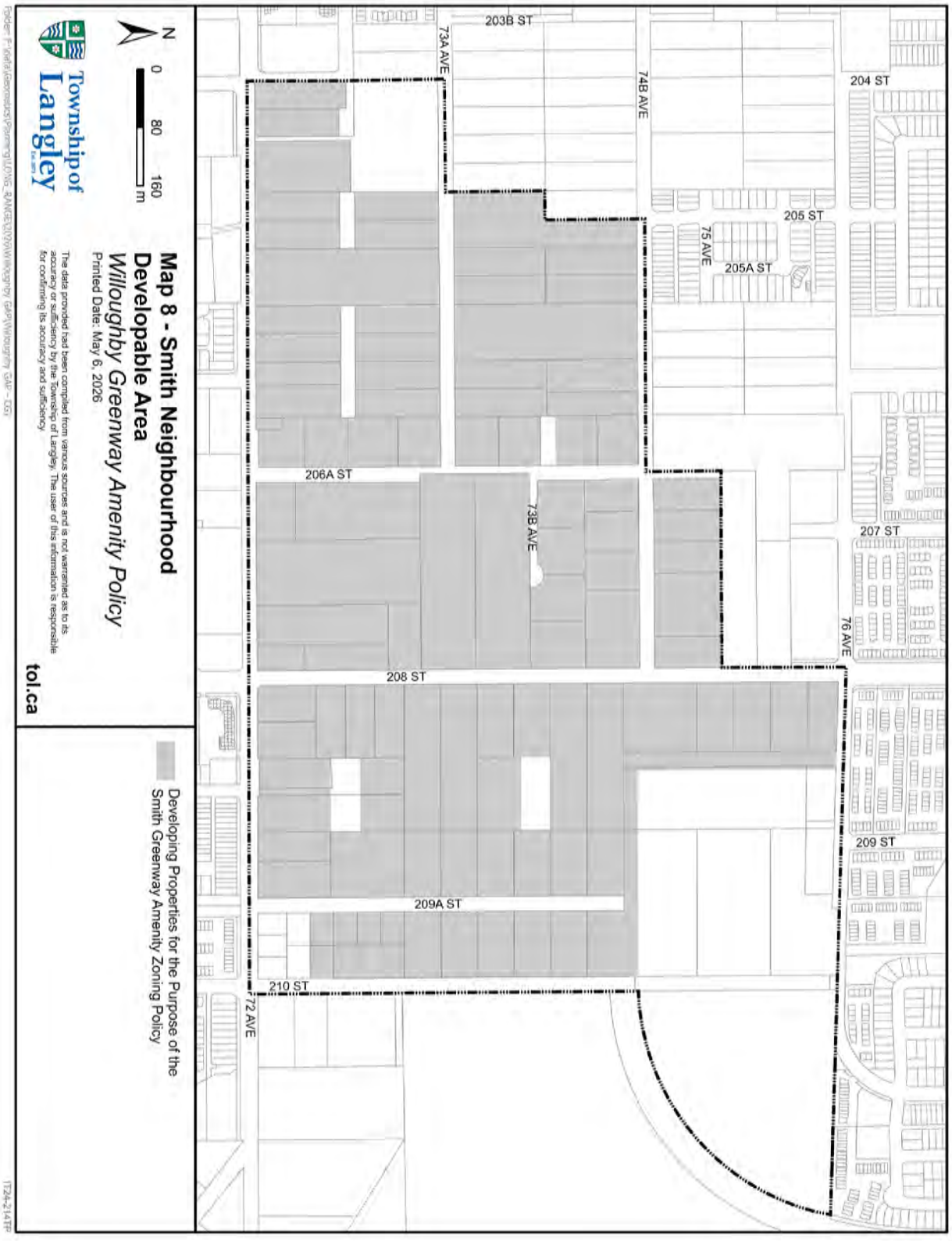
Map 6: Willoughby Transit Corridor Developable Area



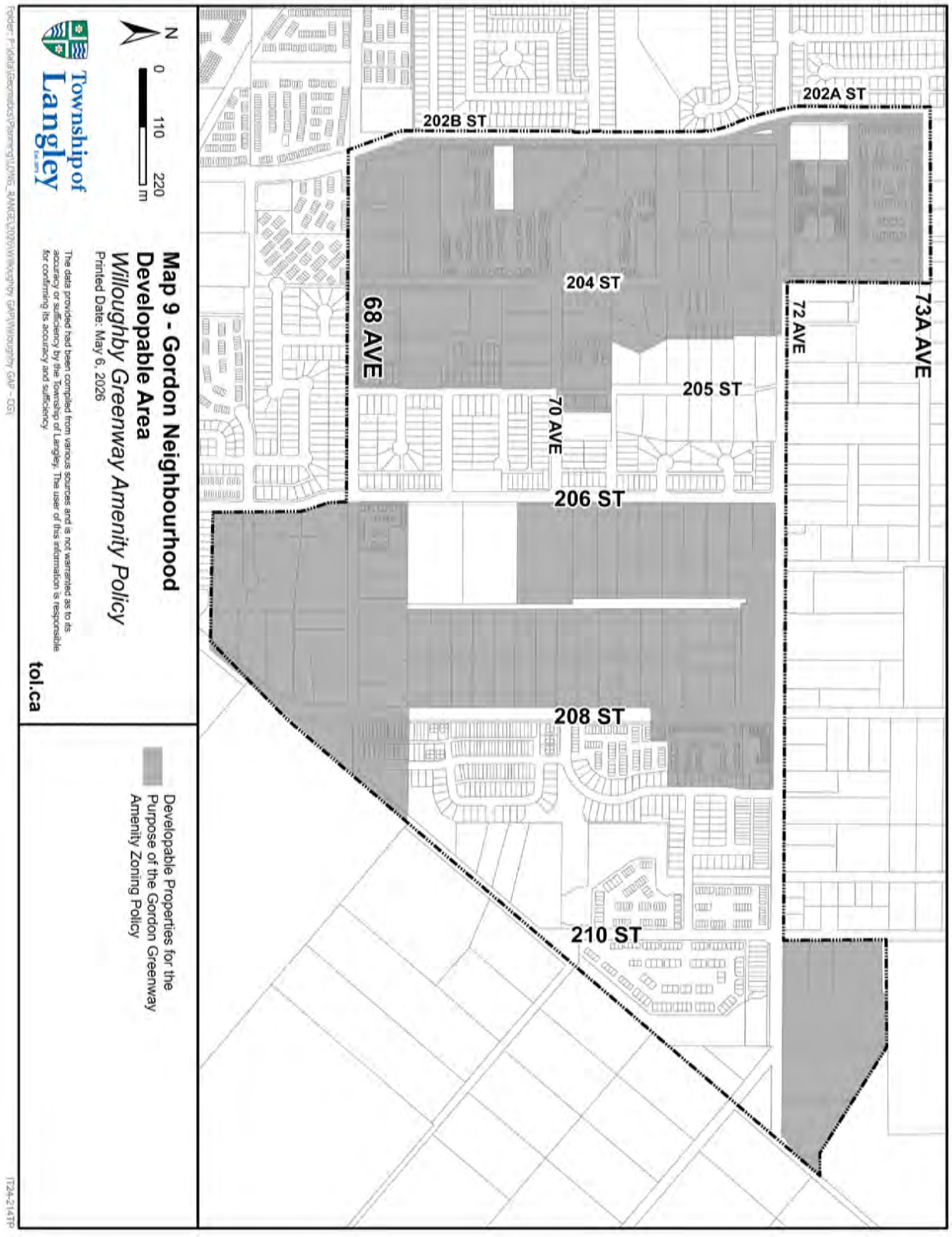
Map 7: Yorkson Developable Area



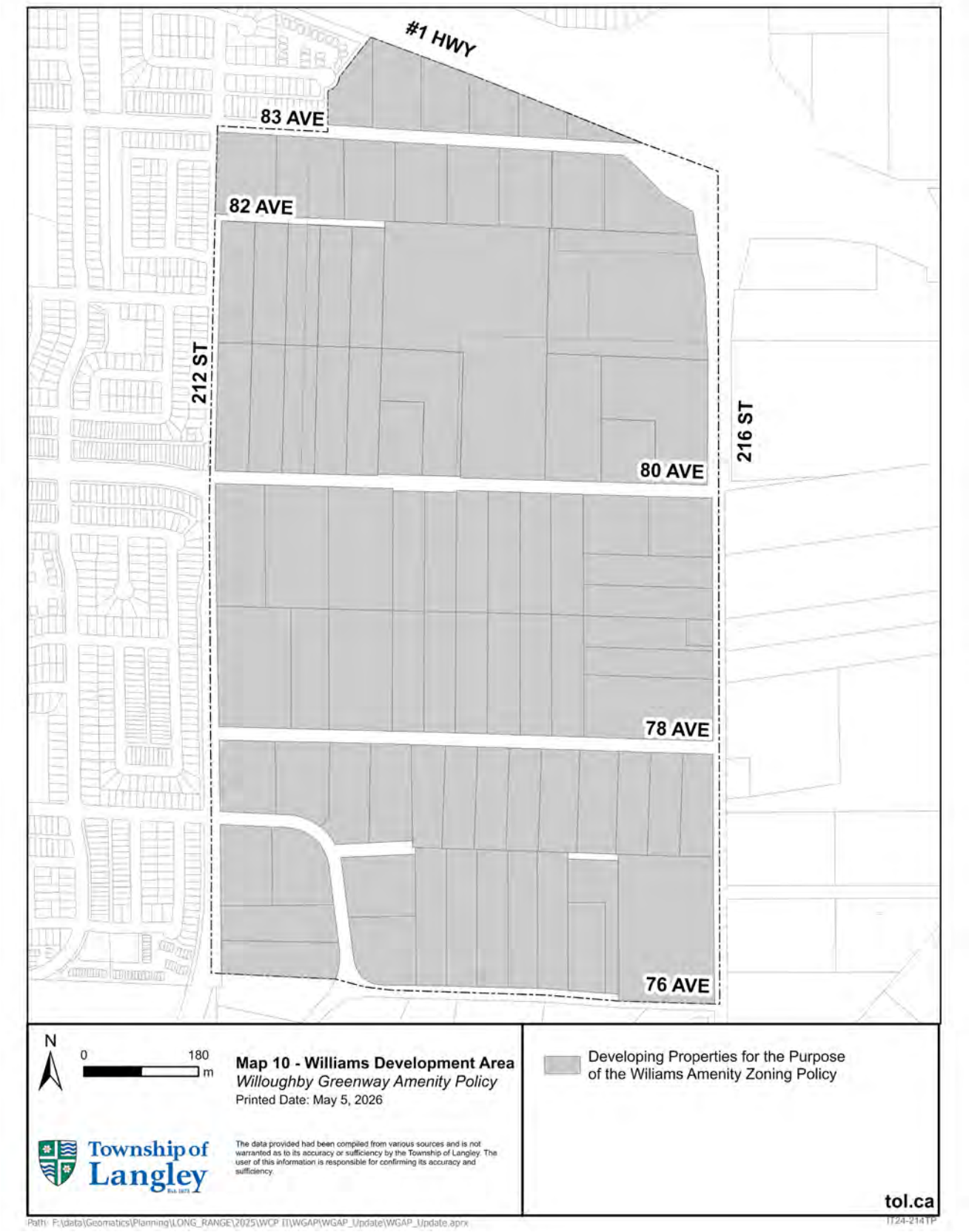
Map 8: Smith Developable Area



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 = 6,574,970.48m^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.

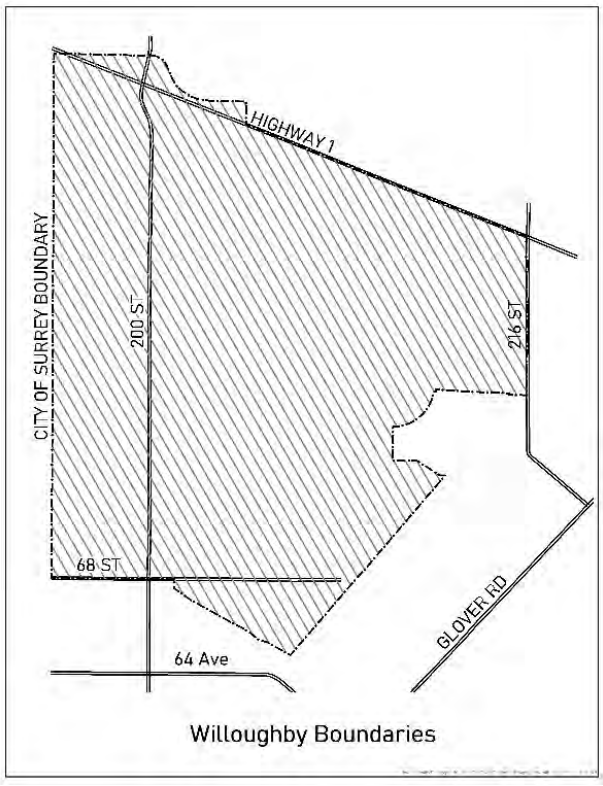
The Willoughby Community Plan (WCP) sets the vision, guiding principles and policies that shape the growth and development of the area over the next 25 years. It provides an overall structure for the community and establishes policies for the community character, development pattern, land uses, open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

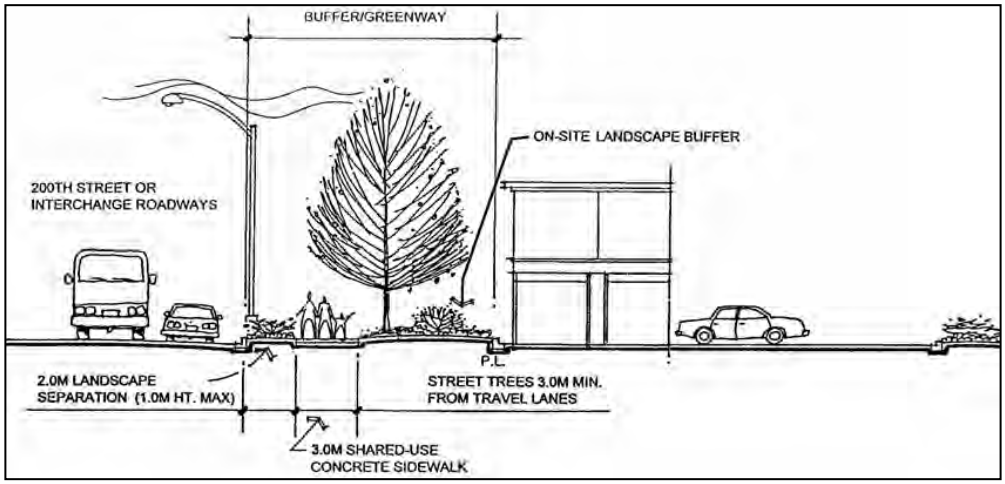
Lands identified as "Development Permit Area "C" – Local Commercial" on Map 5, Development Permit Areas are hereby designated as development permit areas under Section 488(1) (f) of the *Local Government Act*. Act to establish objectives and provide guidelines for the form and character of development.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

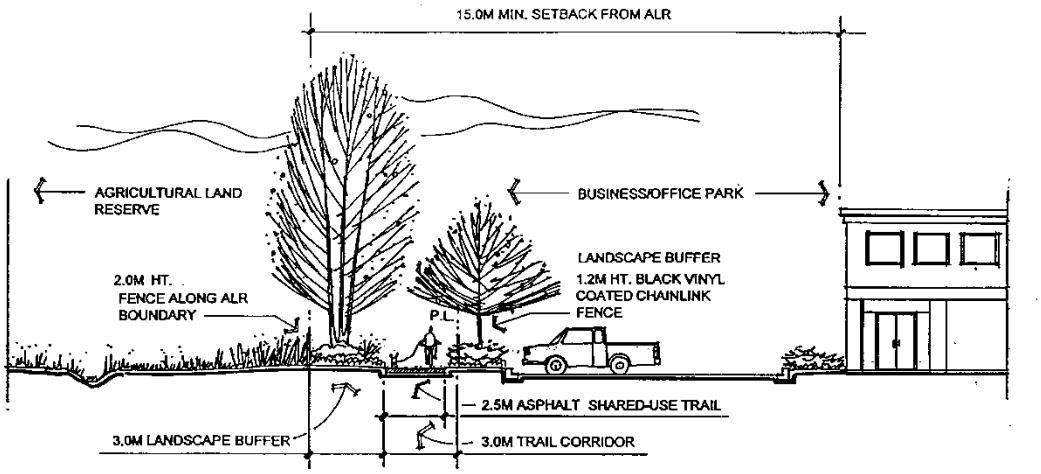
10.3.1 Development Permit Area “F” – Agricultural Land Reserve Boundary

(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.

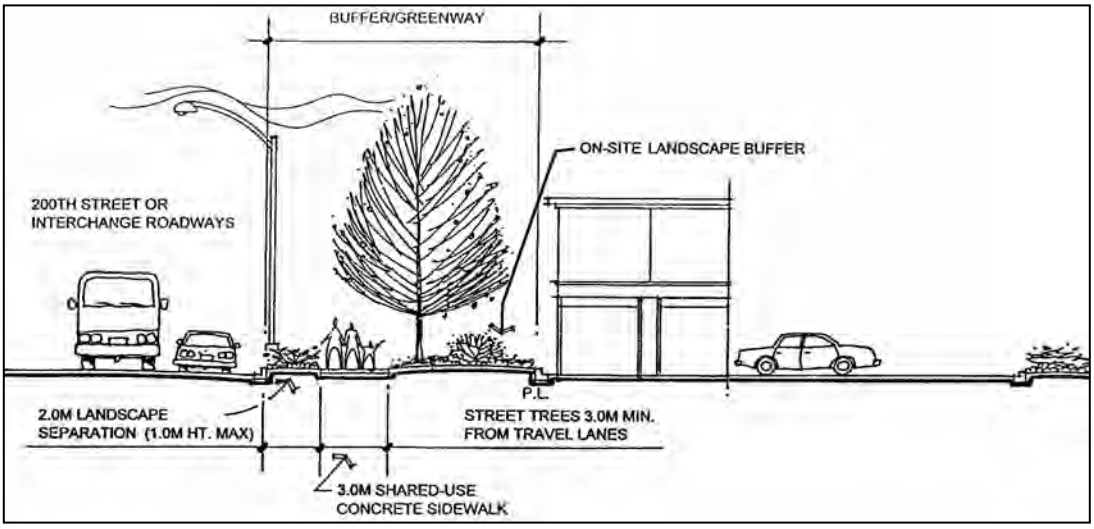
Landscaping

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



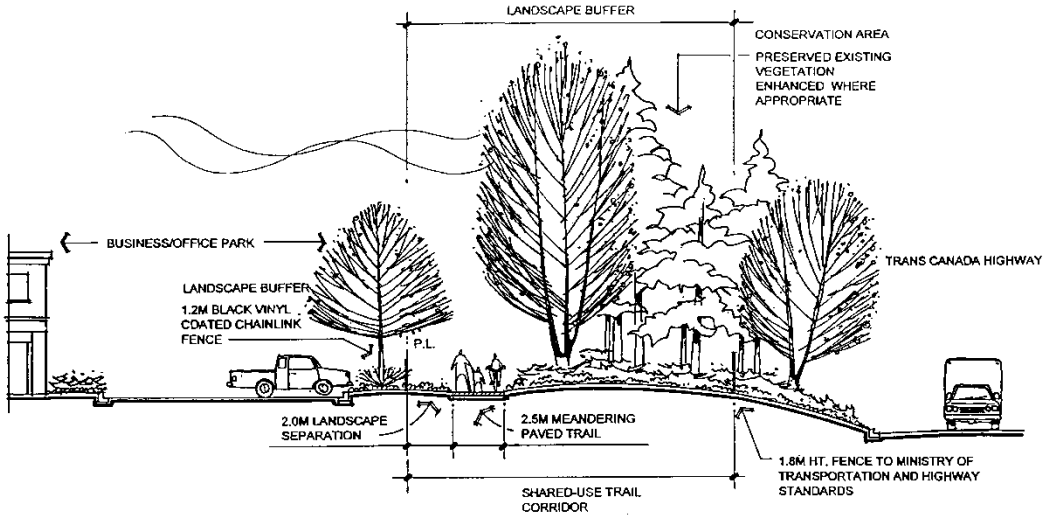
Typical Cross-section for the Landscaping Area Along 200 Street

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:

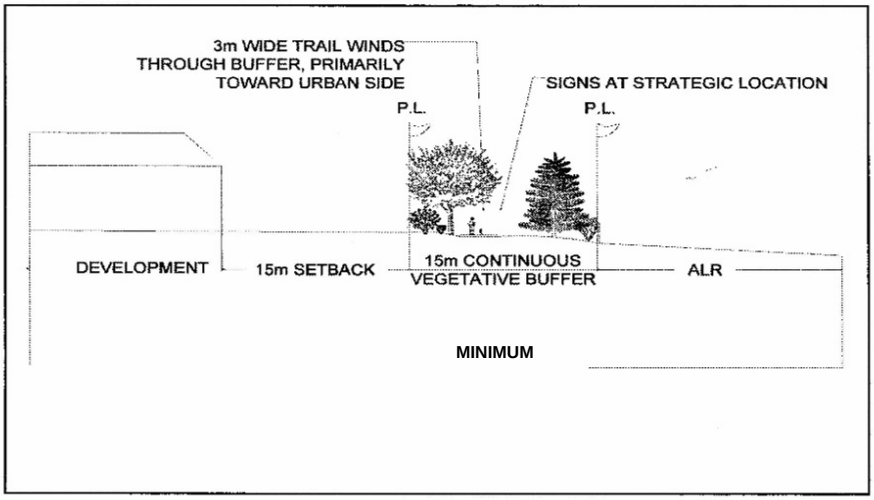
- Occurs in a manner that respects the environmentally sensitive nature of the area and the adjacent agricultural land,
- Increases agricultural awareness for new property owners,
- Provides guidelines to minimize potential land use conflicts and
- Minimizes any change in the view of the area from Glover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

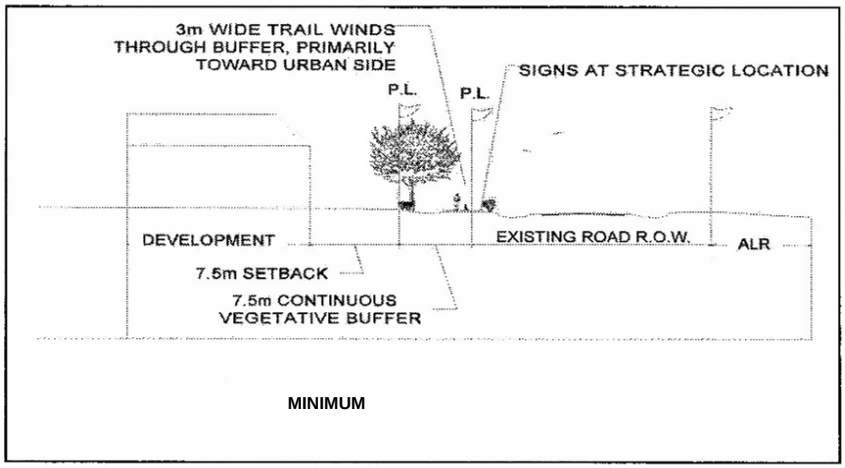
The following activities do not require a development permit for Development Permit Area "I":

- 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:

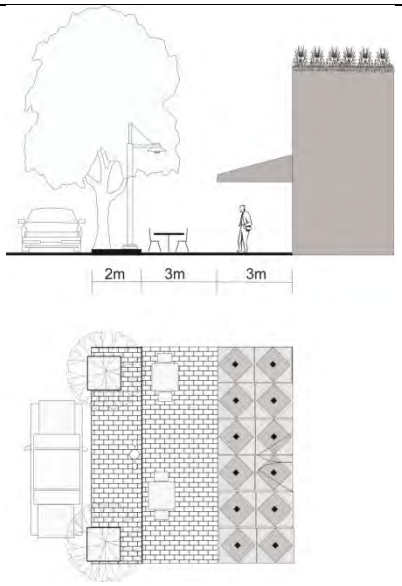
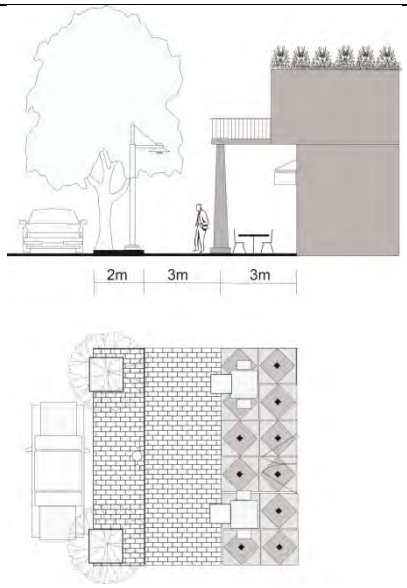
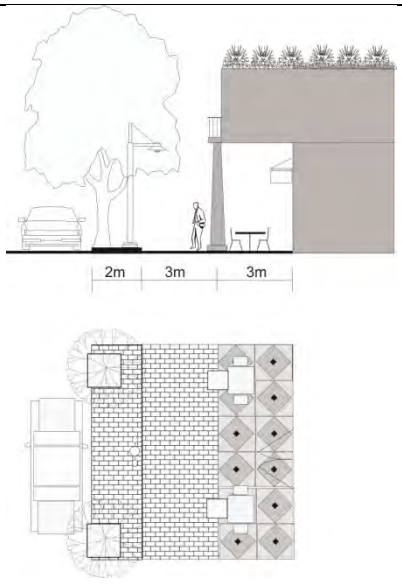
    a. A centrally located public plaza with food services (such as restaurants, neighbourhood pubs, cafes, coffee shops, bistro's, etc.) facing the plaza and including outdoor seating located adjacent to the intersection of the main pedestrian connection and main street surrounded by pedestrian scale development;
    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 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 • 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) 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.

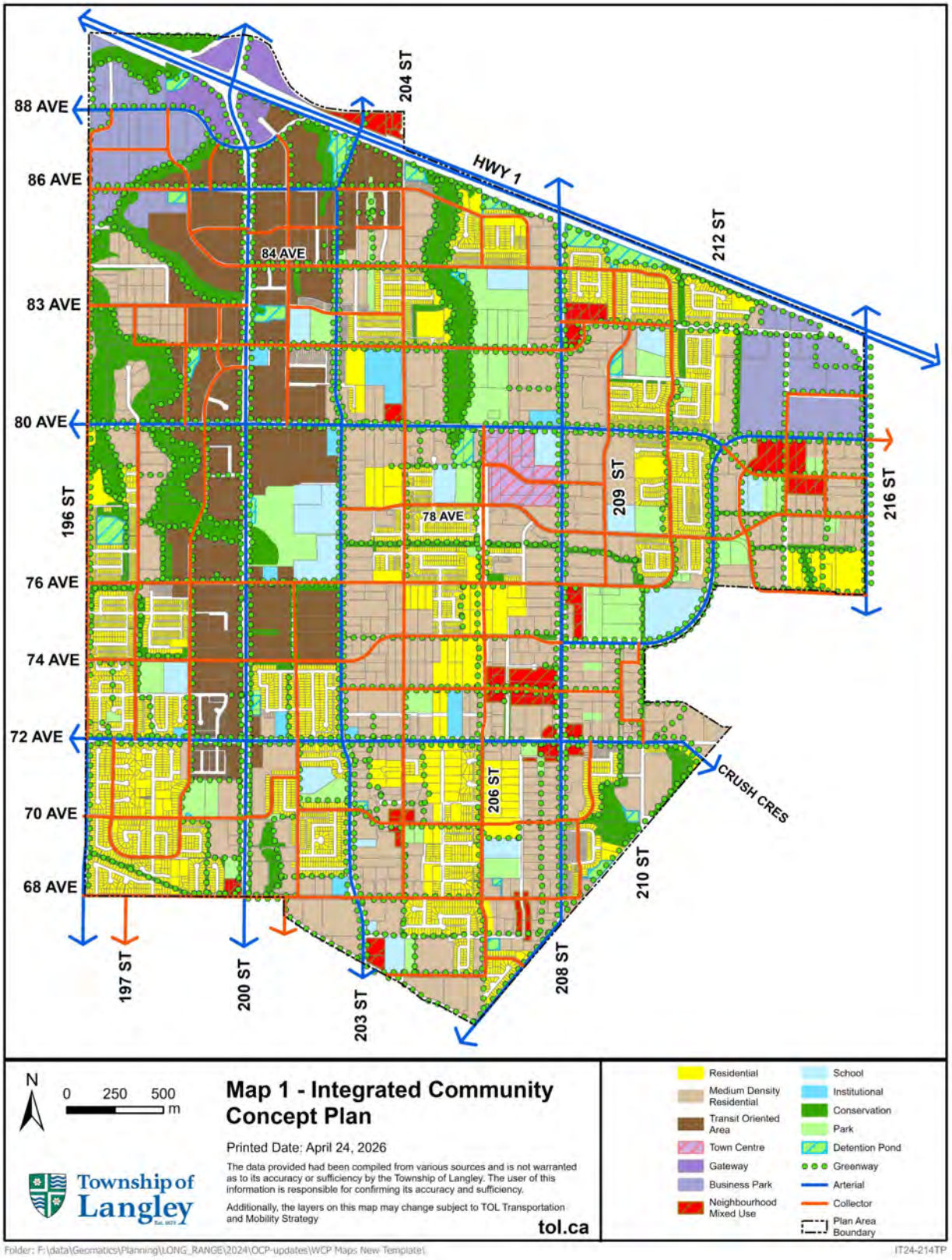
The following neighborhood plans are attached to this plan as schedules:

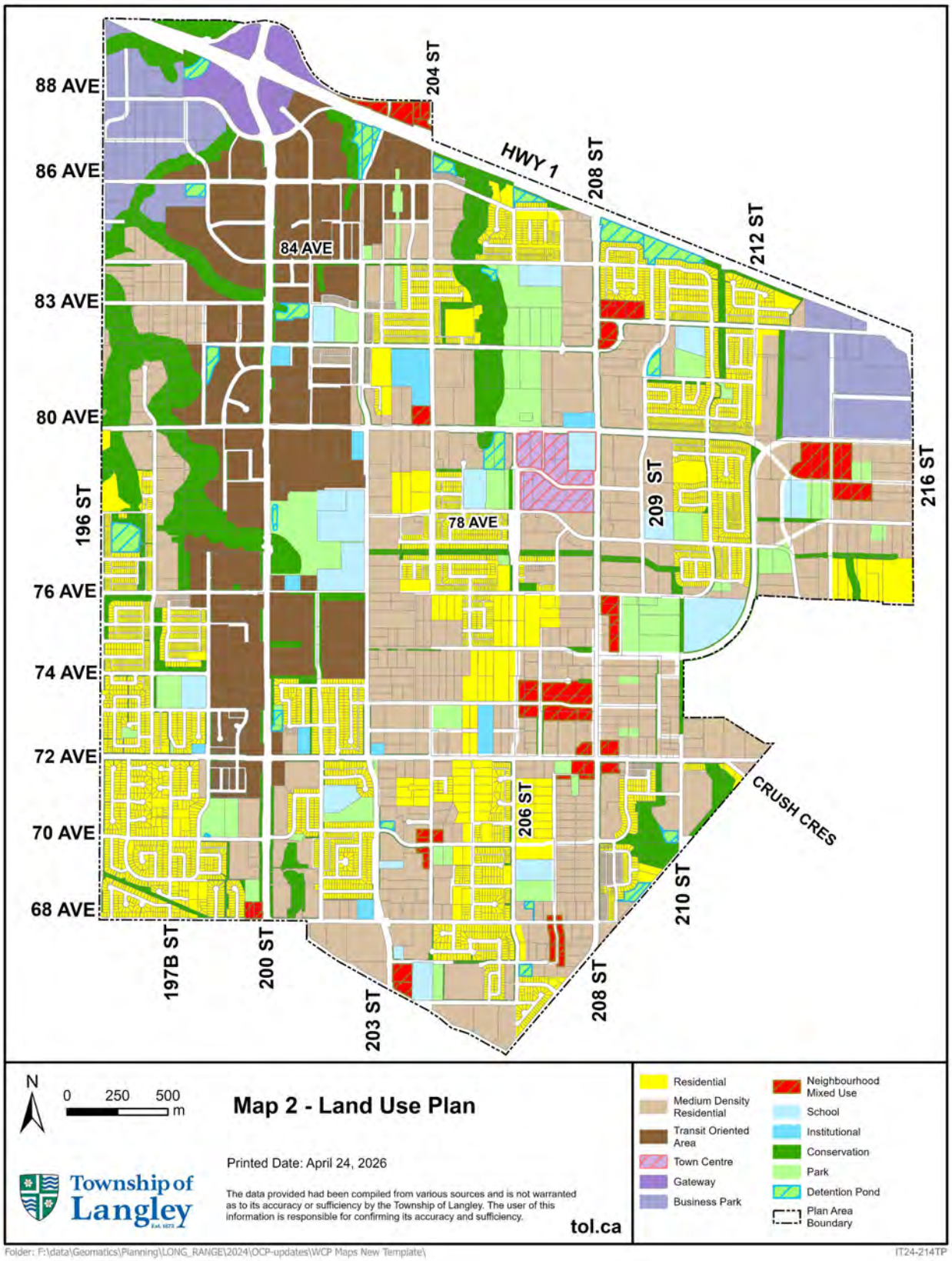
- Gordon Neighbourhood Plan, Schedule “A” (see Bylaw No. 6203)
- Smith Neighbourhood Plan, Schedule “B” (see Bylaw No. 5973)
- Williams Neighbourhood Plan, Schedule “C” (see Bylaw No. 5799)
- Willoughby Transit Corridor Plan, Schedule “D” (see Bylaw No. 6202)
- Yorkson Neighbourhood Plan, Schedule “E”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

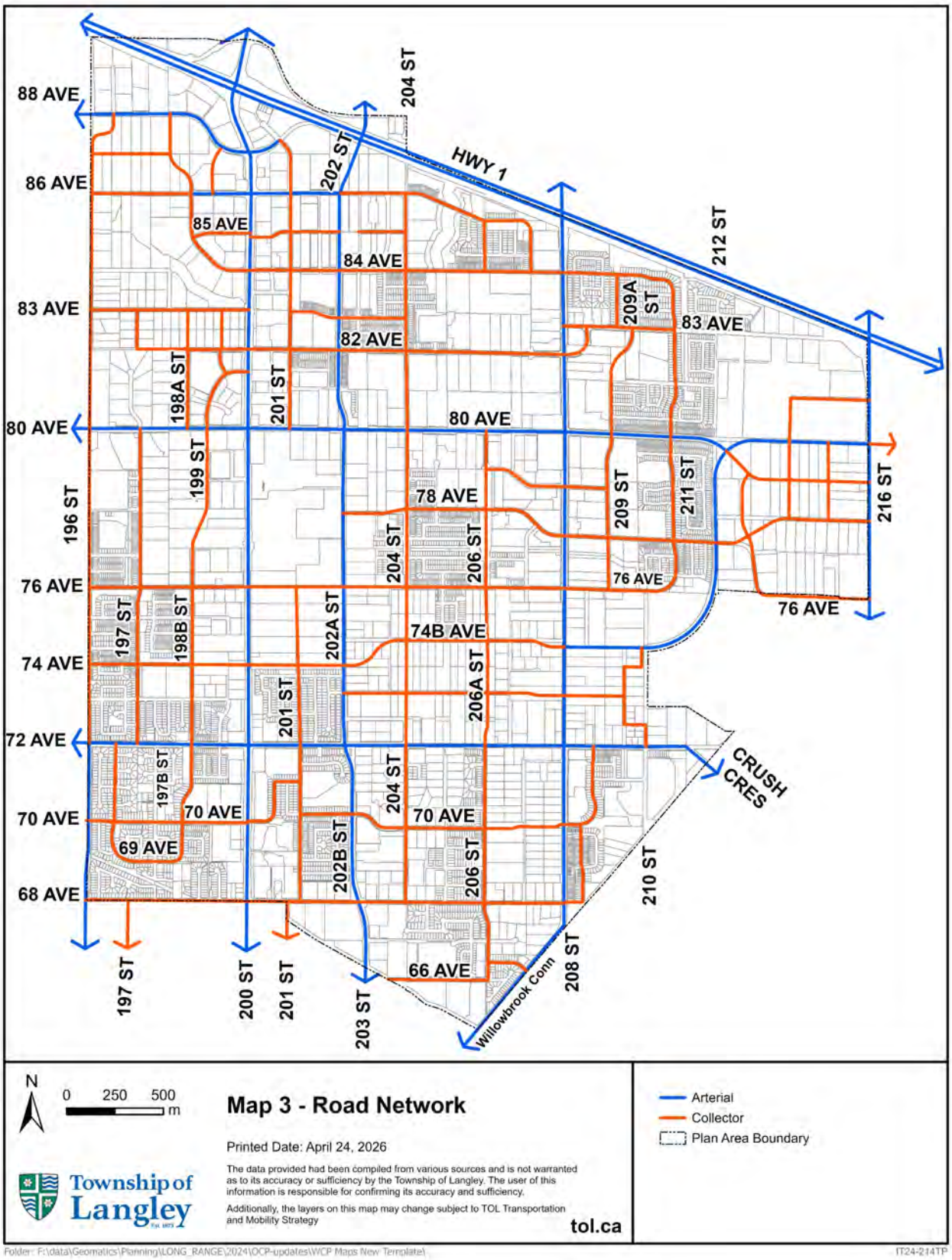
12. SEVERABILITY

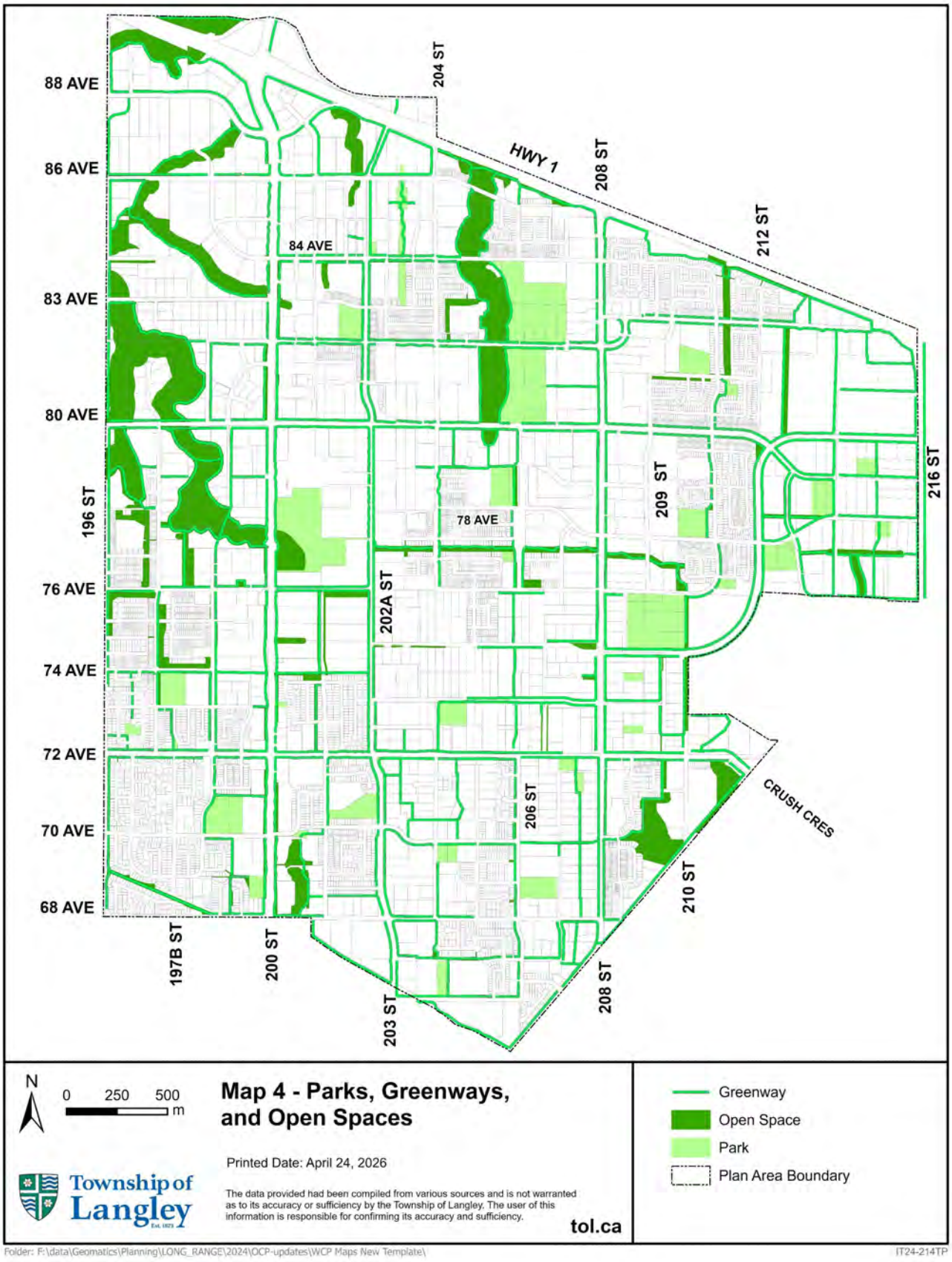
If any section, subsection, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the decision that is invalid shall not affect the validity of the remaining parts of this Bylaw.

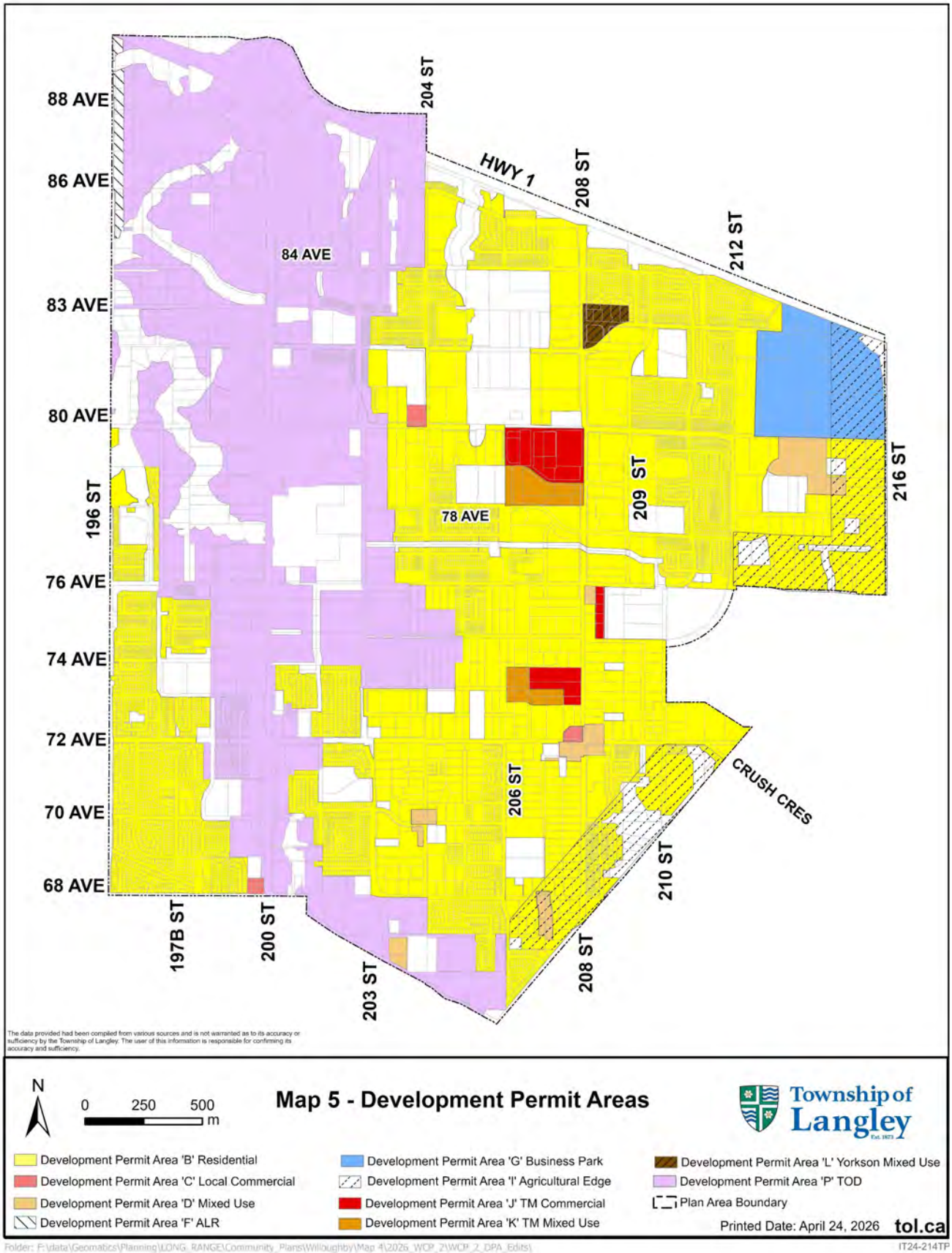
13. MAPS

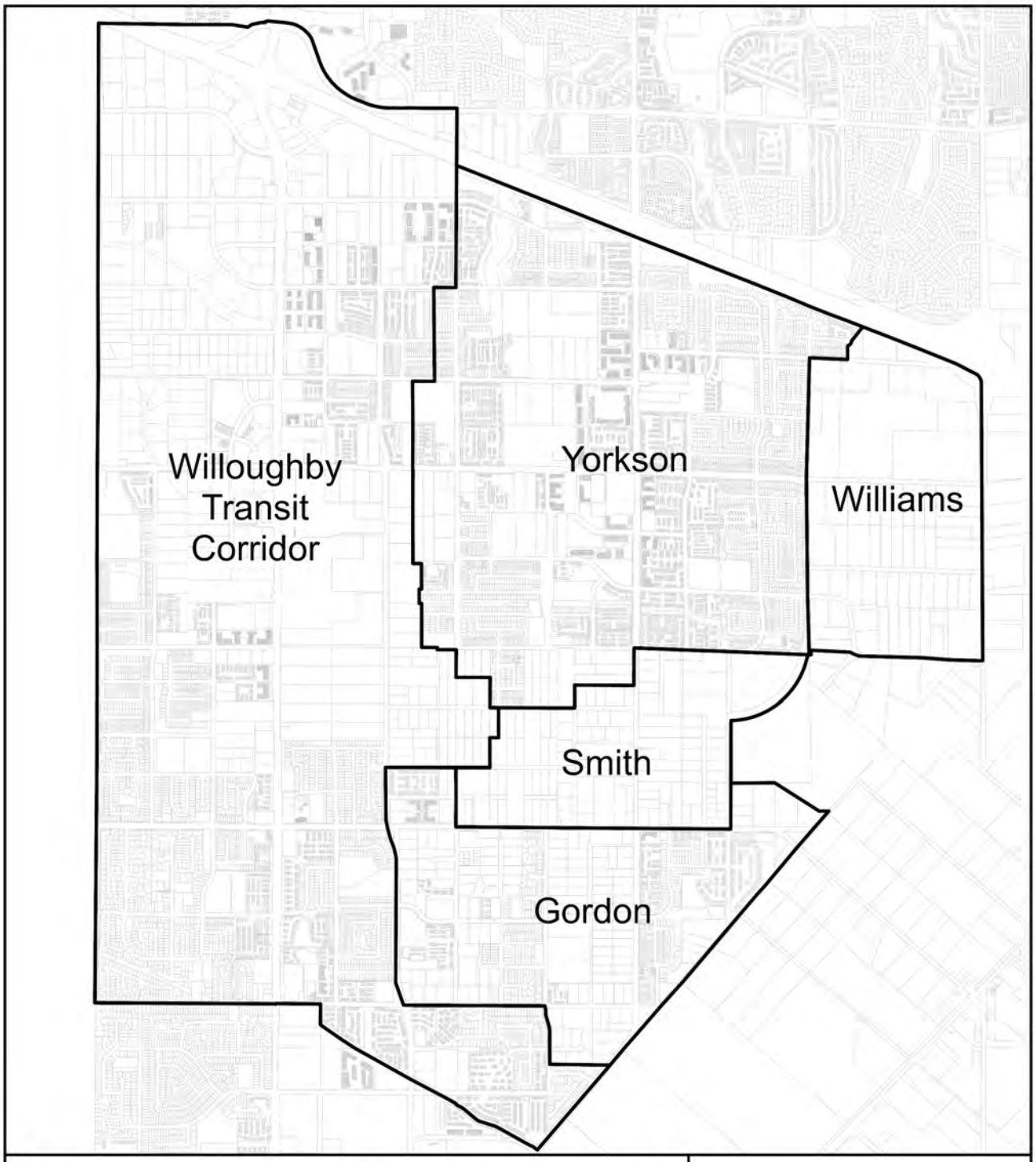

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Map 1 - Integrated Community Concept Plan
Printed Date: April 24, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible 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
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Collector
Plan Area Boundary
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CRUSH CRES
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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
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Plan Area Boundary
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IT24-214TP


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202A ST
206A ST
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197B ST
202B ST
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CRUSH CRES
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Willowbrook Conn
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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
tol.ca
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


88 AVE
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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
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Smith
Gordon
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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.
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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

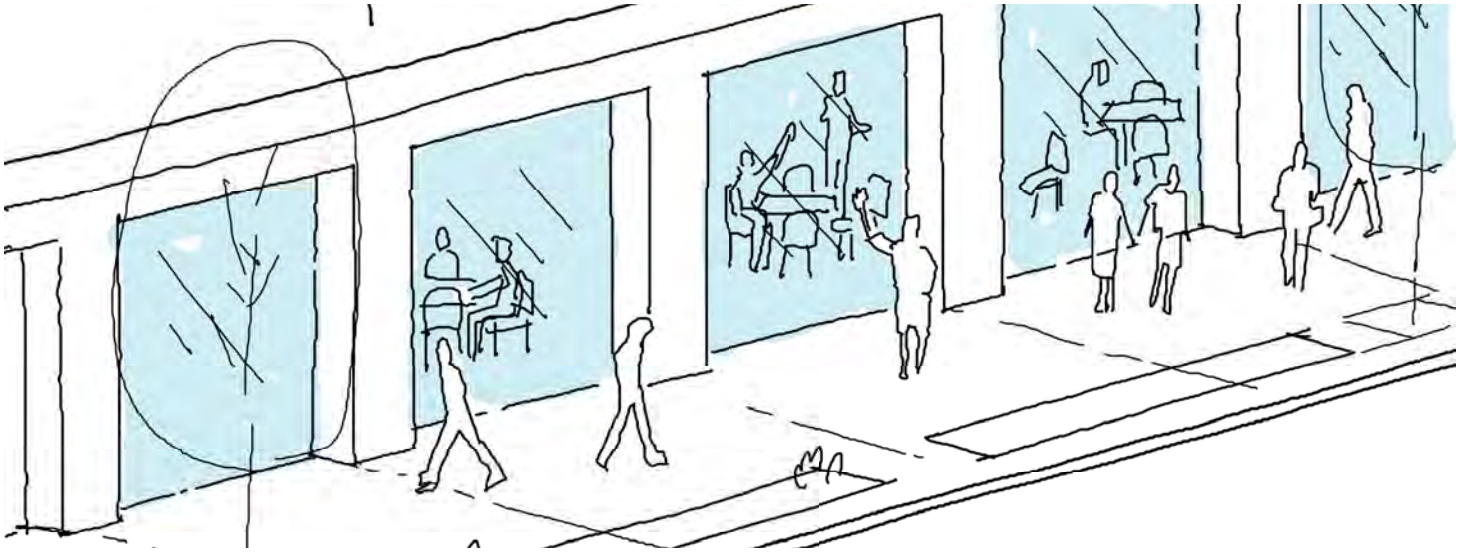
a) Small bay units are encouraged along street edges and public areas with frequent entries that contribute to activated frontages and reduce blank wall space.

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.

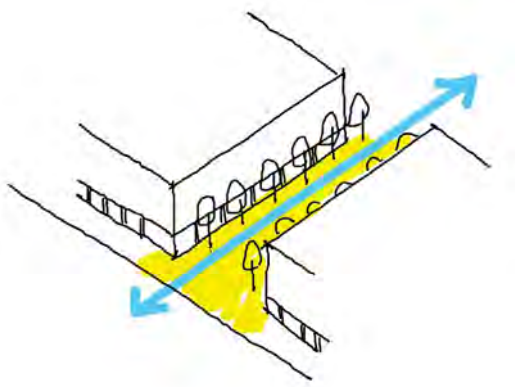
3.6 PRIVATELY OWNED PUBLICLY OPEN SPACES (POPS)

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.

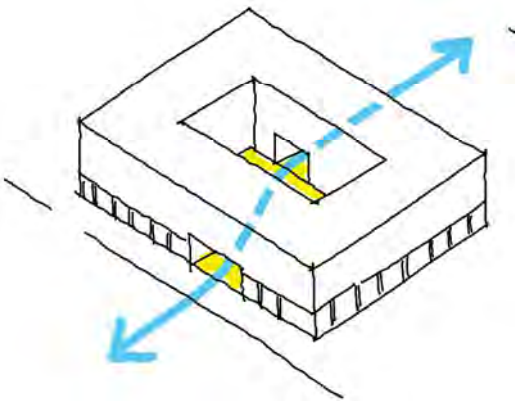


3.6.2 PLACEMENT & CONNECTIVITY

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).

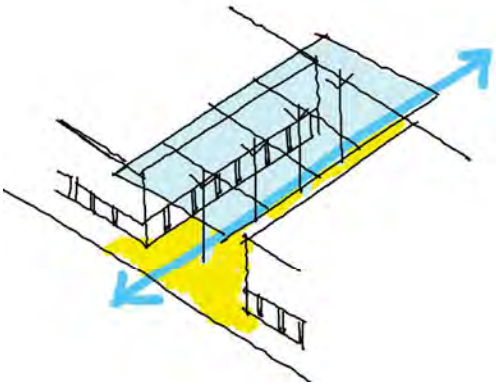
c) Where possible, locate POPS adjacent to public open areas/parks or POPS on adjacent properties to create seamless, contiguous spaces.



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

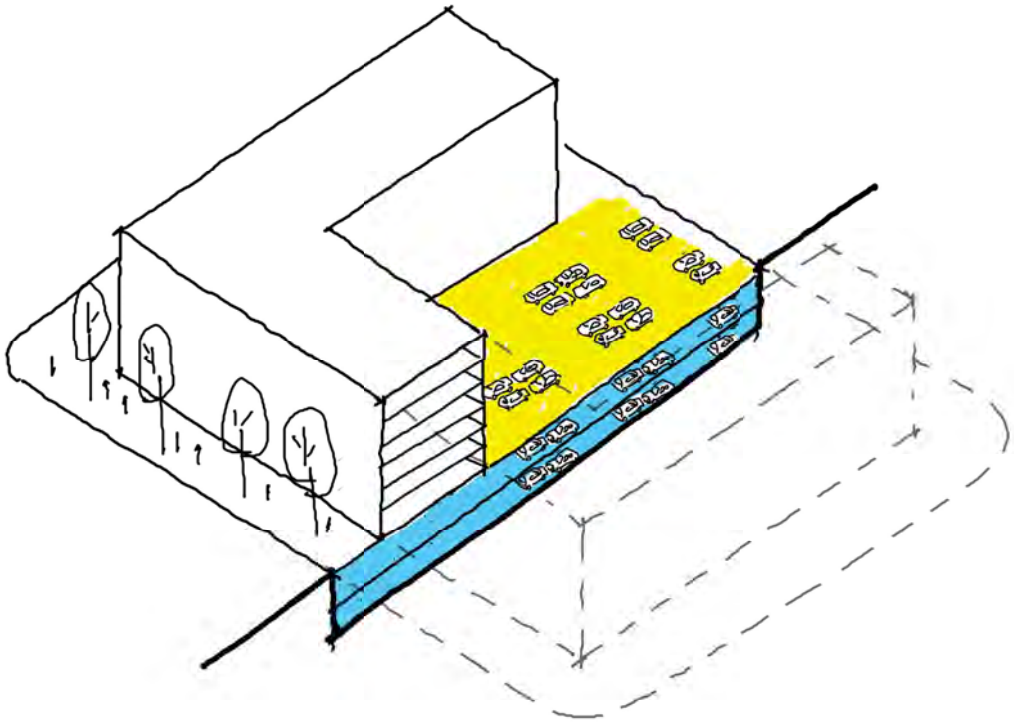
a) Wherever possible, parking should be accommodated underground or at least partially underground where it doesn't impact frontage activation.

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.

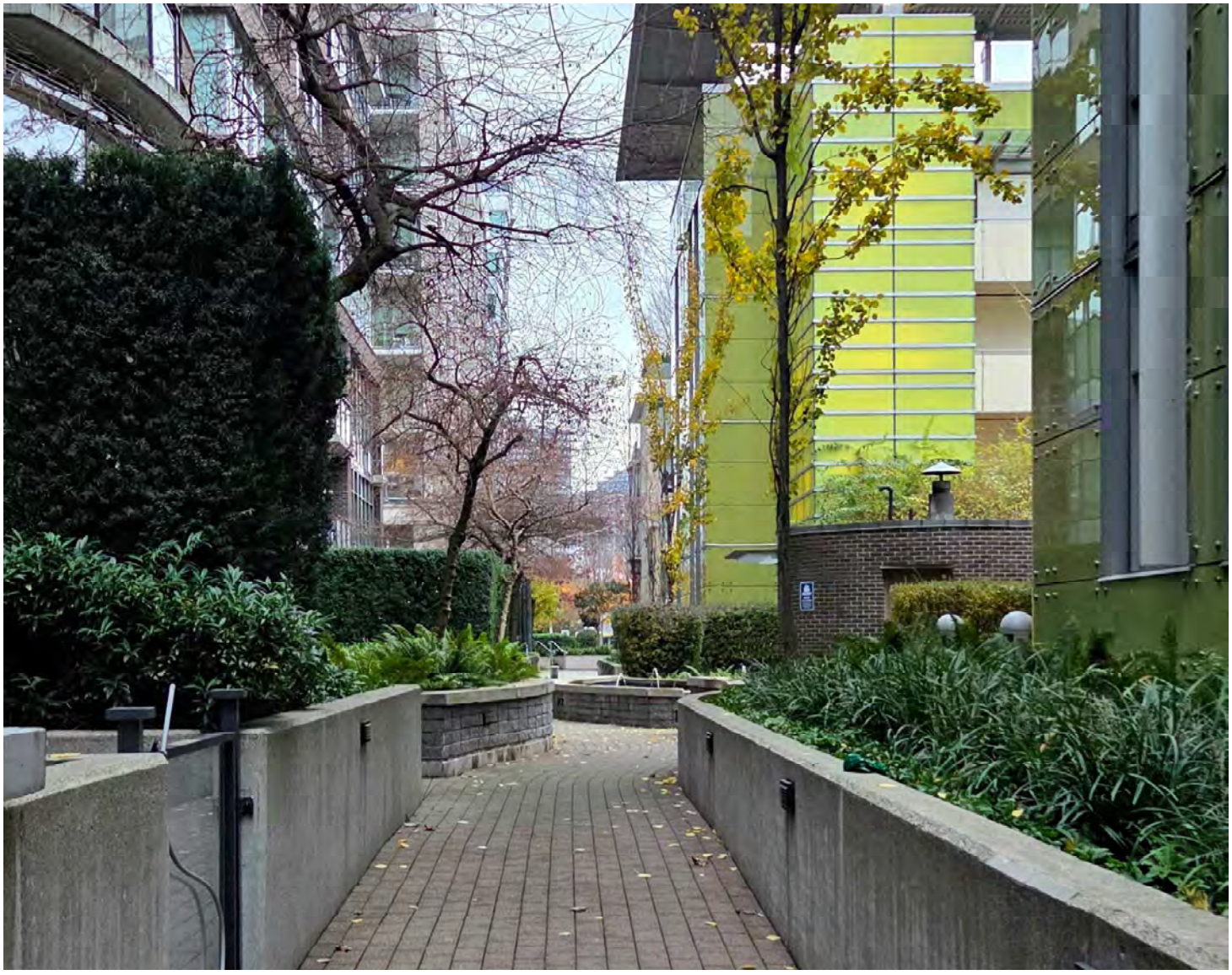
5.1.3 BUILDING SEPARATION

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.

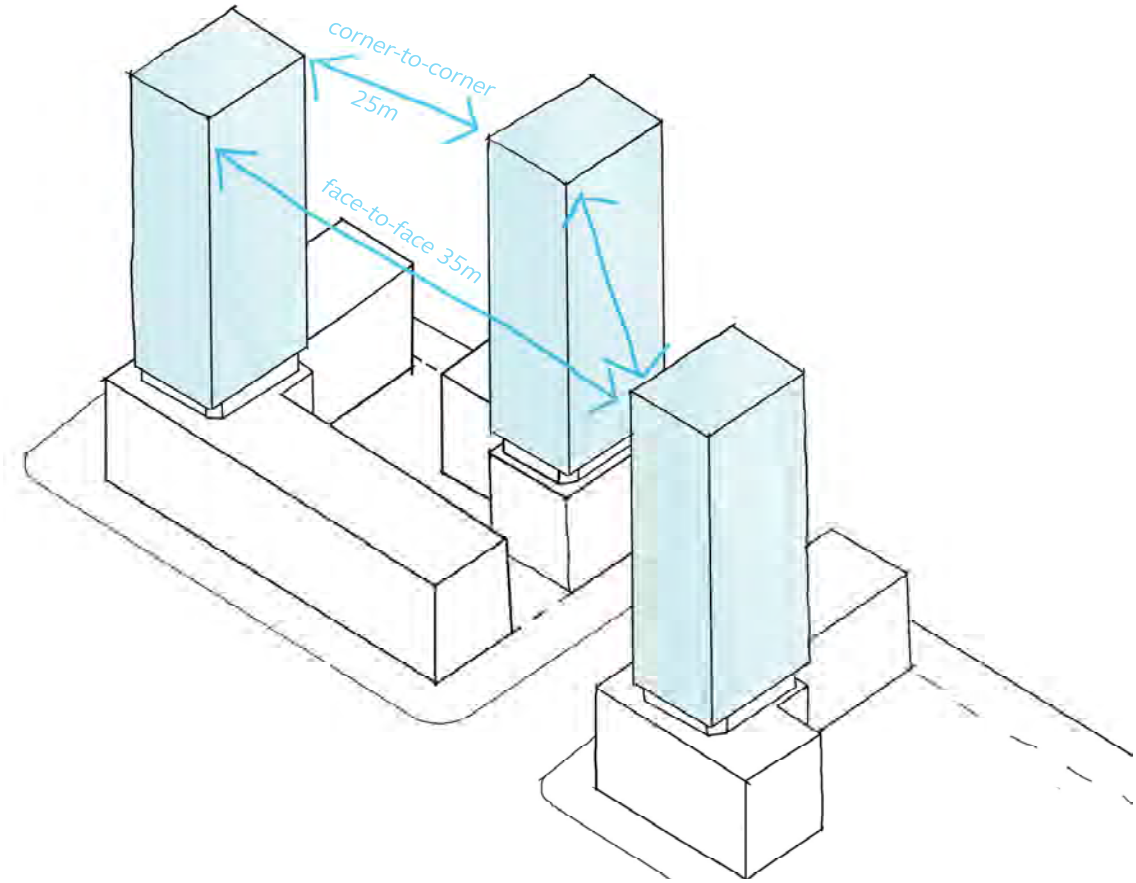
b) Commercial office towers can have reduced tower separations of 30m face-to-face, balancing skyline composition with site efficiency.

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

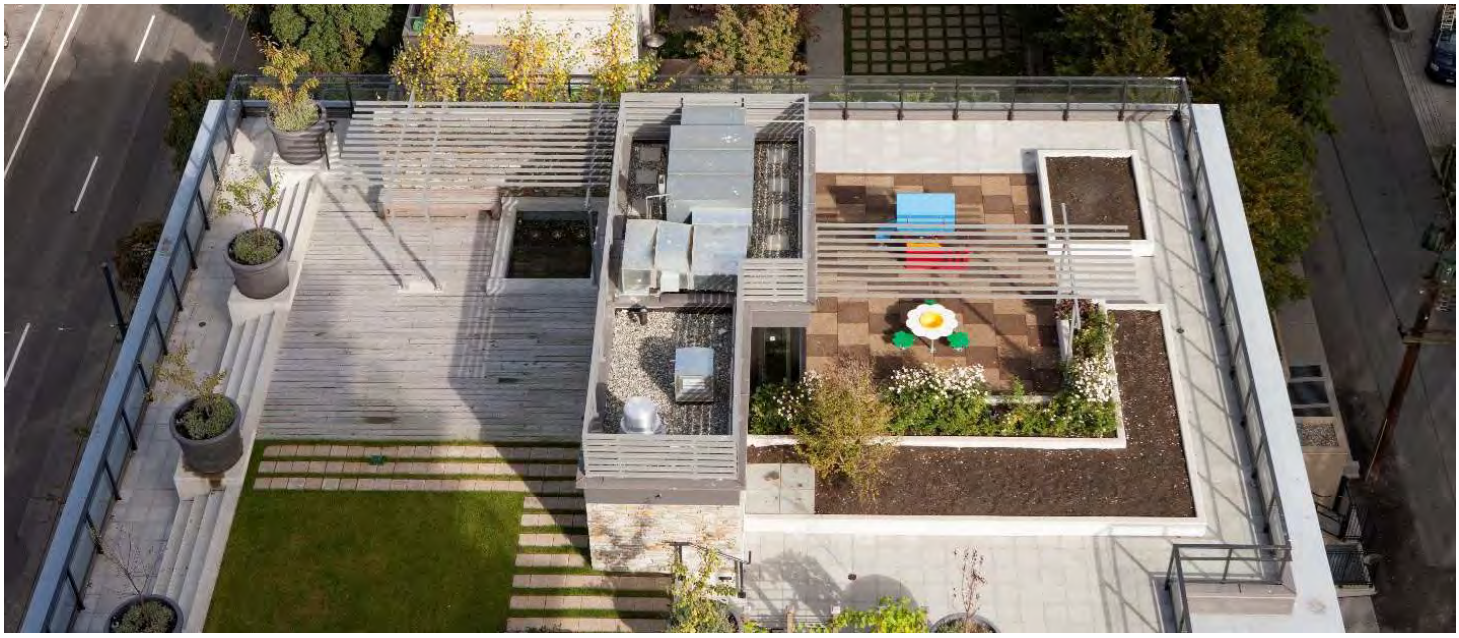
a) For the design and size requirements of balconies, refer to *Section 5.4.2 - Balconies*.

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.

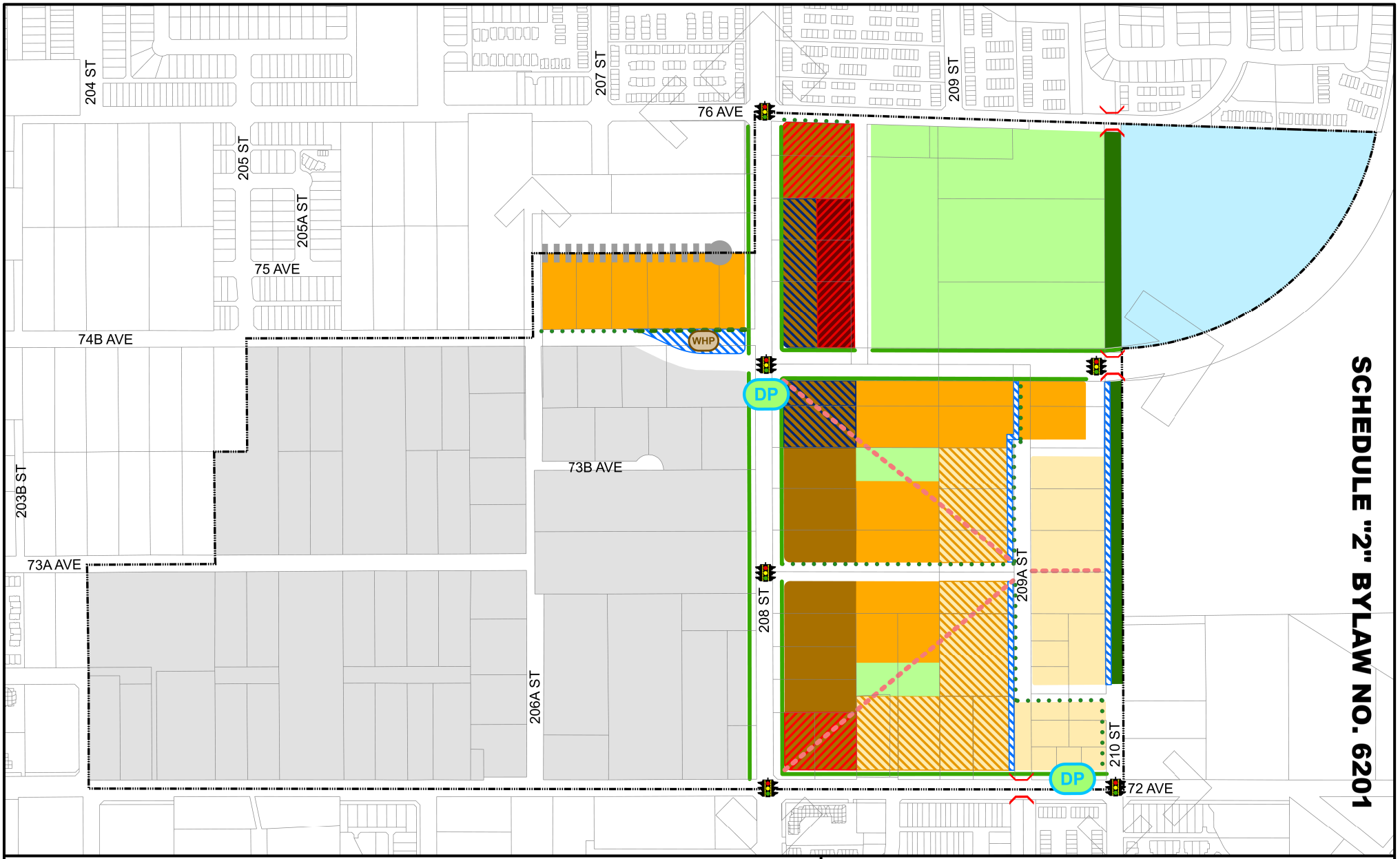
7.6 INDUSTRIAL BUILDINGS SUMMARY DIAGRAM



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



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F.2 Page 101

Map 1 - Land Use Plan

Smith Neighbourhood Plan

Printed Date: April 29, 2026

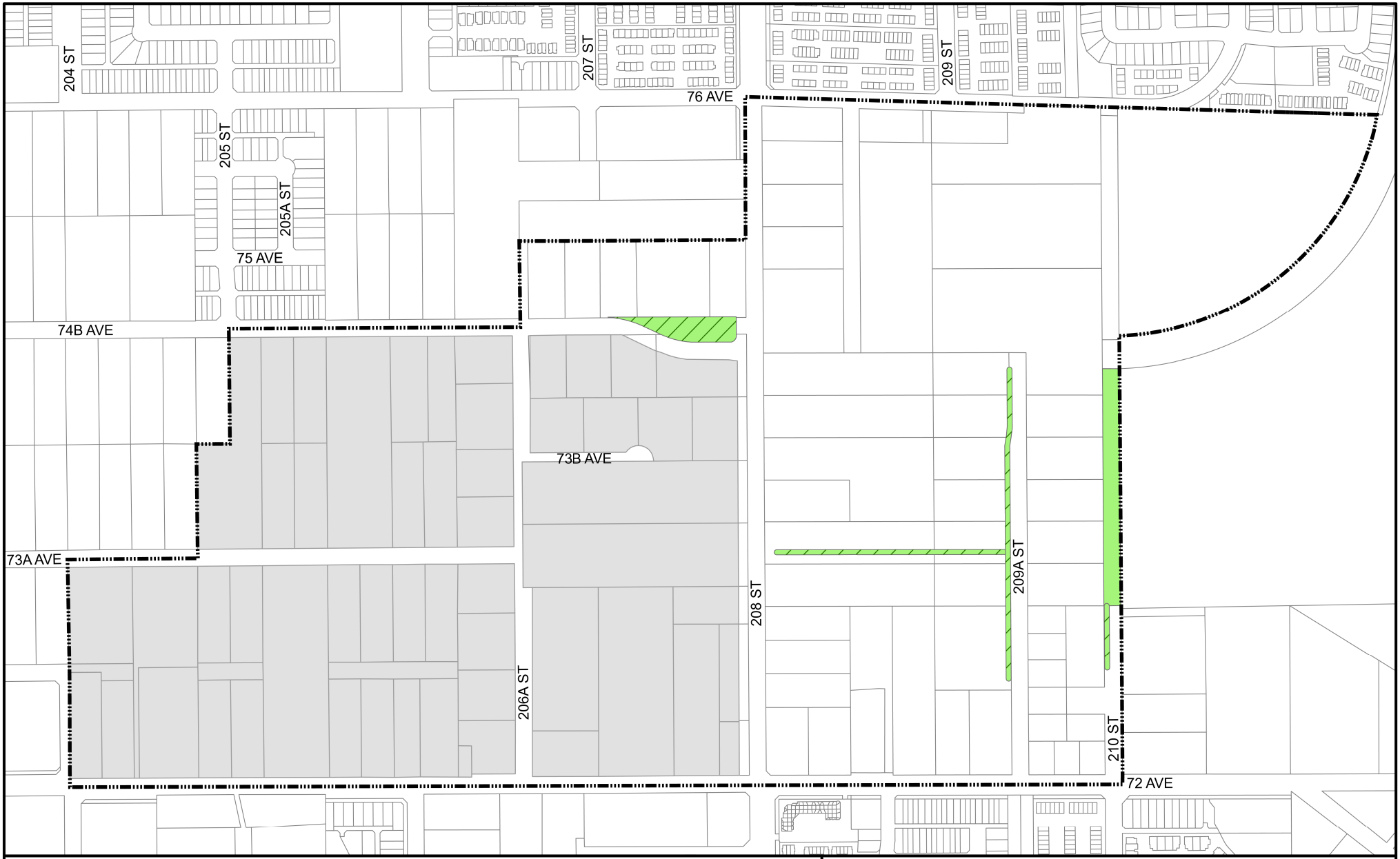
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Township of Langley Est. 1873

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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

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
Est. 1873

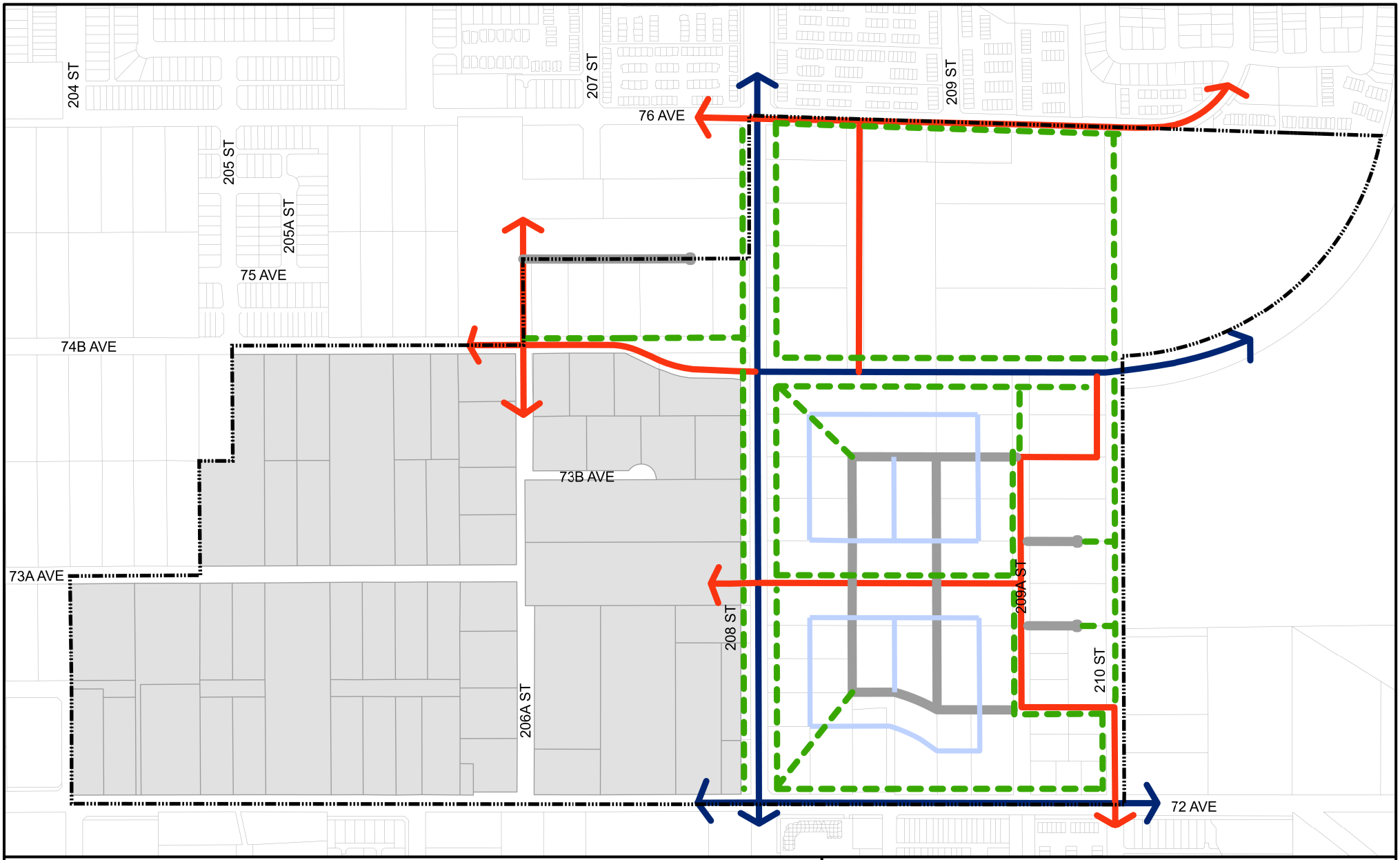
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- Streamside Protection and Enhancement Areas Yellow Coded Watercourse (setbacks as shown)
- Relocated and or Reconstructed Watercourse

F.2

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F.2 Page 103

Township of Langley
Est. 1873

Map 3 - Circulation Concept Plan

Smith Neighbourhood Plan

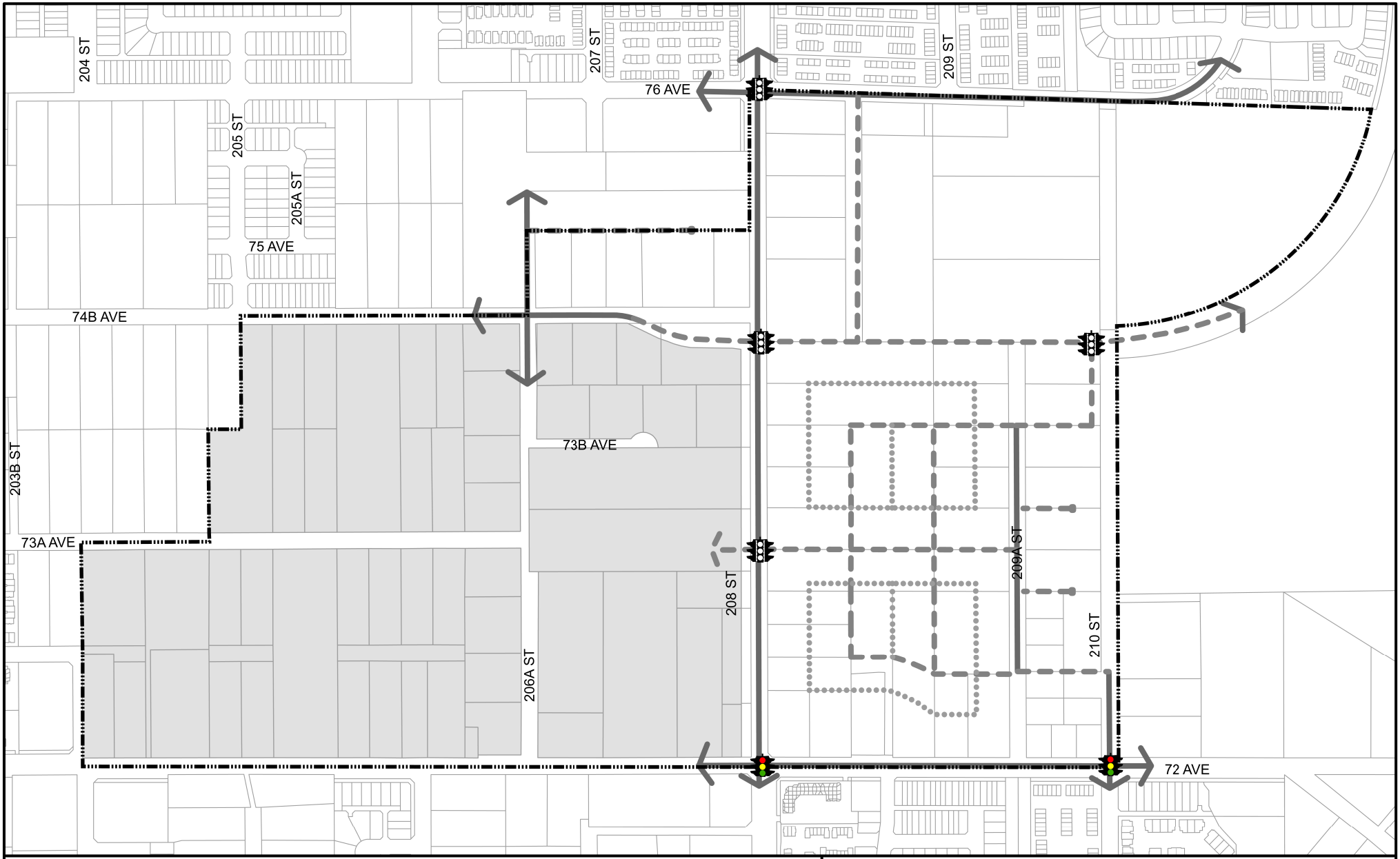
Printed Date: April 29, 2026

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- Arterial
- Collector
- Local
- Lane
- Pedestrian Route

F.2



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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.

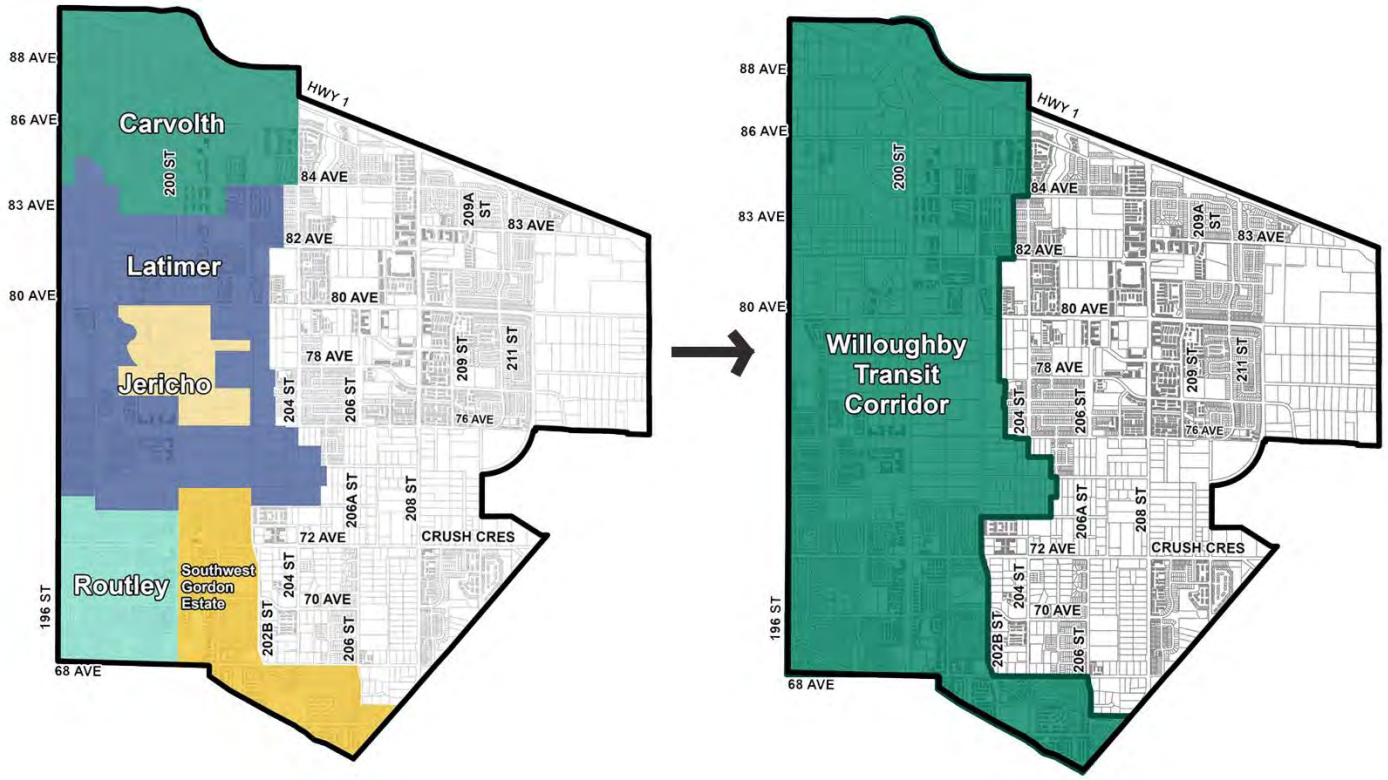
1.2 Plan Purpose

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

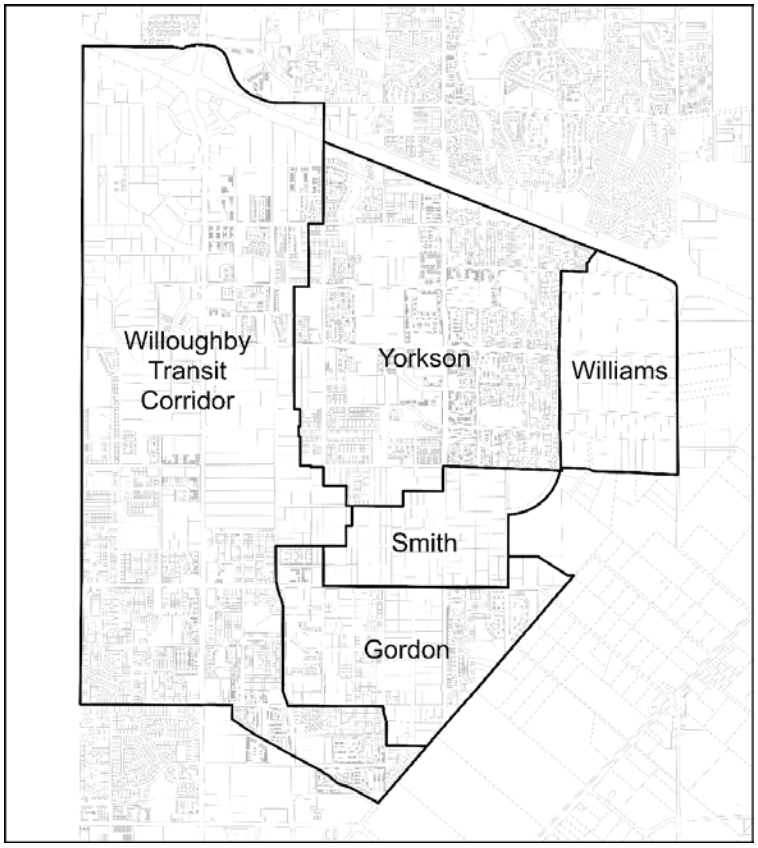
Updated in 2025, the Official Community Plan (OCP) provides a 30-year vision for growth and development in the Township. It provides policy direction on land use, community structure and neighbourhood design. The Willoughby Transit Corridor includes lands that are designated "Urban" and "Employment" 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…

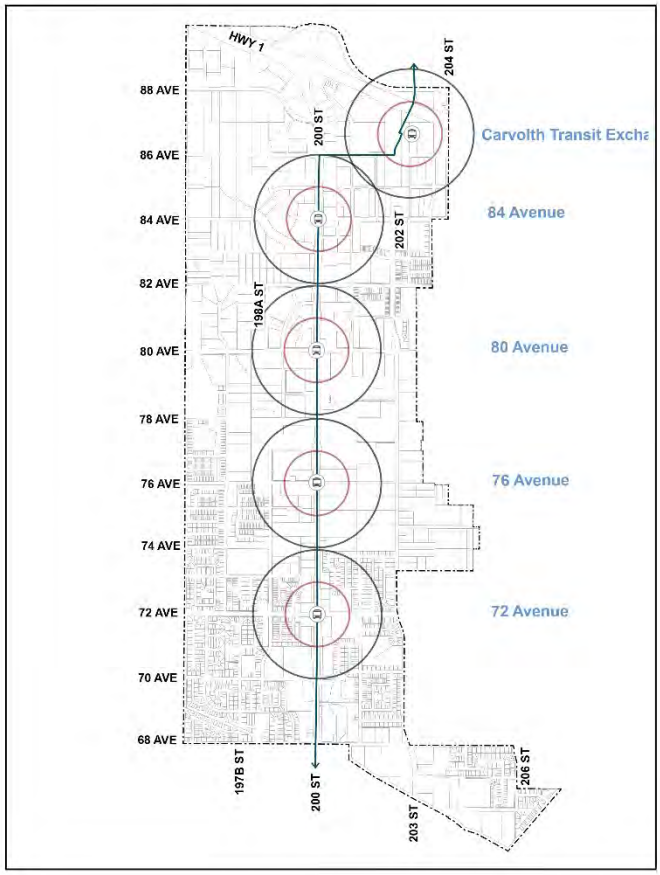
- Be designed for quality multi-sensory experiences rooted in human dimensions, senses and behaviour.
- Be diverse and varied with a full range of types, sizes and characters – from public, to semi-public, to private.
- Strive to have at least one public space within 300 metres of each building or activity 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.

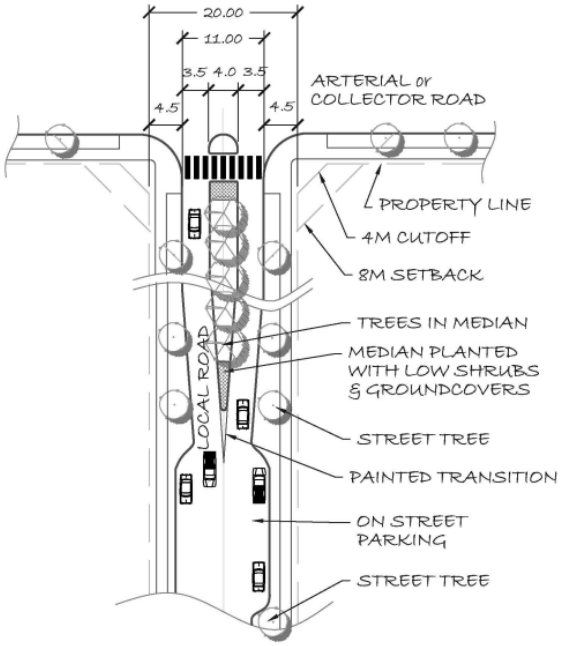


Figure 1: Conceptual local gateway design site specific road design required

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.

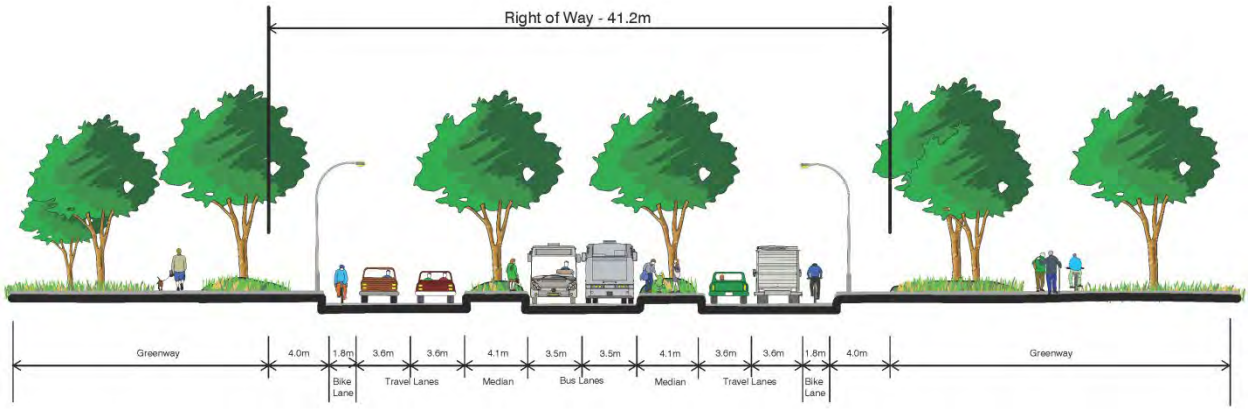


Figure 2: 200-street cross section

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) End-of-trip facilities 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 TDM awareness packages 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.

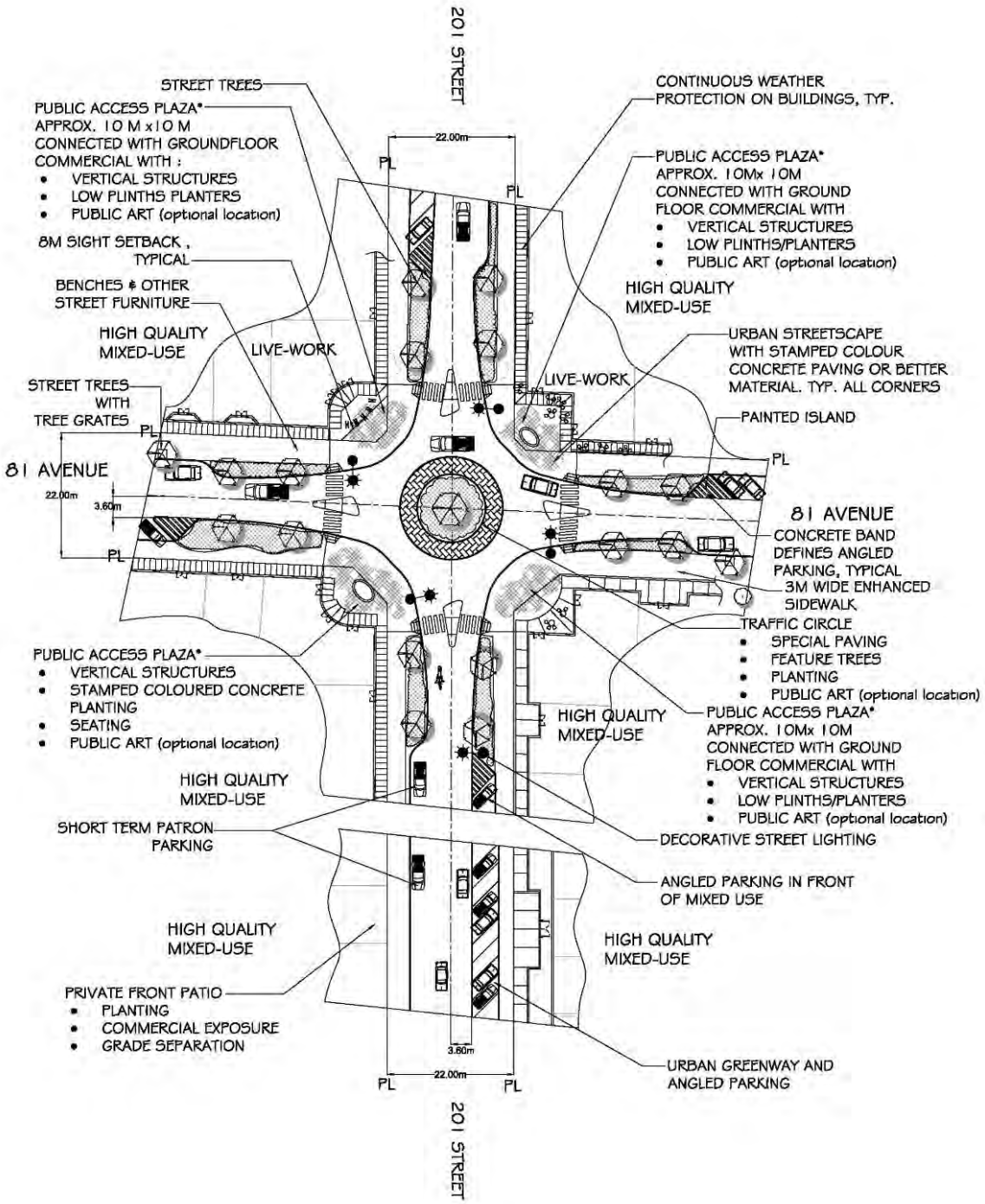


Figure 4 - Intersection Design (201 Street between 80 and 81 Avenue)

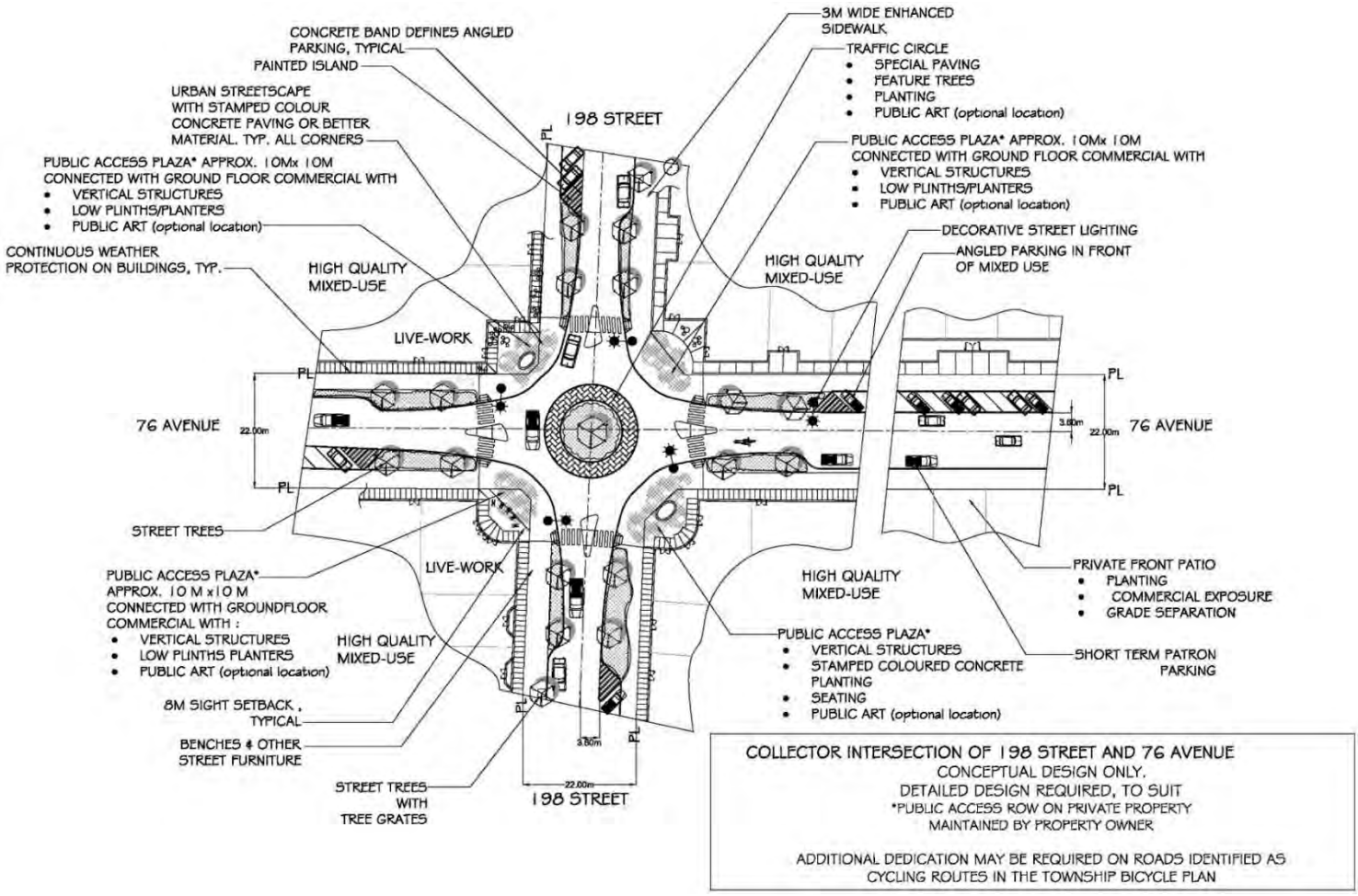


Figure 5 - Intersection Design (76 Avenue between 198 B and 200 Street)

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.

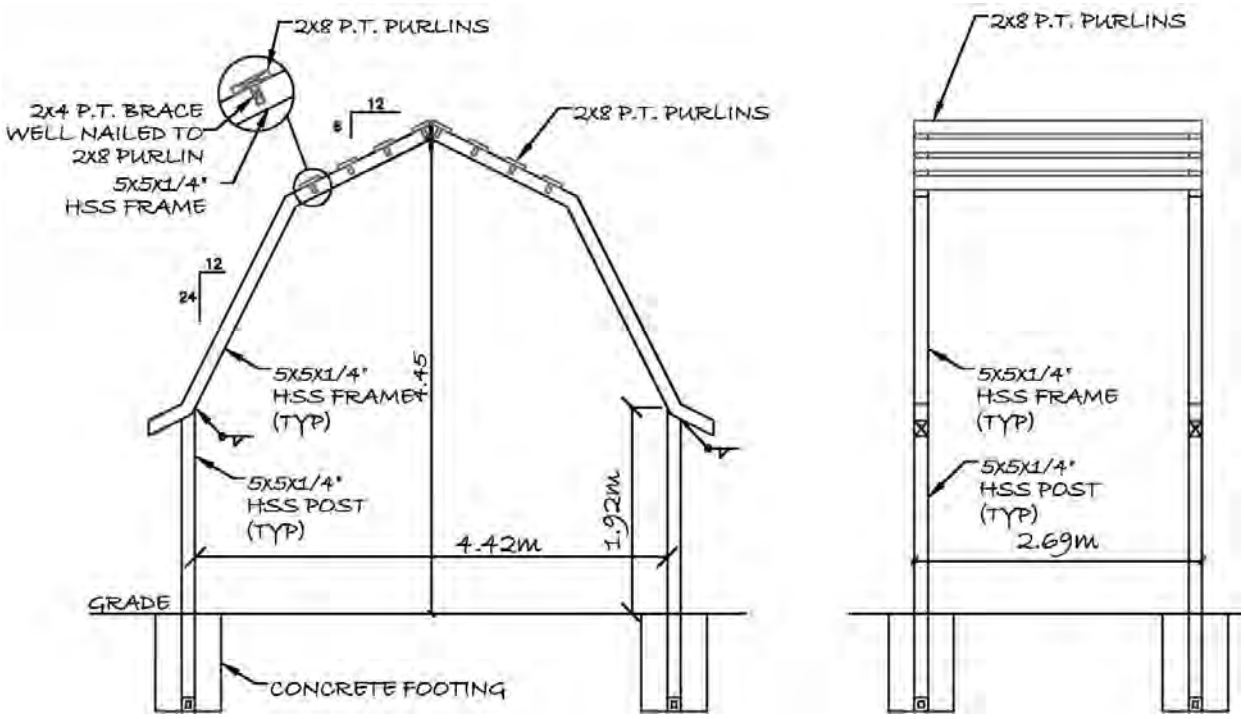


Figure 6: Heritage Amenity Structure Design concept

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.

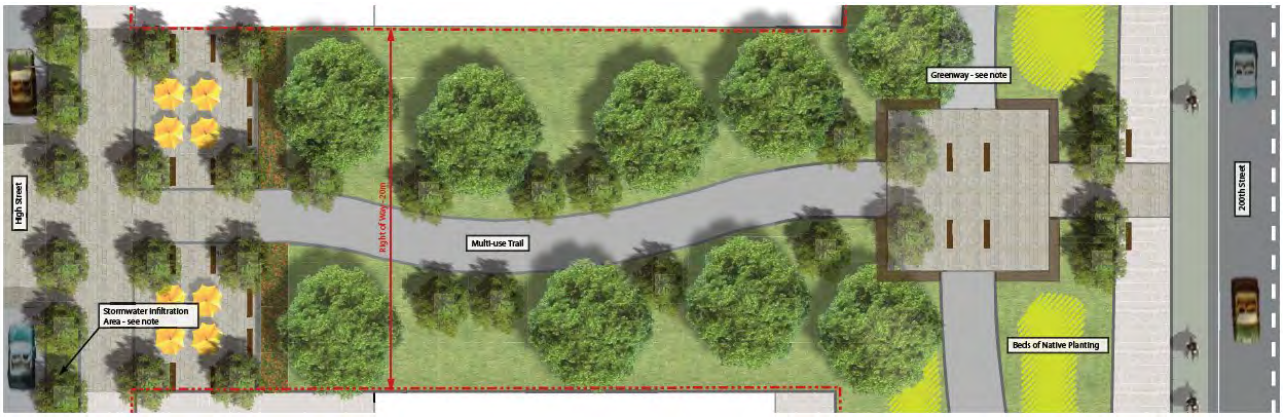


Figure 7: Illustration of Public Square connecting a High Street

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: 1. Higher level of detail, i.e. light mount and pole 2. Street lamp 3. Pedestrian lamp 4. Signage integration **5.** Arms for banners or baskets	Standard elements include: 1. Less details, i.e. light mount and pole 2. Street lamp 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.

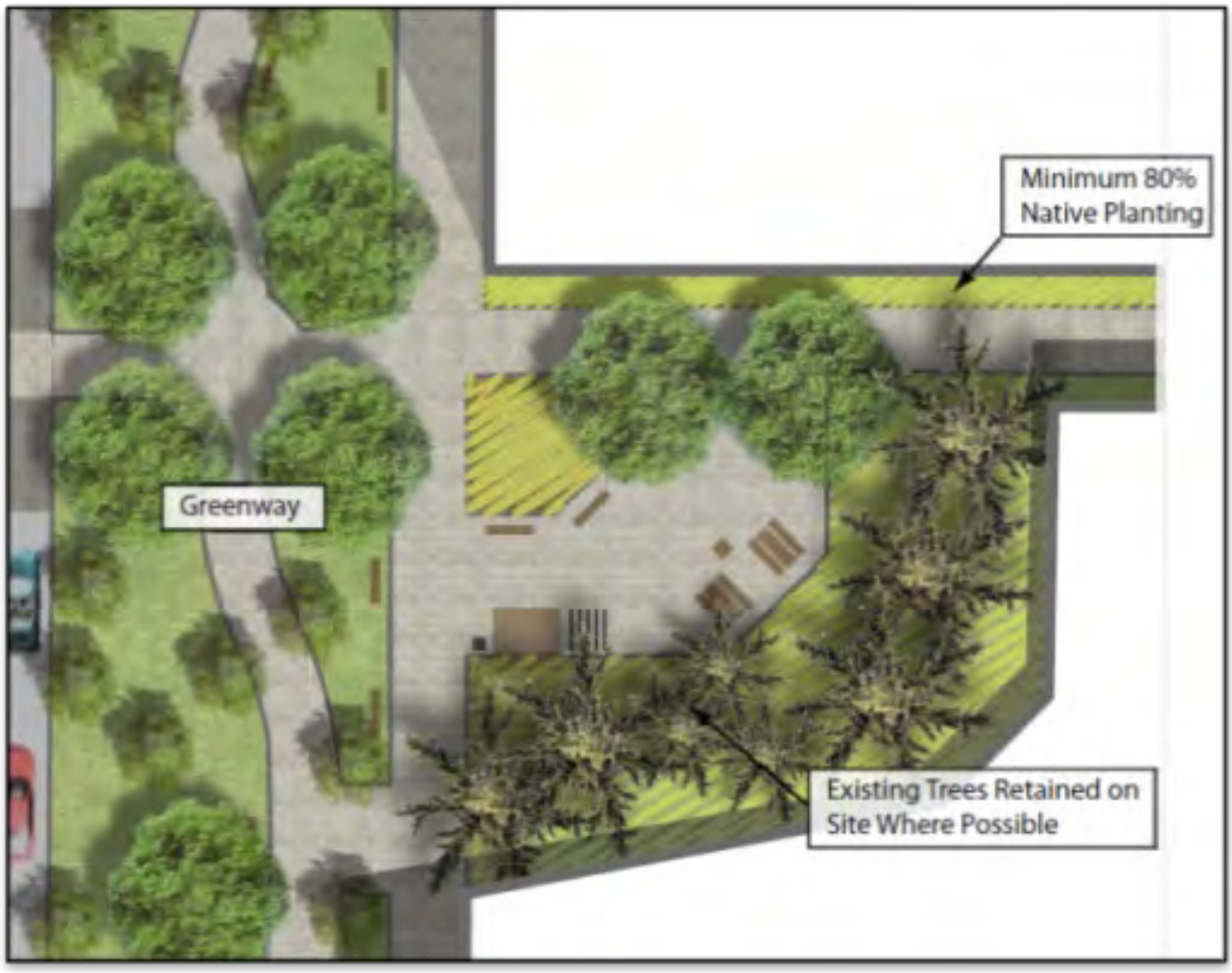


Figure 8: Typical Pocket Park

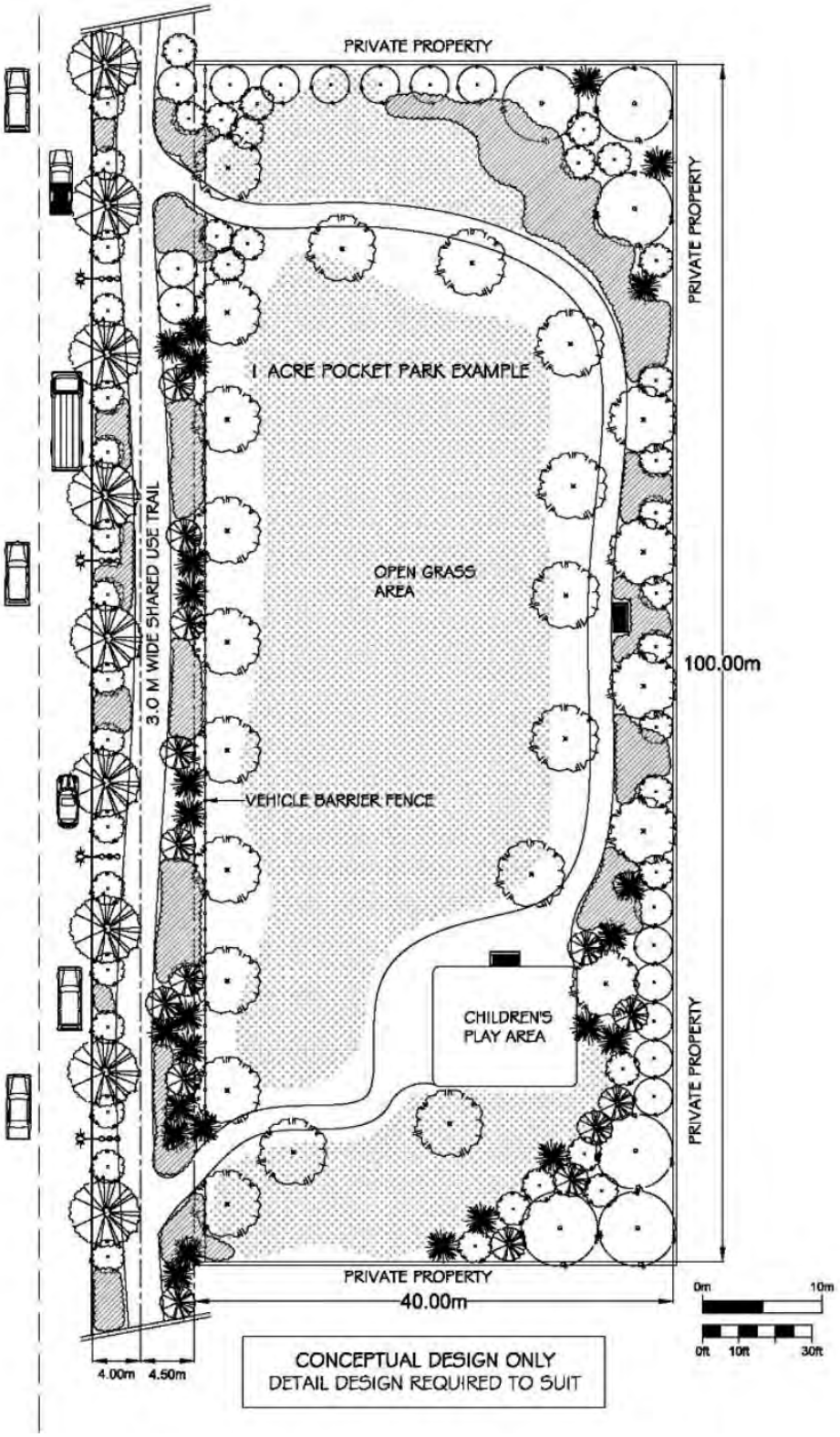


Figure 9: Illustration of Typical Pocket Park

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.

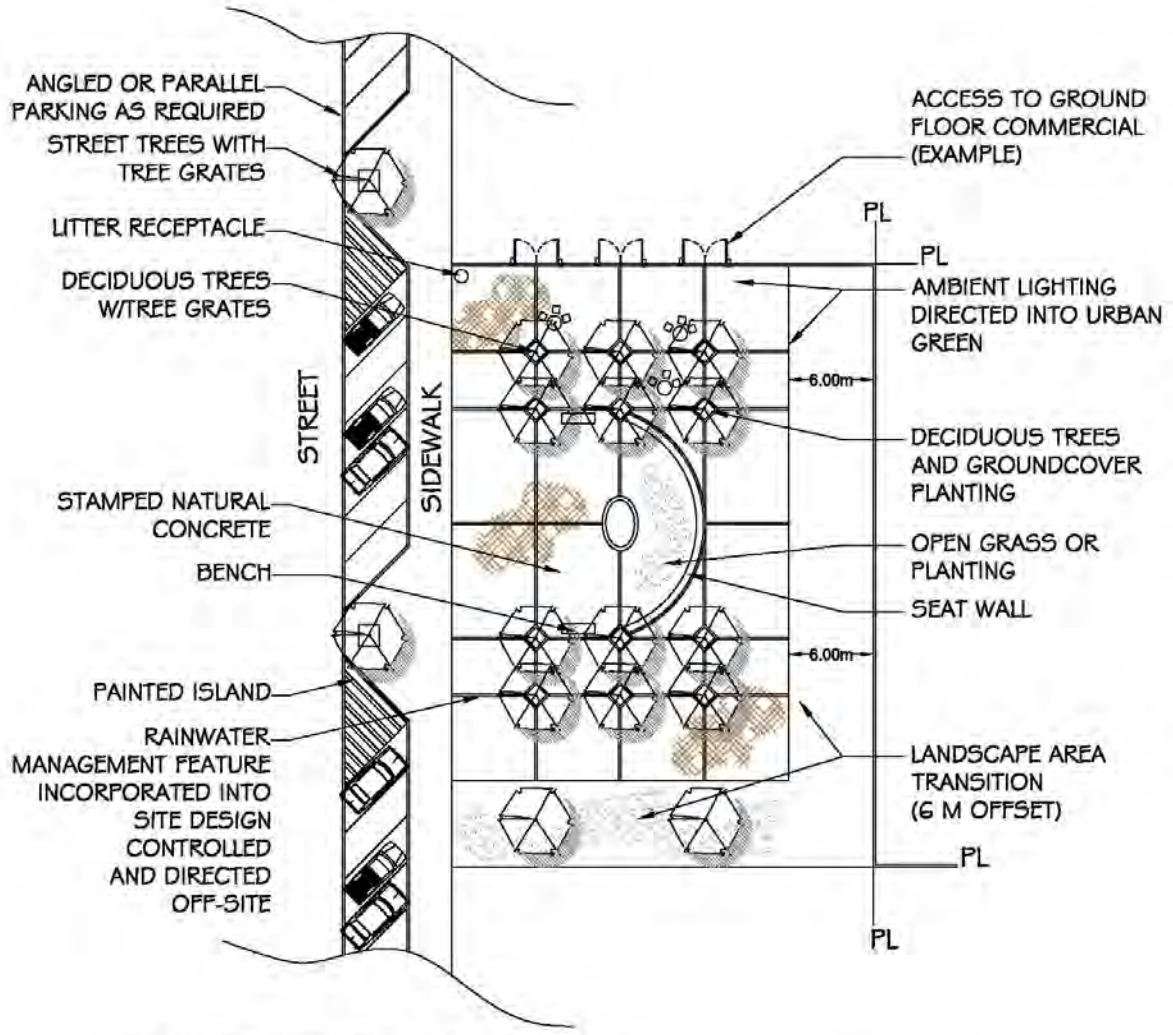
6.6 Urban Greens

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.

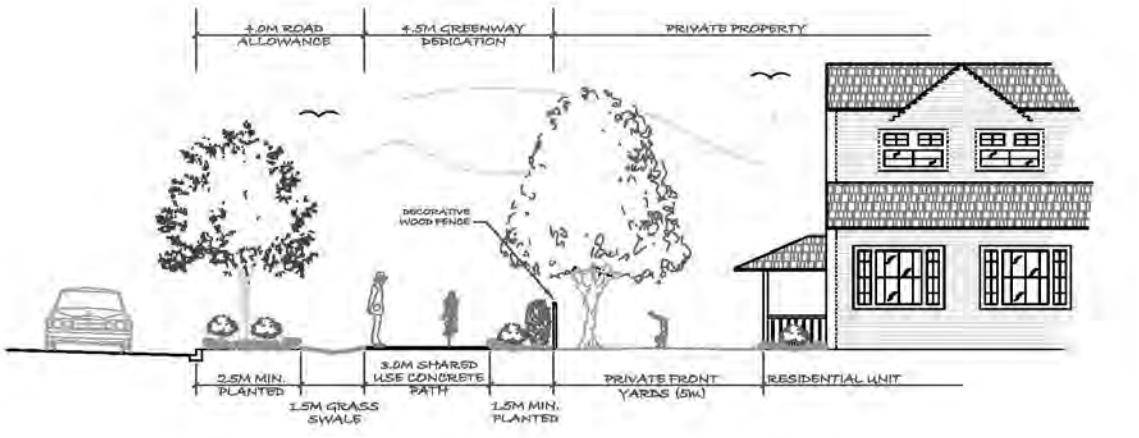


Figure 12: Typical Street Greenway section

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.

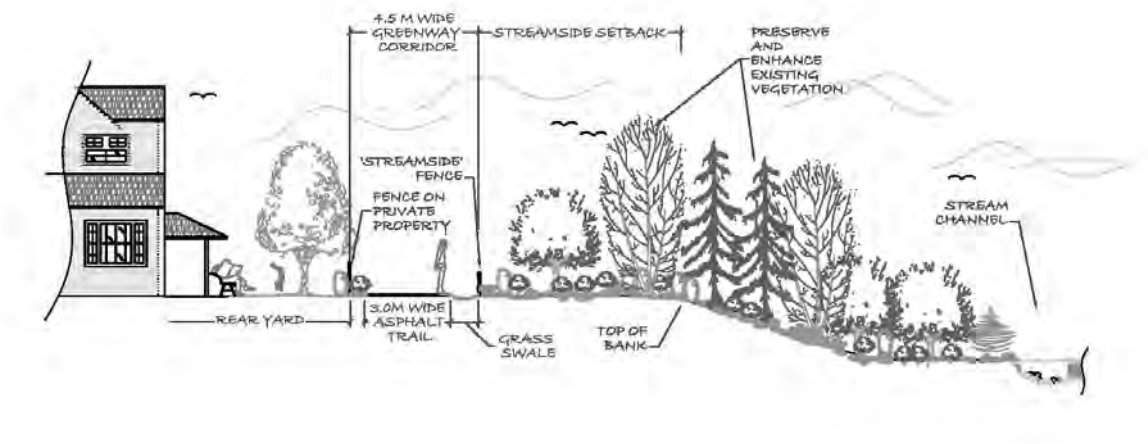


Figure 13: Typical Creek Greenway section

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.

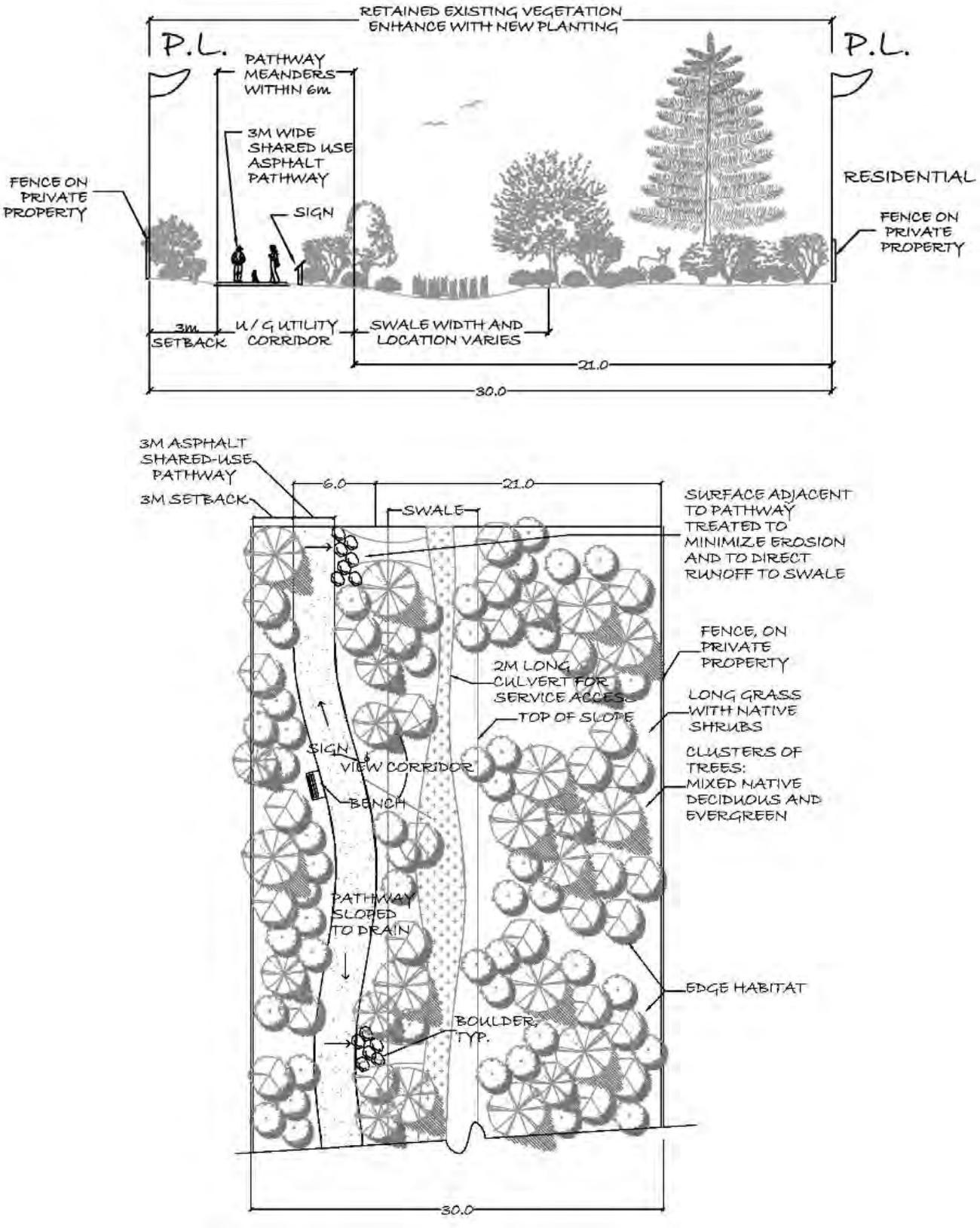


Figure 14: typical ecological greenway

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.

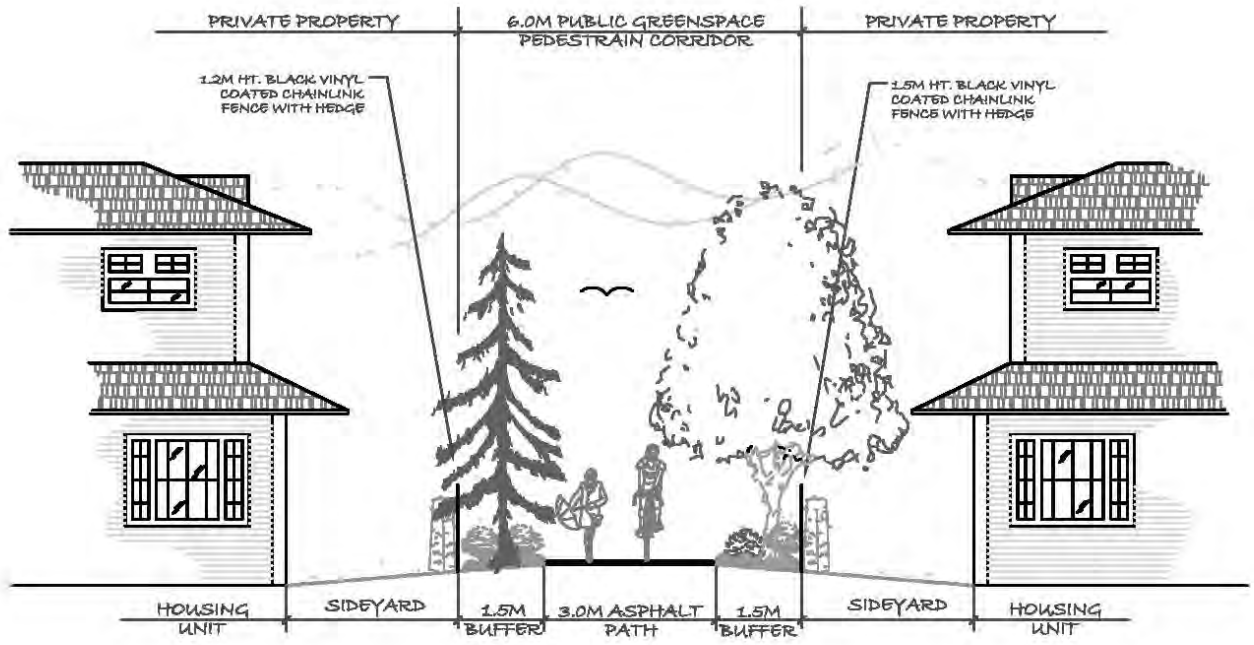


Figure 15: Typical Recreational greenway section

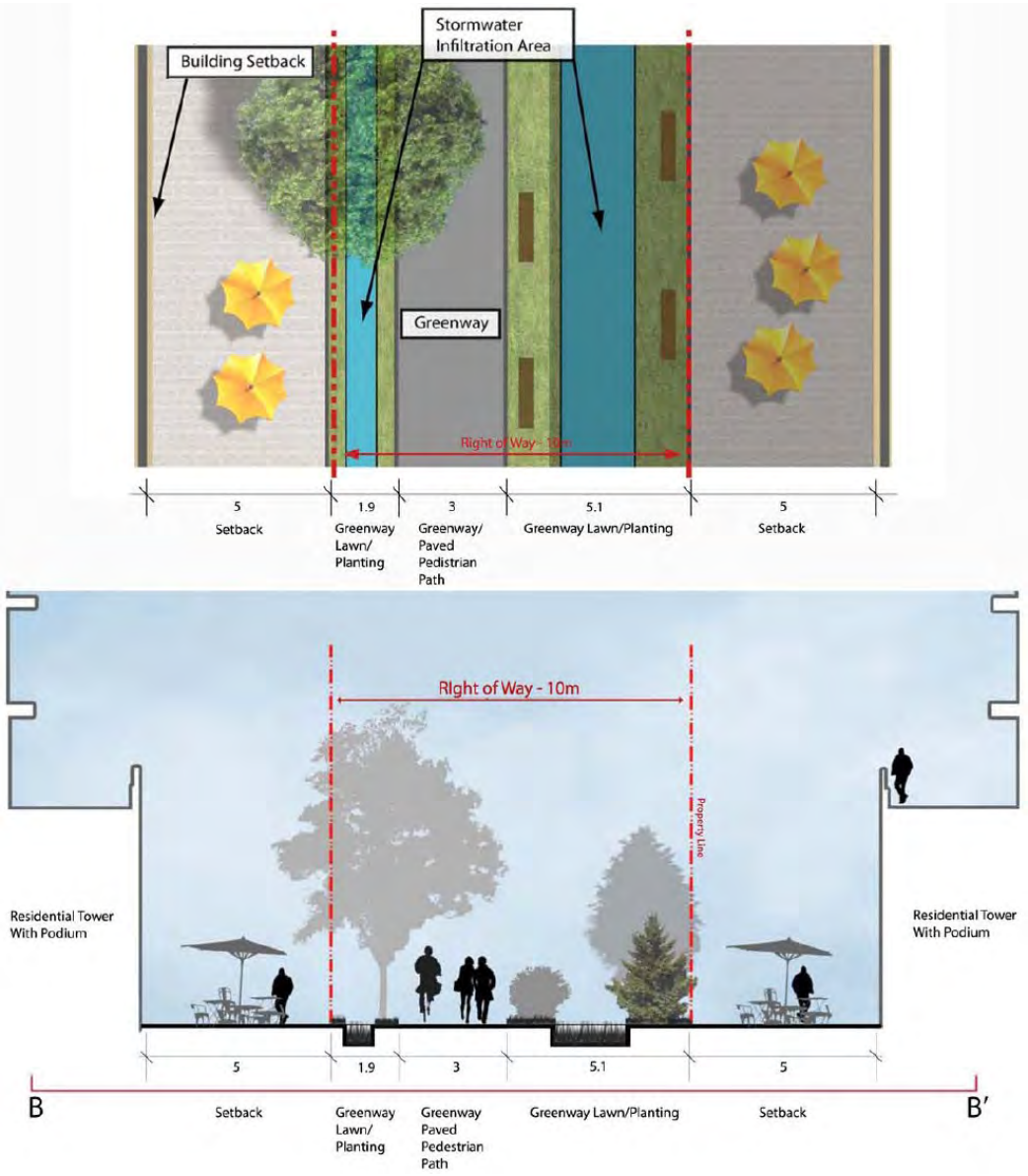


Figure 16: Illustrated cross section o the recreational greenway on 78B Avenue

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.

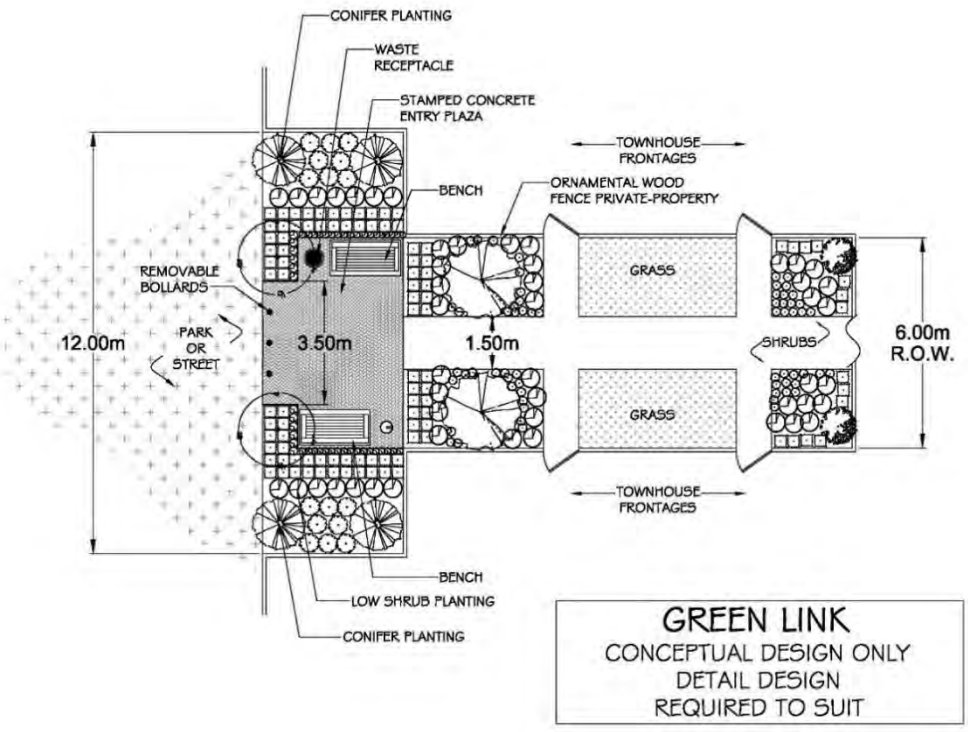


Figure 17: Typical Green links

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 • 4.5 m wide minimum dedication adjacent to ground floor commercial uses • 3.0 m wide multi-use pathway (MUP) • 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 • 3.0-3.5 m wide MUP, concrete path • Greenway bulges are counted as part of the greenway area required • 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) • 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 • 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 • A dedicated 4.0 m boulevard within the road right-of-way must be provided adjacent to the greenway • 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 • Greenway bulges are counted as part of the greenway area required. • 3.0 m MUP • 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 • 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) • 4.0 m MUP
Creek Greenway	Generally	• 4.5 m minimum dedication • 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). • 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 • 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 • 3.0 m MUP • See Figure 22 in Appendix B
Recreational Greenway	Generally	• 6.0 m wide (typical width of right-of-way) • 3.0 m MUP, asphalt path
	78B Avenue	• 10 m wide (see figure 16) • 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) • 3.0 m wide MUP, asphalt path
Ecological Greenway	Generally	• 30.0 m wide • 3.0 m wide MUP, asphalt path close to one side
Enhanced Sidewalks	Generally	• Within the road dedication • 2.0 m wide buffer between the curb and sidewalk • 3.0 m wide MUP • 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 • 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.

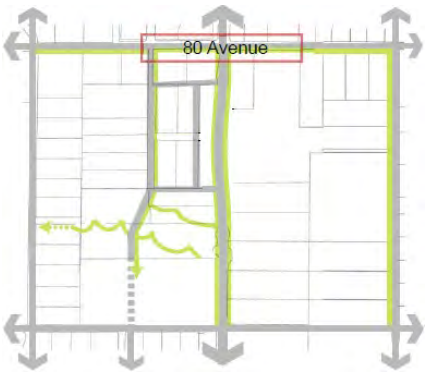
- Amenity Cost Charges (ACCs)
  ACC rates are set by the Township's ACC Bylaw No. 6115, as amended or replaced, collected to provide amenities including community and recreation facilities. Amenities in the WTCP that these charges will help build include the Ice and Dry Arenas Facility, Convention Centre 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.

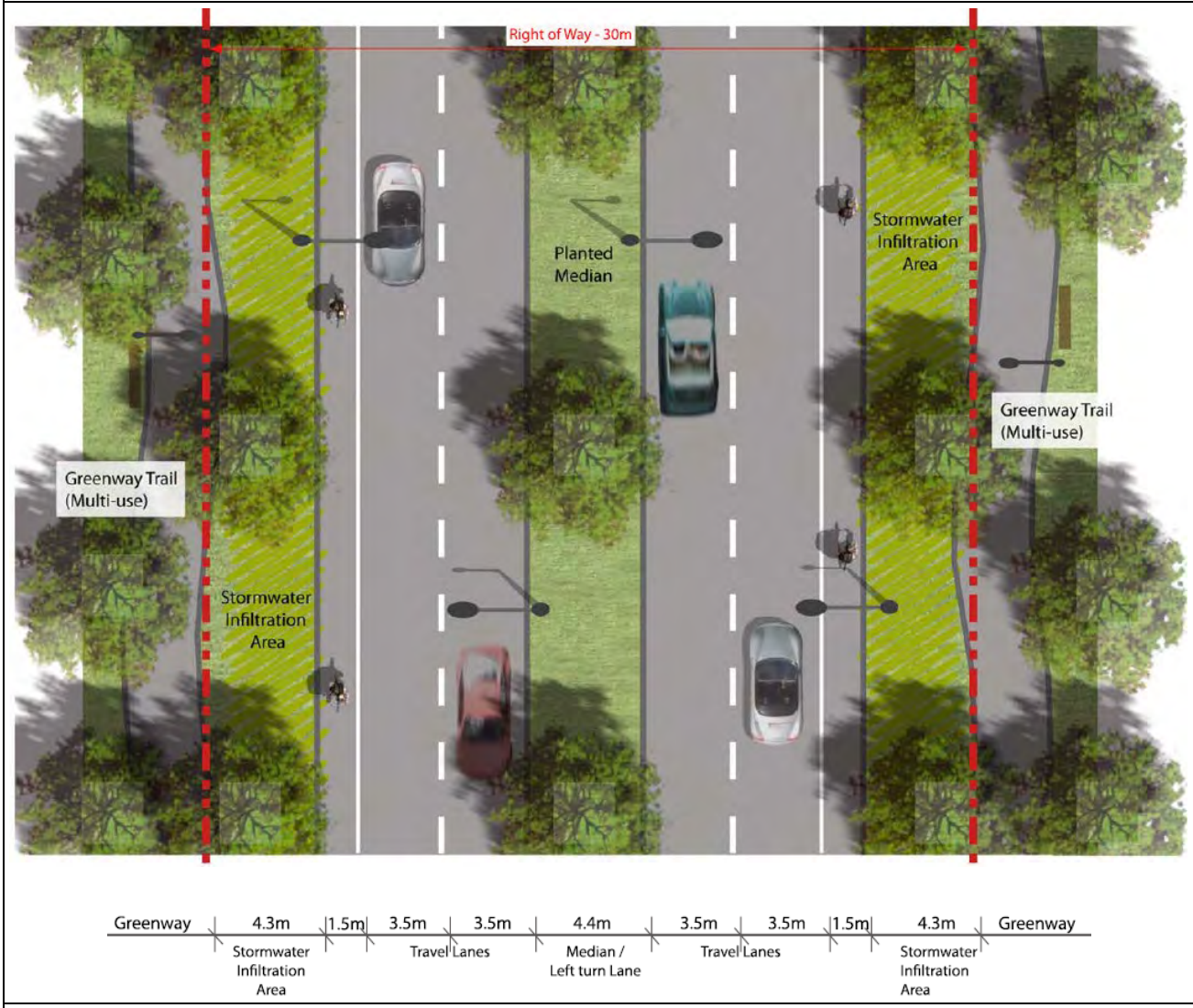
Specifications

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. 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.

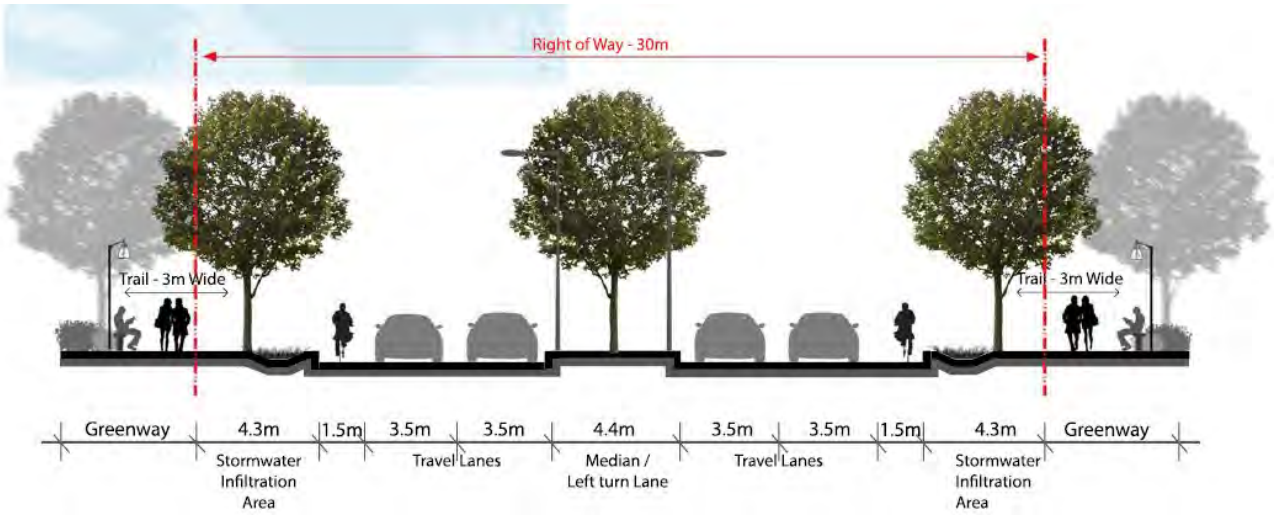
Specifications (Contextual)

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.

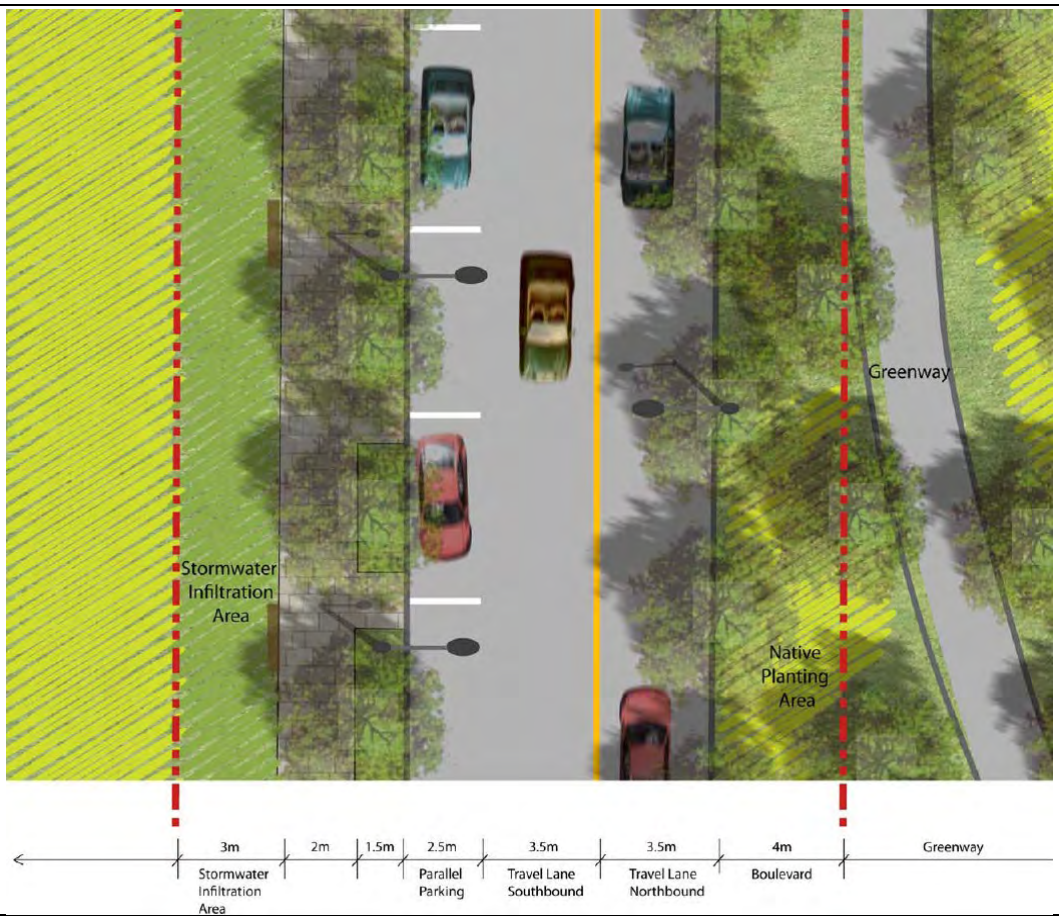
Specifications

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 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 Pedestrian lighting required on Greenway Trail. 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. 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

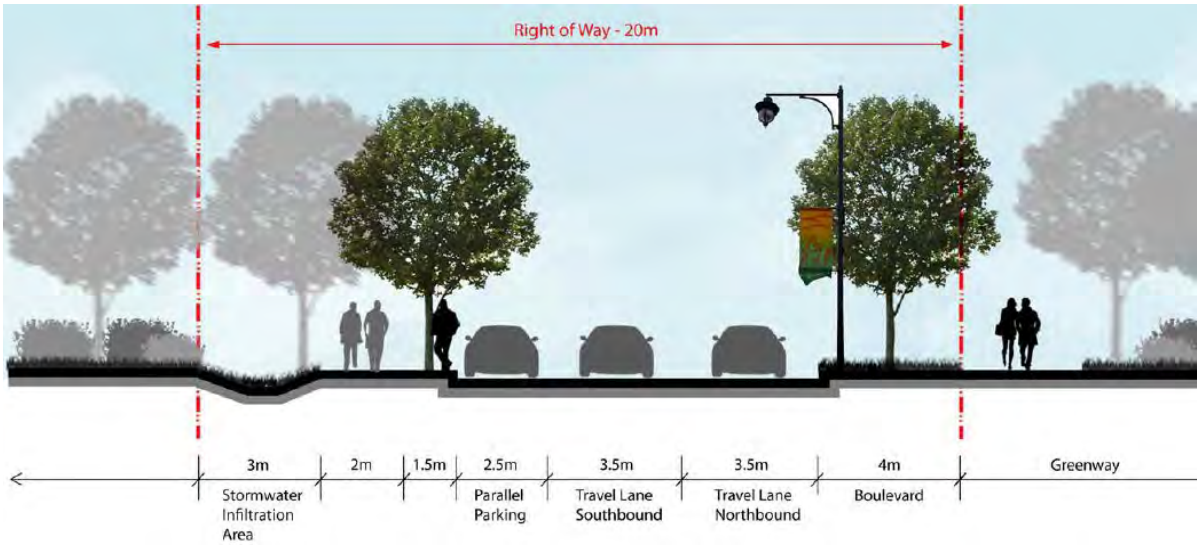
Specifications (Contextual)

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. 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.

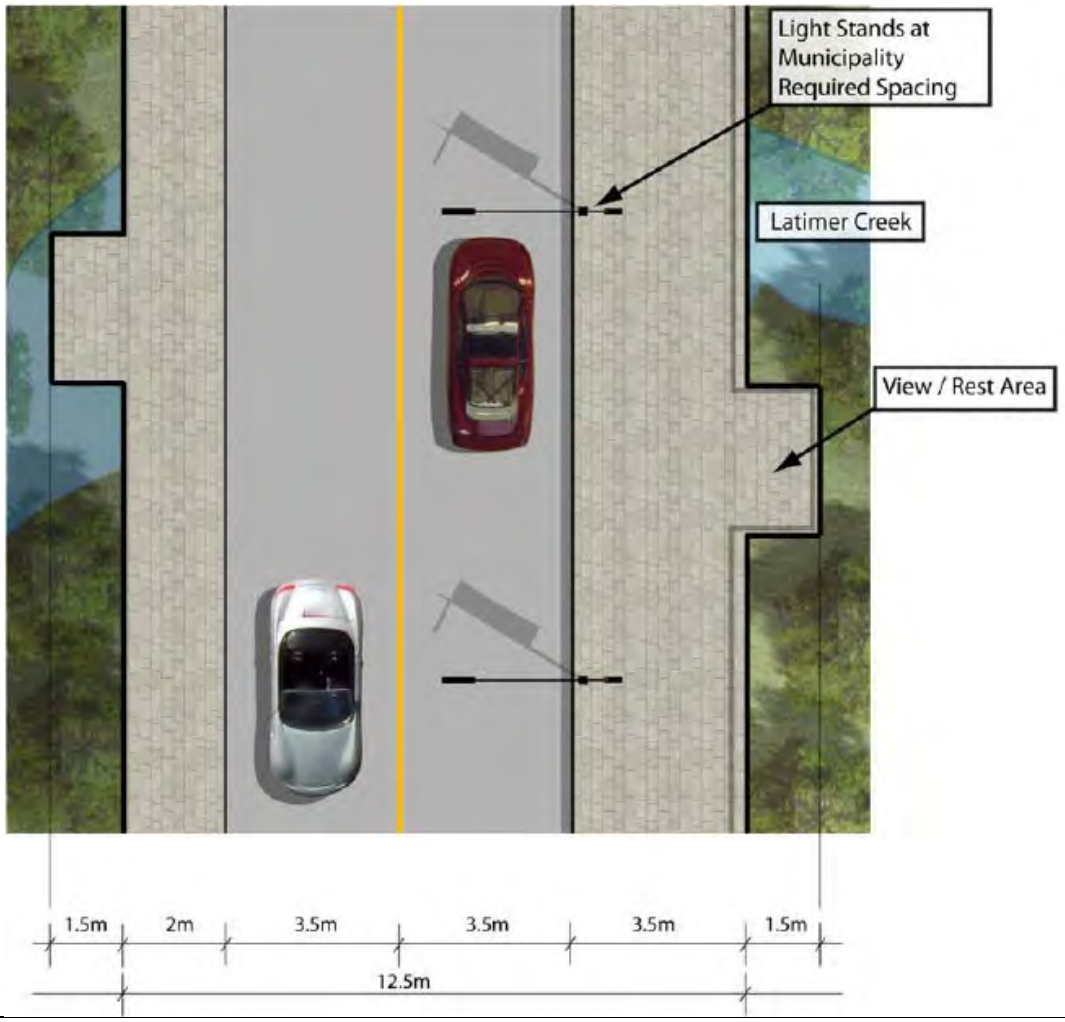
Specifications

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 3.5 metres wide on east side 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 Pedestrian Lighting to be integrated with Street Lighting. 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

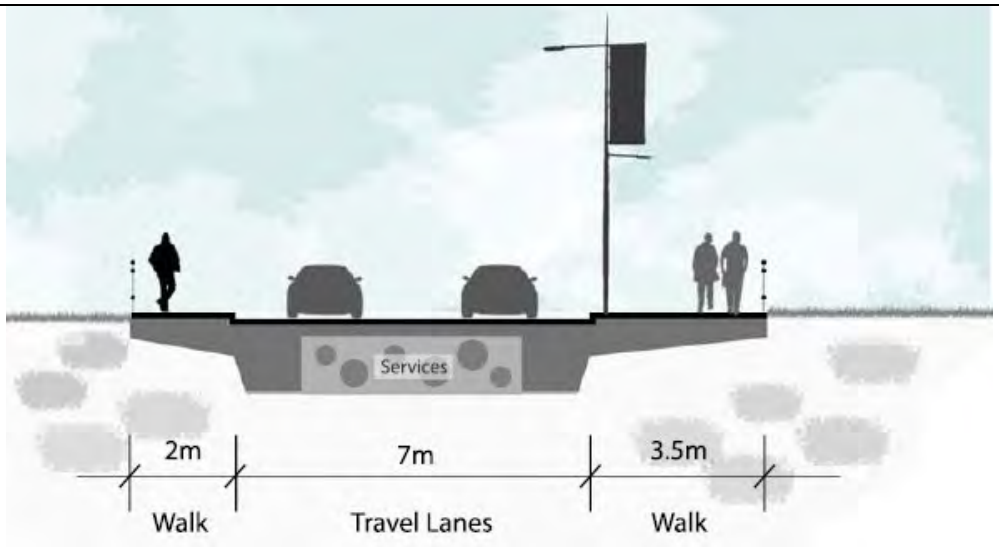
Specifications (Contextual)

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. 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.

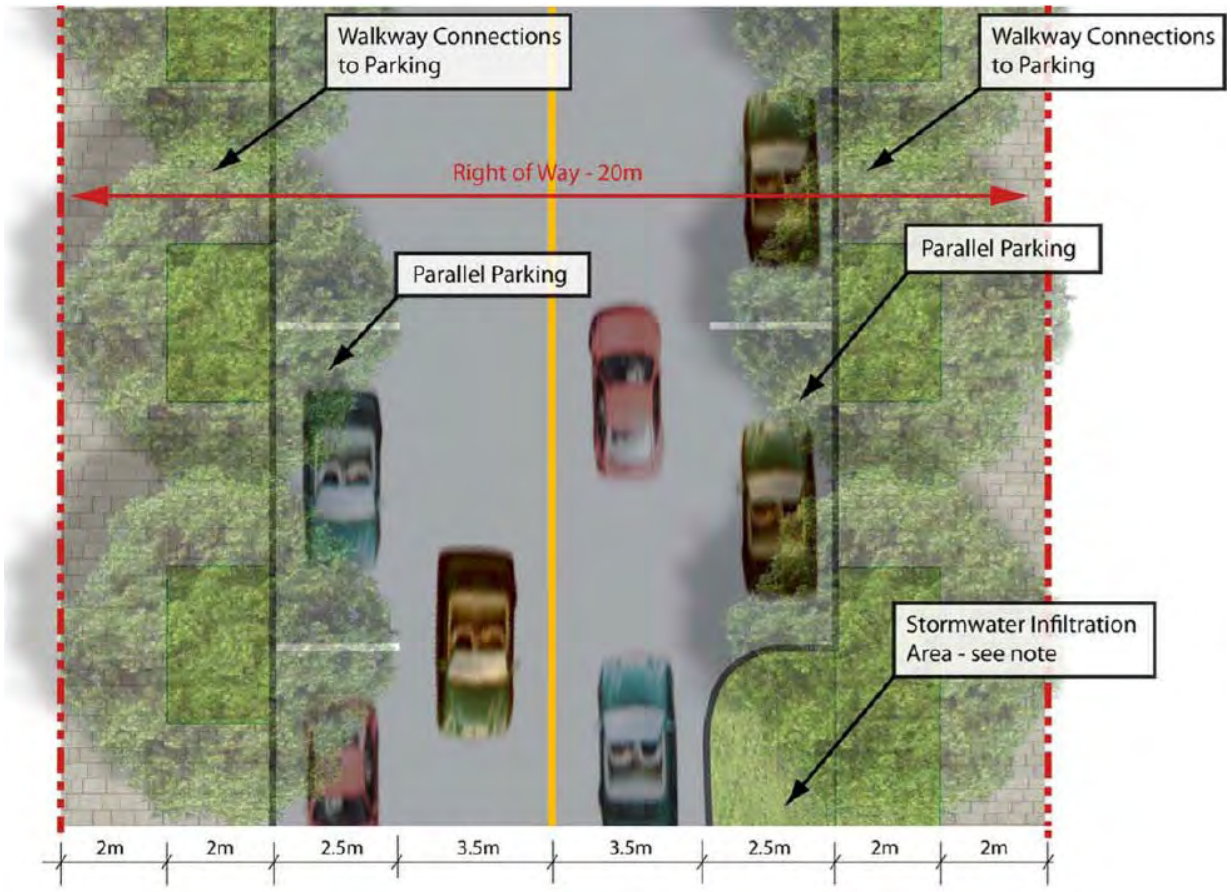
Specifications

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”). 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. Bulges as appropriate to limit parking at intersections and driveways.
Lighting	Light levels to comply with the Transportation Association of Canada. 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. Benches, waste receptacles, tree grates, tree guards, bicycle racks, etc

Specifications (Contextual)

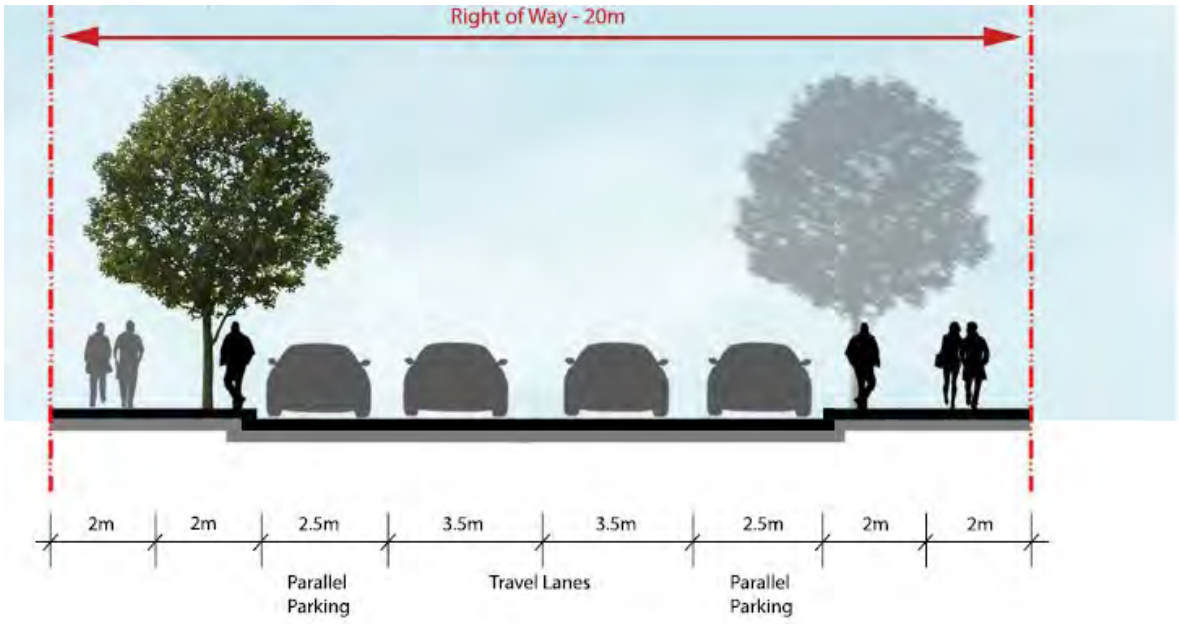
Building Orientation	All buildings facing the street
Recreation / Open Space	All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping	A single row of street 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.

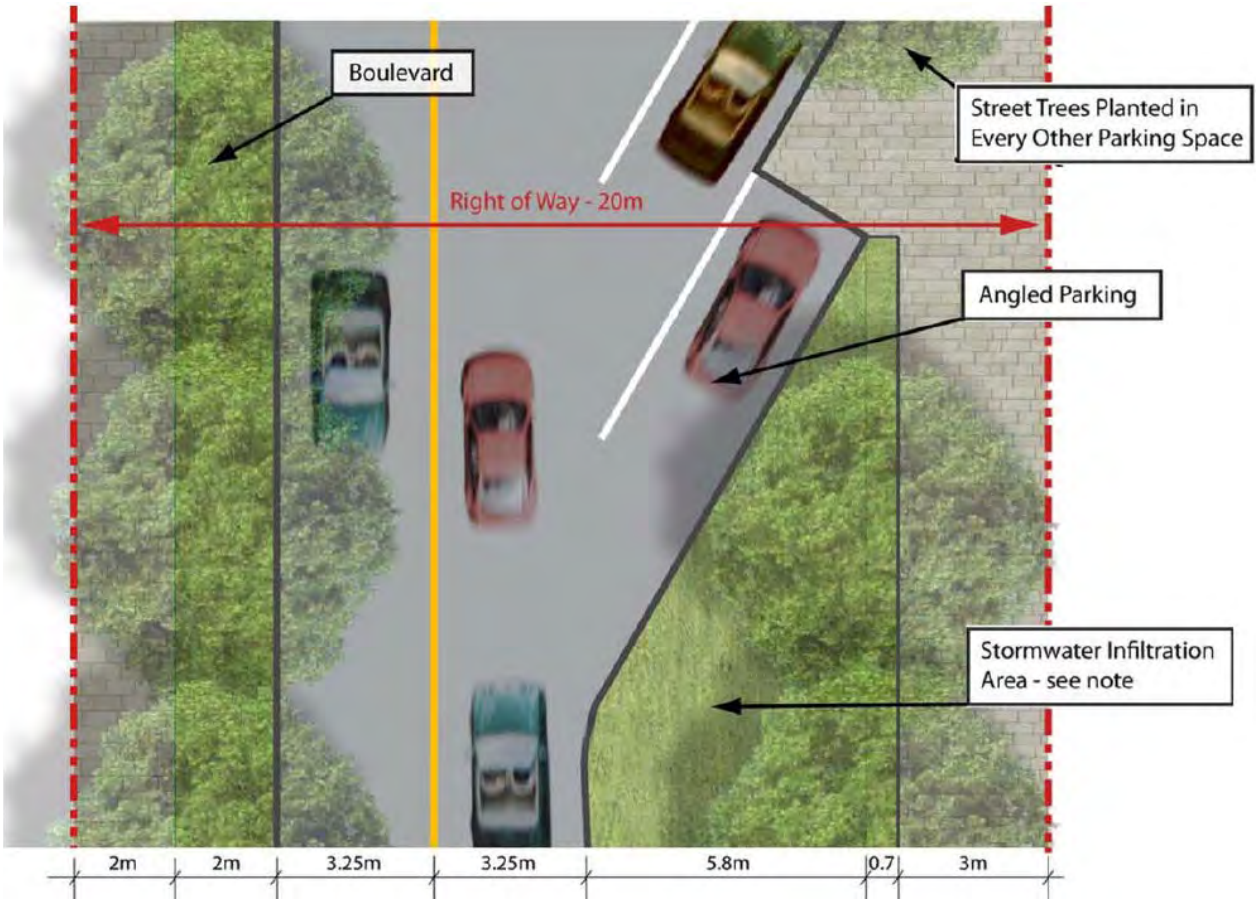
Specifications

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. 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 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)

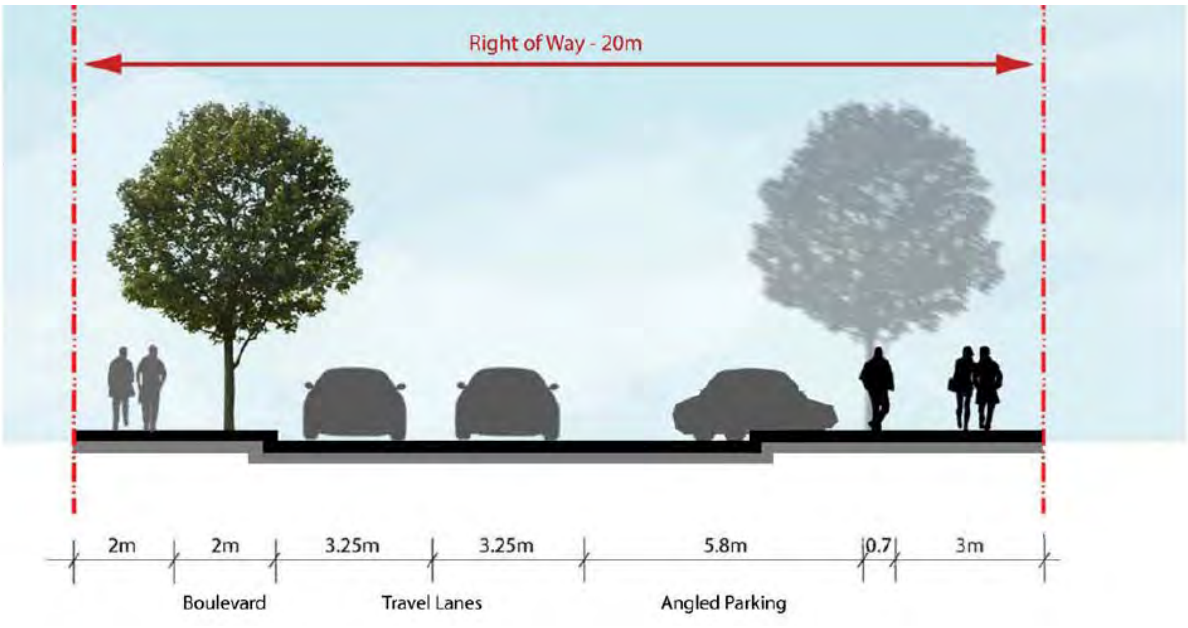
Building Orientation	All buildings facing the street, Residential / mixed use: buildings facing the street
Recreation / Open Space	All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian 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)

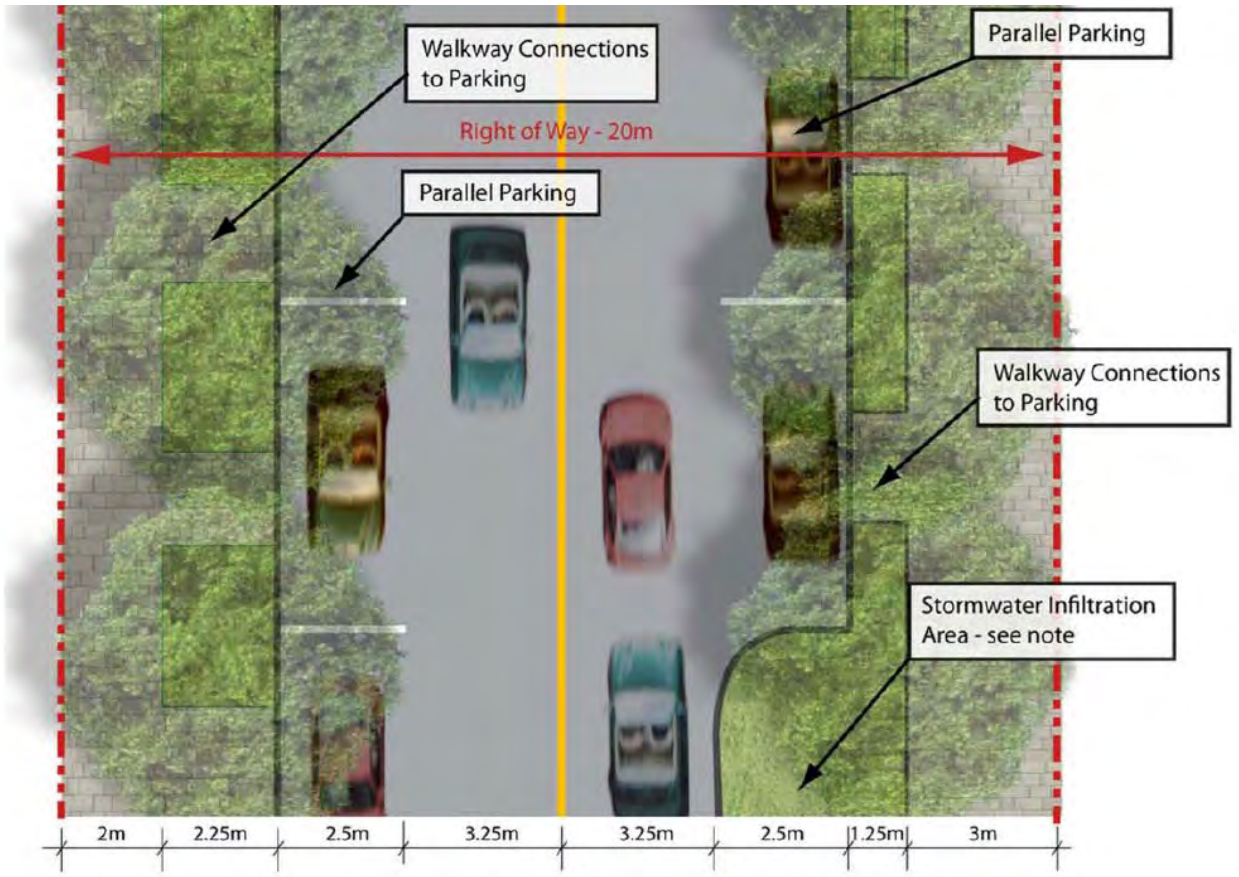


Note: Use native and native-like plant species only in stormwater infiltration areas

Typical Cross-Section (Angled Parking)

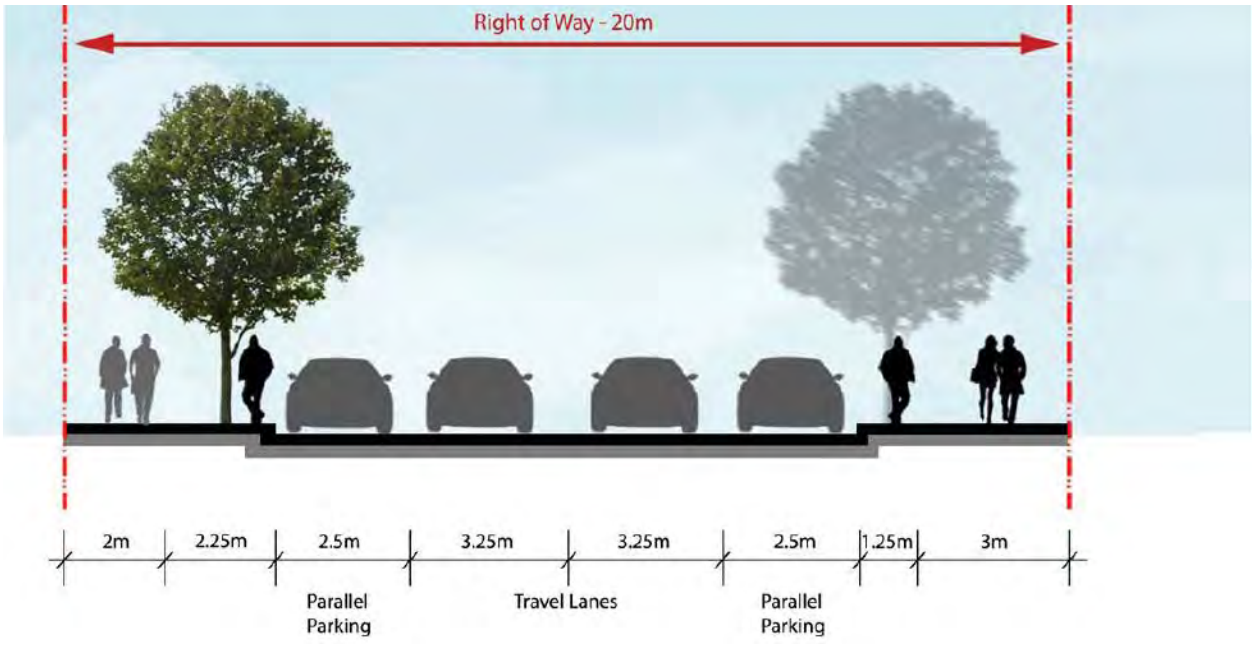


Plan View (Parallel Parking)



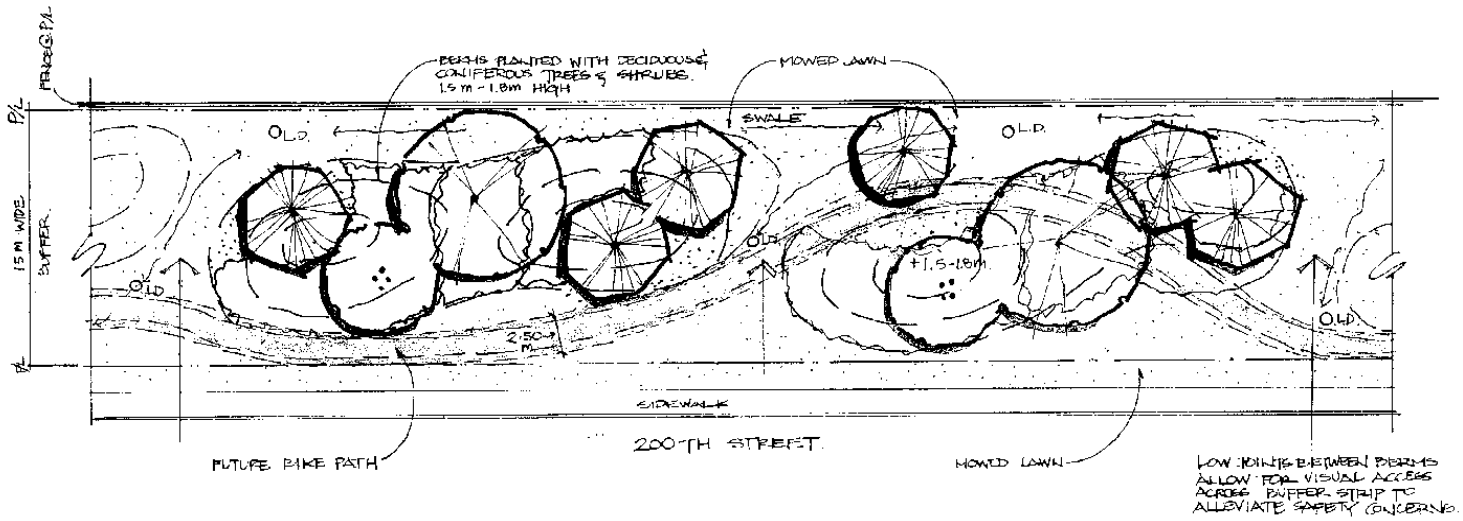
Note: Use native and native-like plant species only in stormwater infiltration areas

Typical Cross-Section (Parallel Parking)

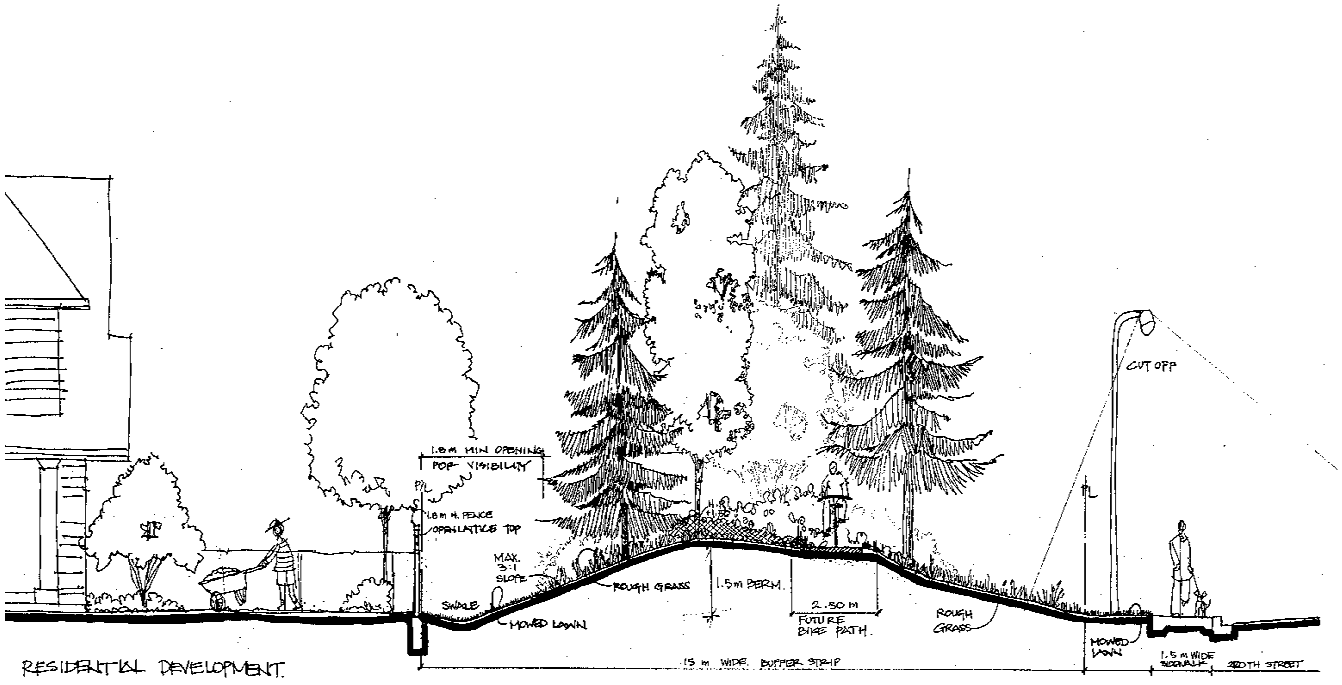


Appendix B

Figure 18: 200 Street Greenway – 15m ROW

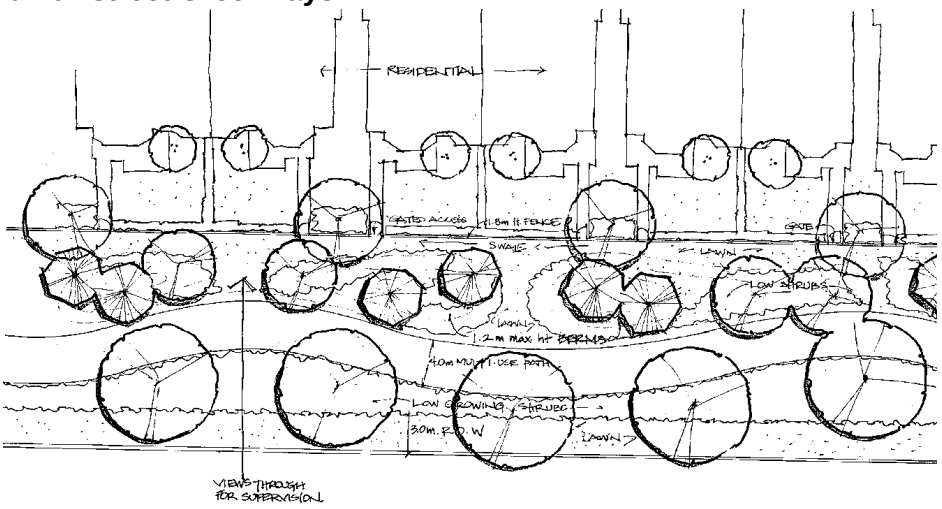


Plan view showing planted berms

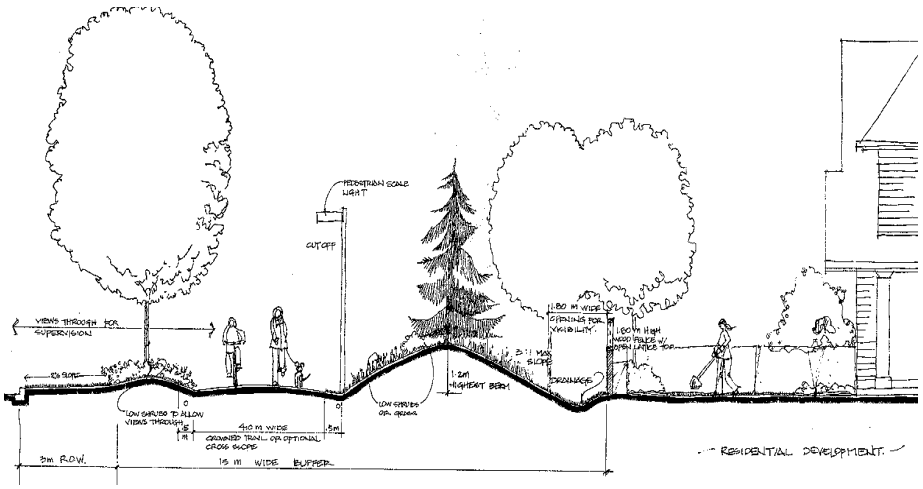


Section showing planted berms

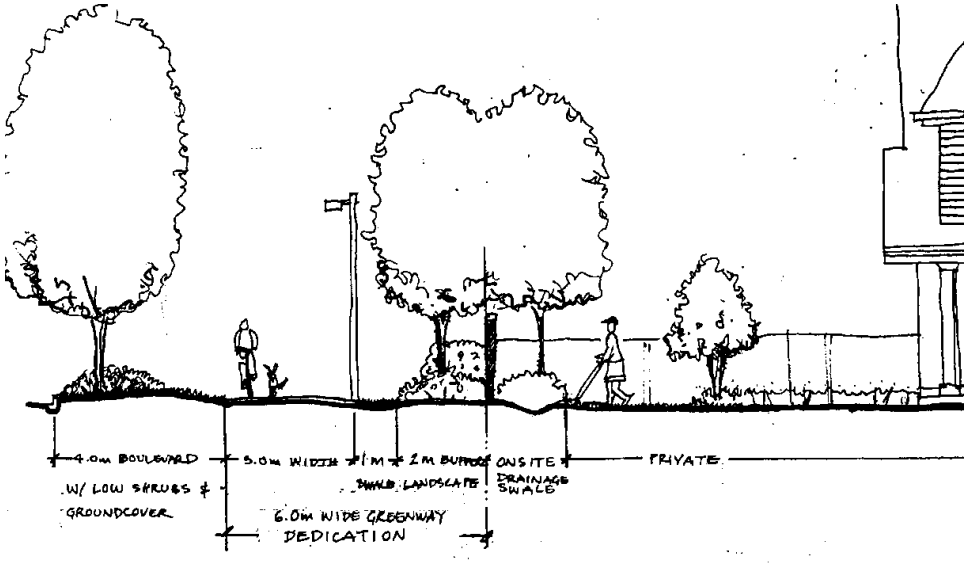
Figure 19: 199 and 201 street Greenways



Plan view showing CPTED considerations

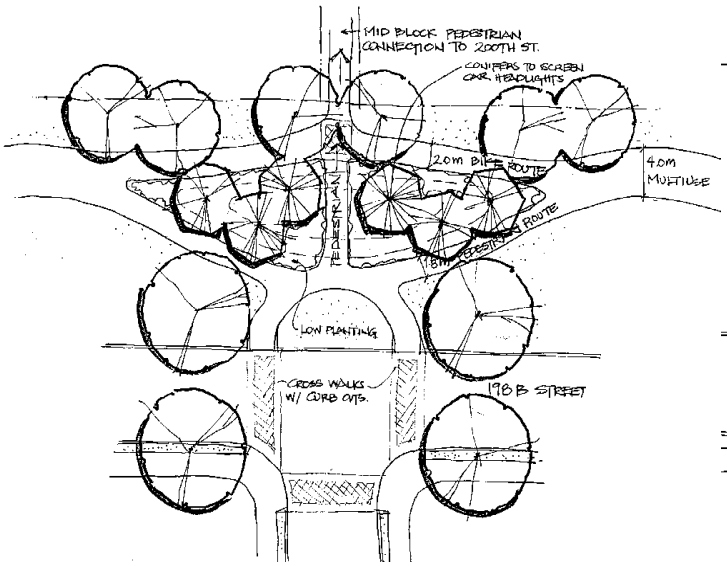


Section showing taller berm for privacy

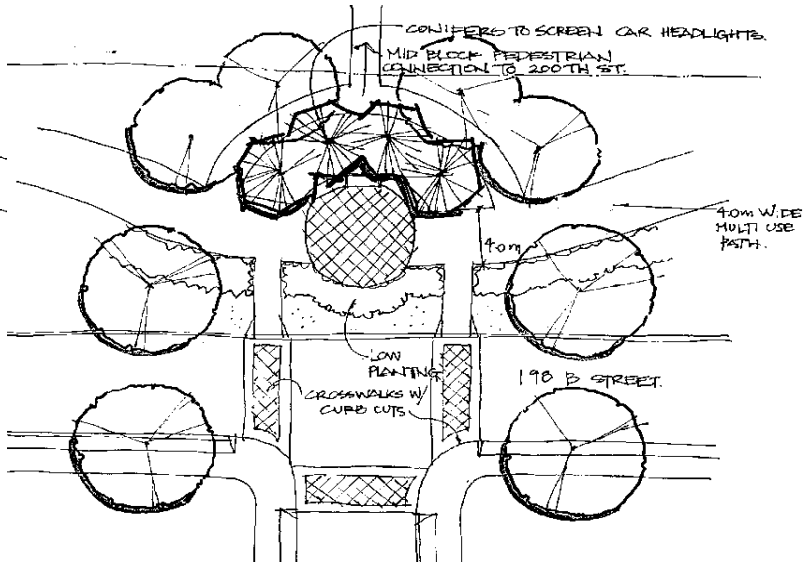


Section showing 6m Right-of-way

Figure 20: Illustrated Mid-block Pedestrian Connection



Option 1: Divided Path at the intersection



Option 2: Combined path at the intersection

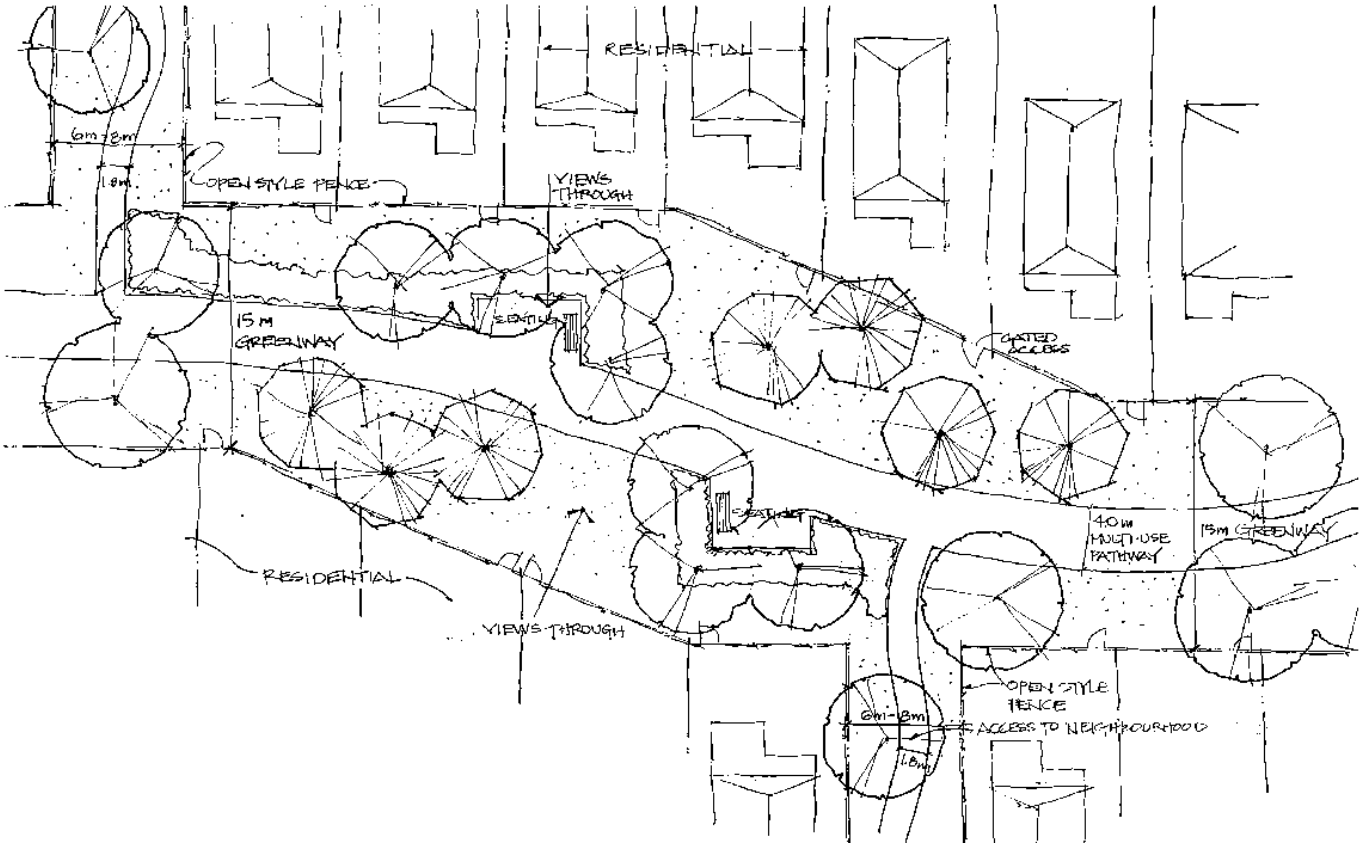


Figure 21: BC Gas Right-of-Way with Multi-use Pathway

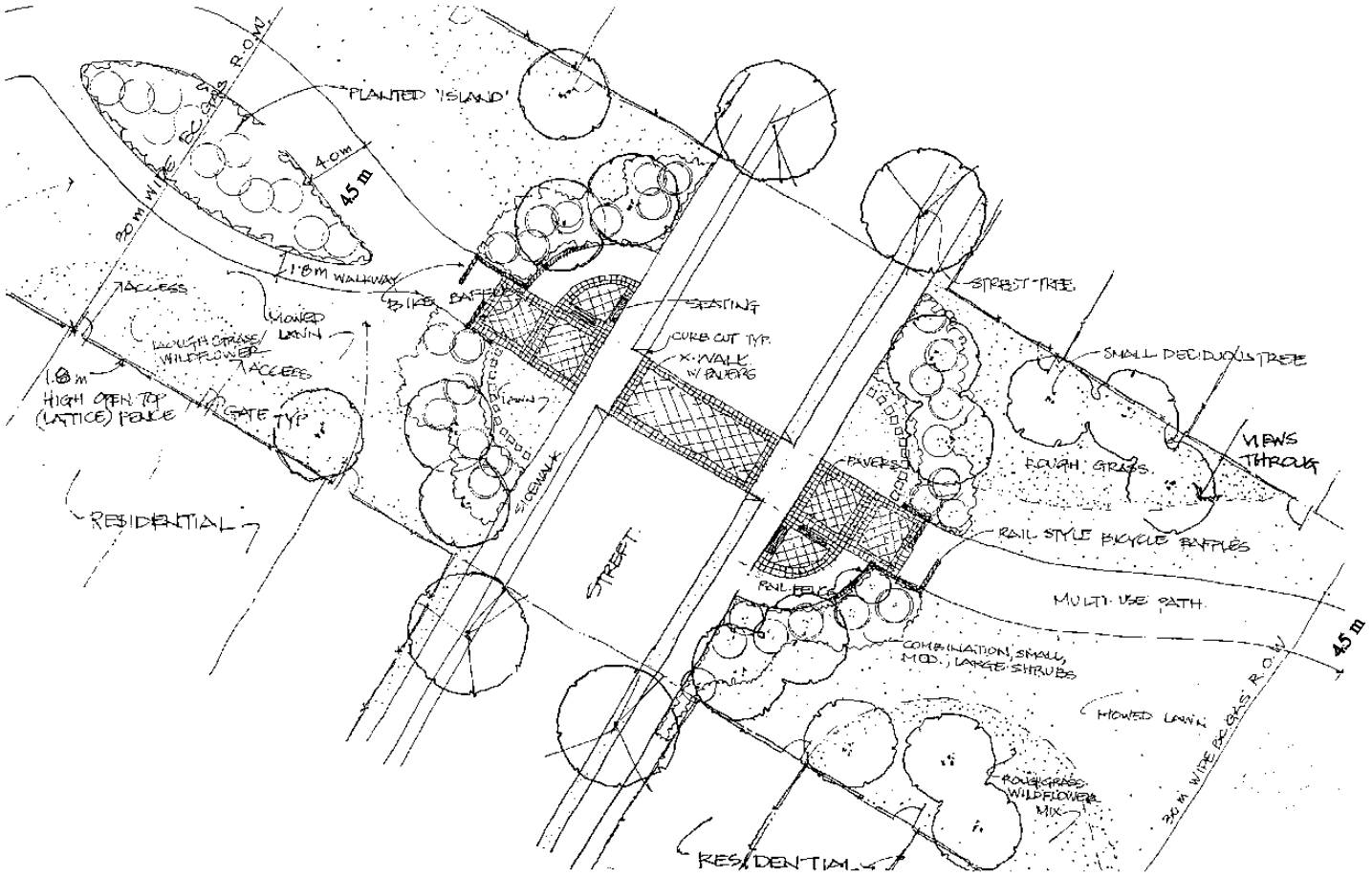
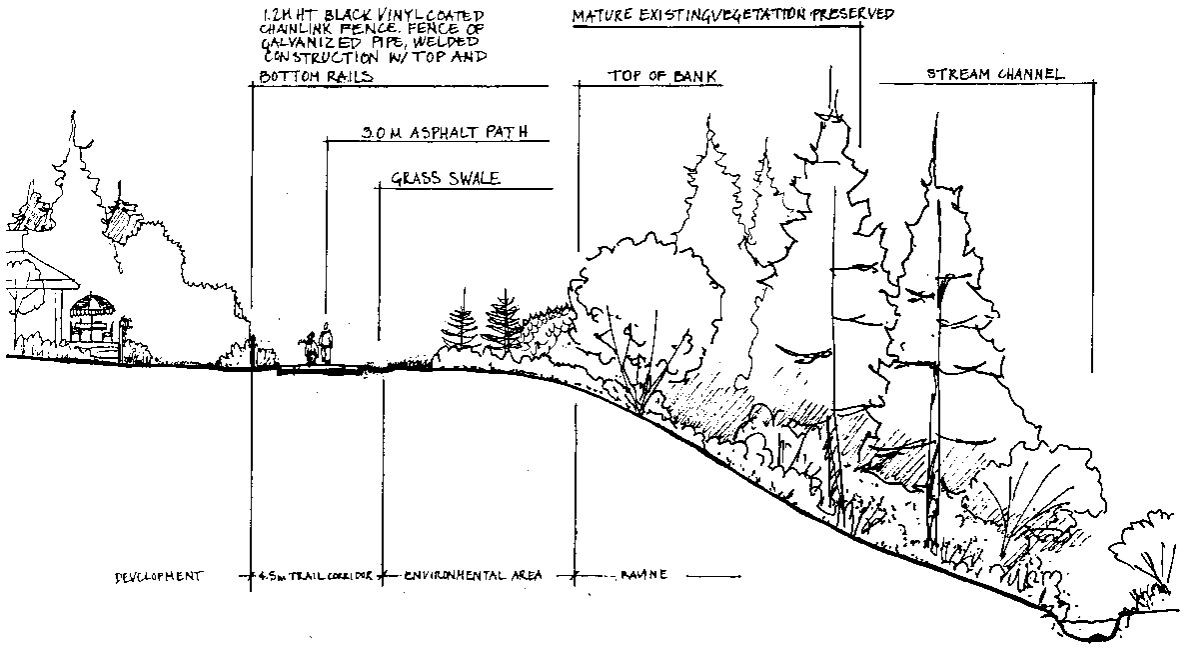
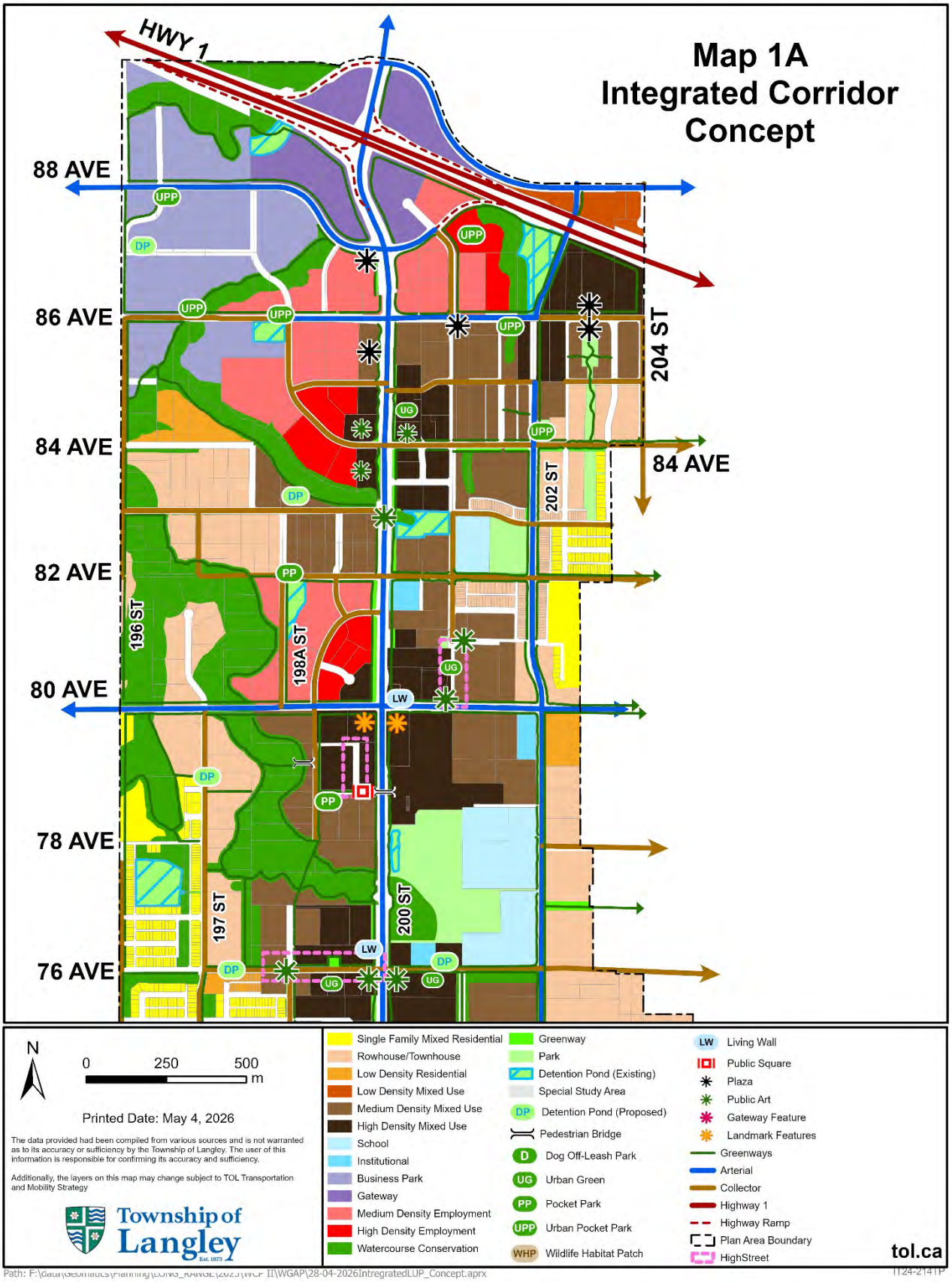
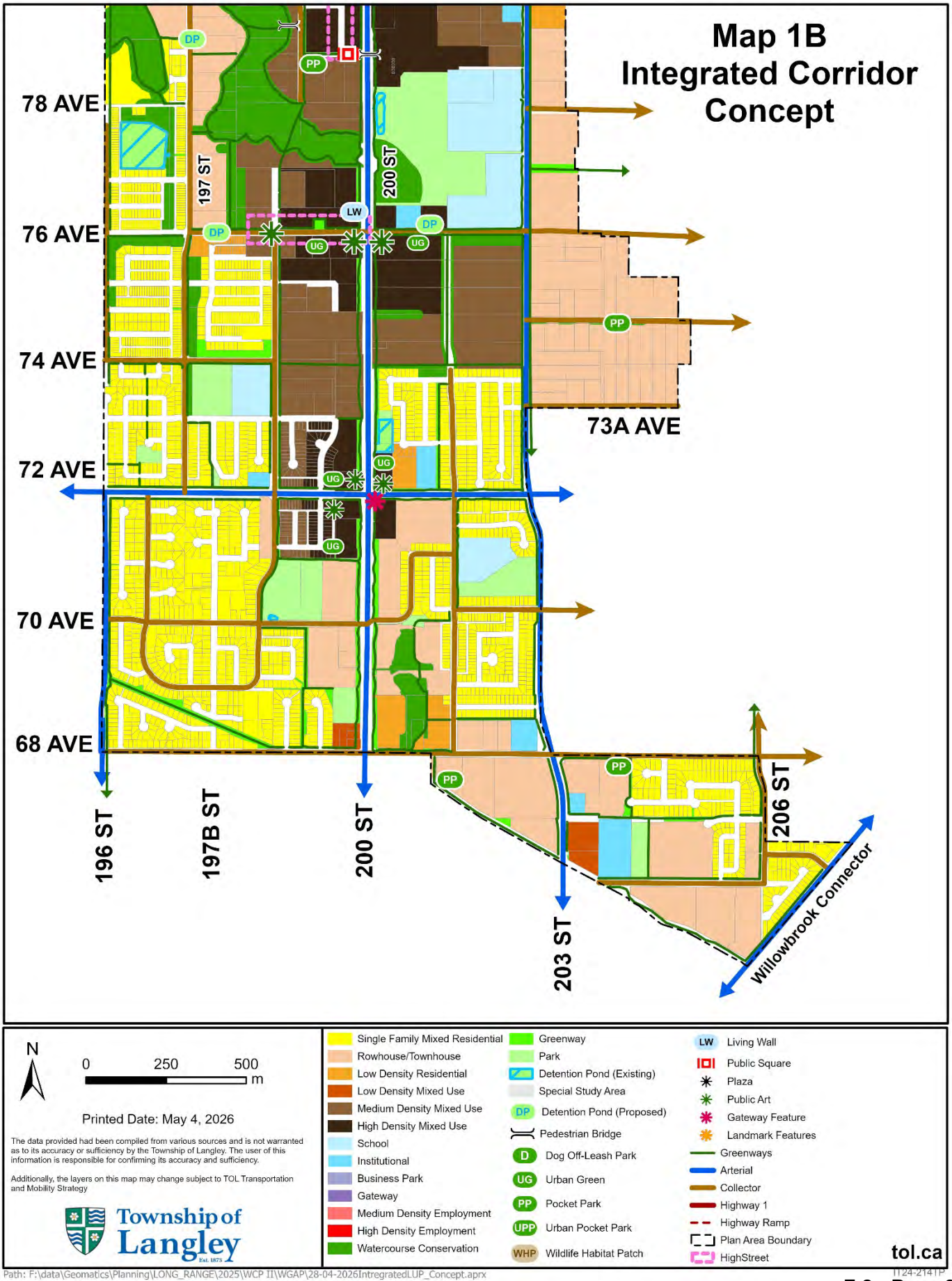


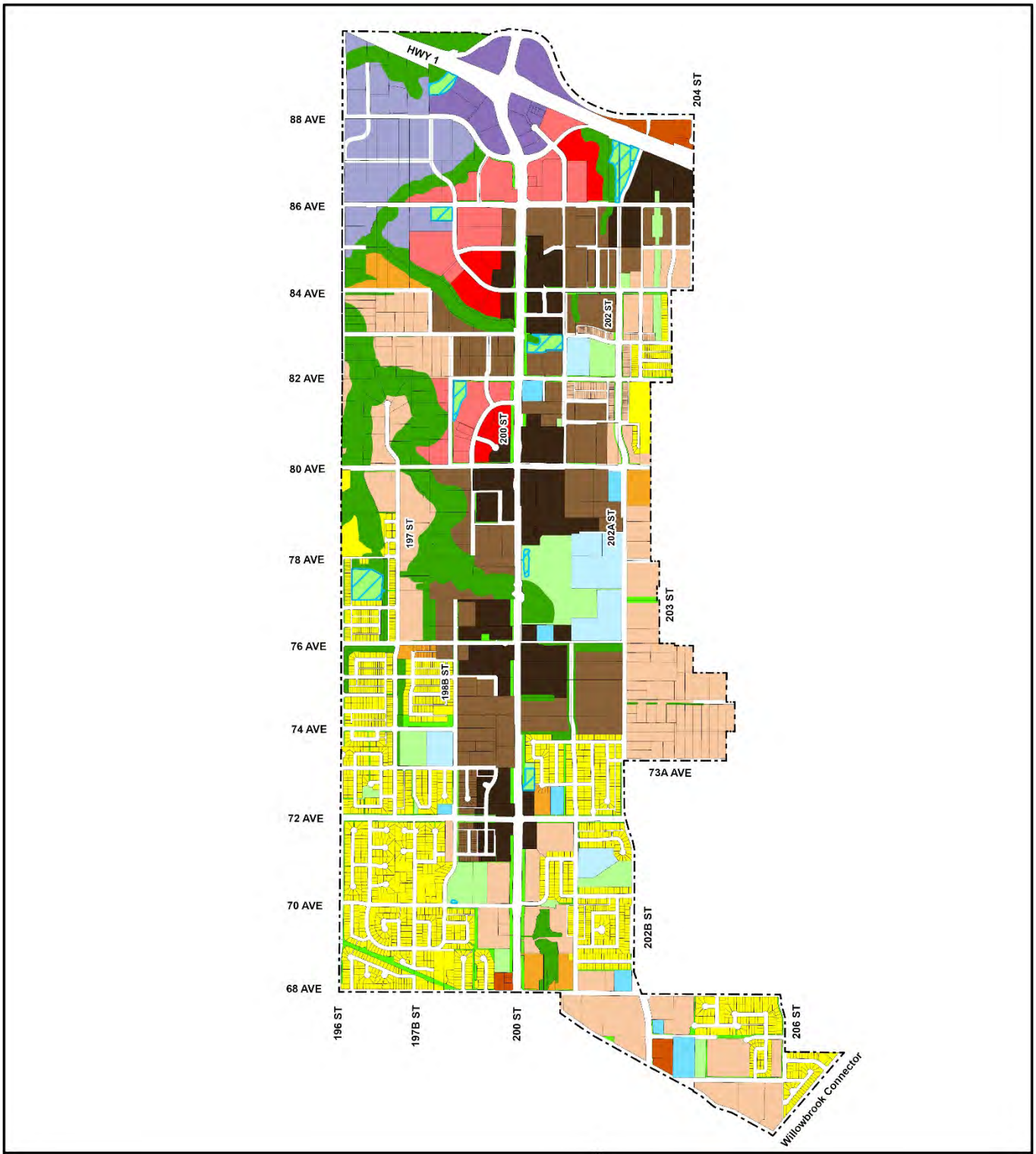
Figure 22: Jeffries brook greenway



Maps

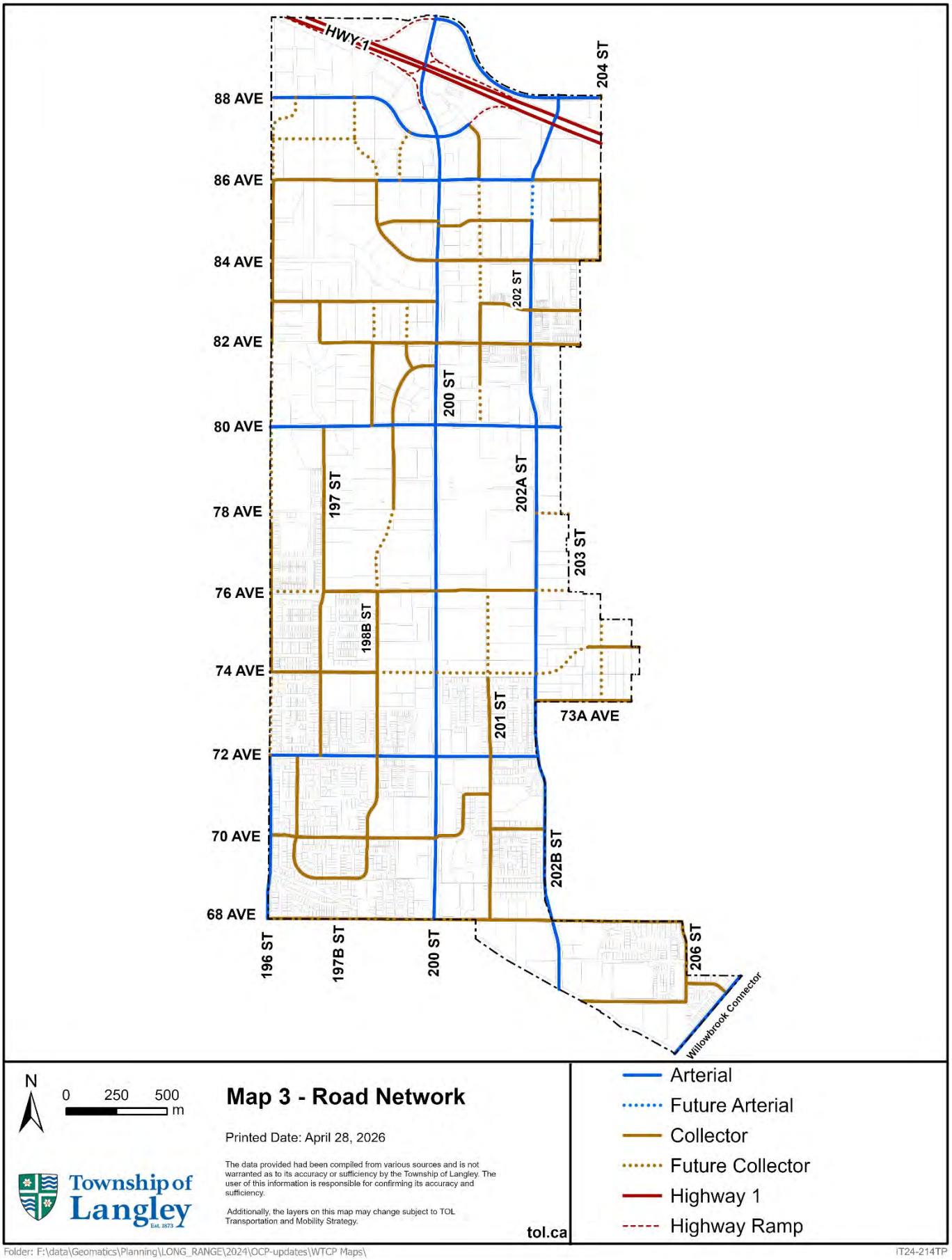

Map 1A
Integrated Corridor Concept
HWY 1
88 AVE
86 AVE
84 AVE
82 AVE
80 AVE
78 AVE
76 AVE
204 ST
202 ST
196 ST
198A ST
197 ST
200 ST
84 AVE
UPP
DP
UG
PP
LW
N
0
250
500
m
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency 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

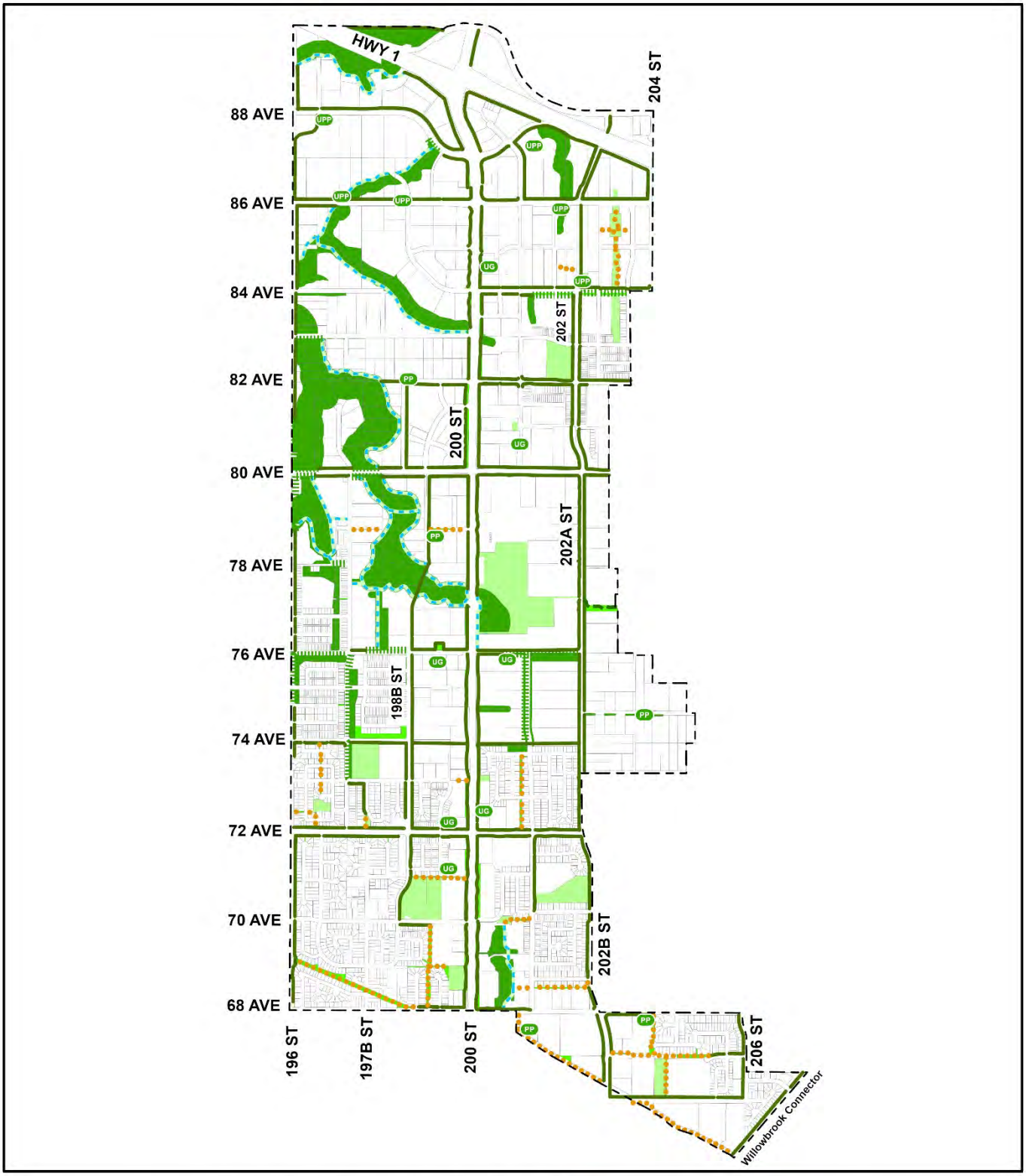

Map 1B
Integrated Corridor Concept
78 AVE
76 AVE
74 AVE
73A AVE
72 AVE
70 AVE
68 AVE
196 ST
197 ST
197B ST
200 ST
203 ST
206 ST
Willowbrook Connector
DP
PP
LW
UG
N
0
250
500
m
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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
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Folder: F:\data\Geomatics\Planning\LONG_RANGE\2024\OCP-updates\WTCP Maps\

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.
Additionally, the layers on this map may change subject to TOL Transportation and Mobility Strategy.
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

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.

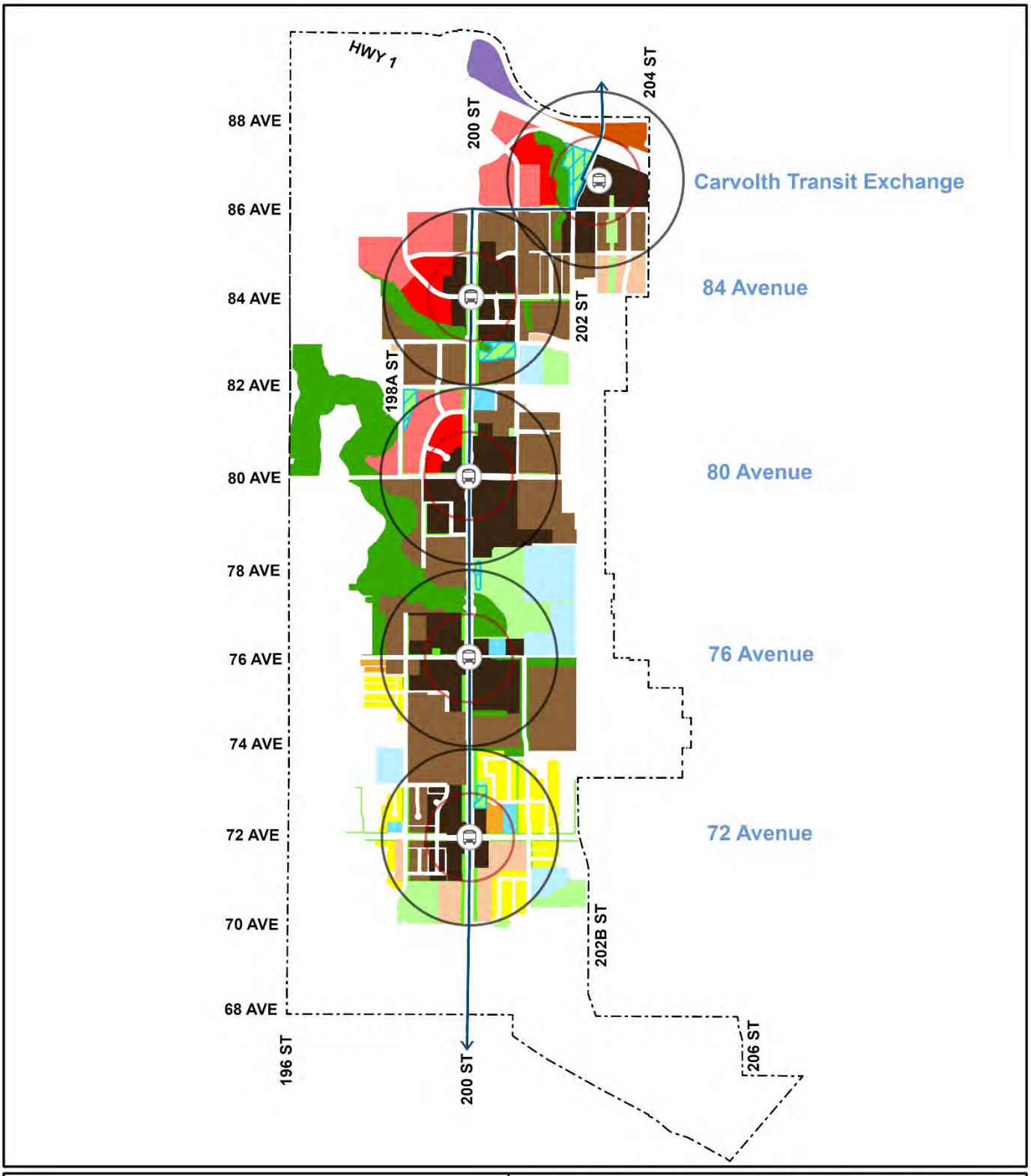
Township of Langley

tol.ca

- 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

Path: F:\data\Geomatics\Planning\LONG_RANGE\2025\WCP II\WGAP\27-04-2026PGOS.aprx

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).

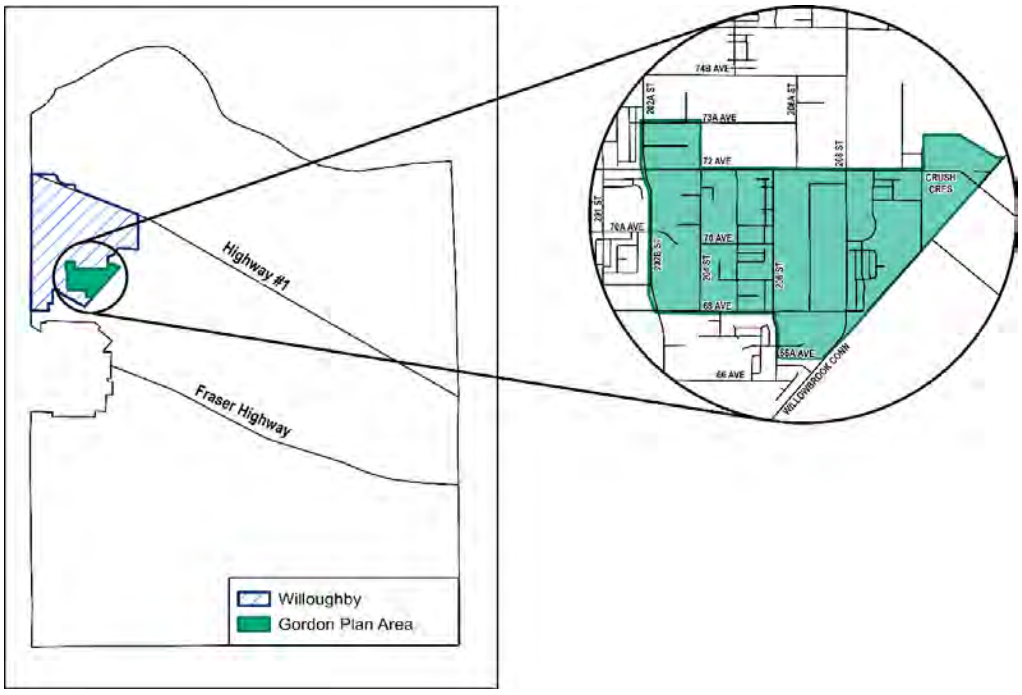


Figure 1: Gordon neighbourhood

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.

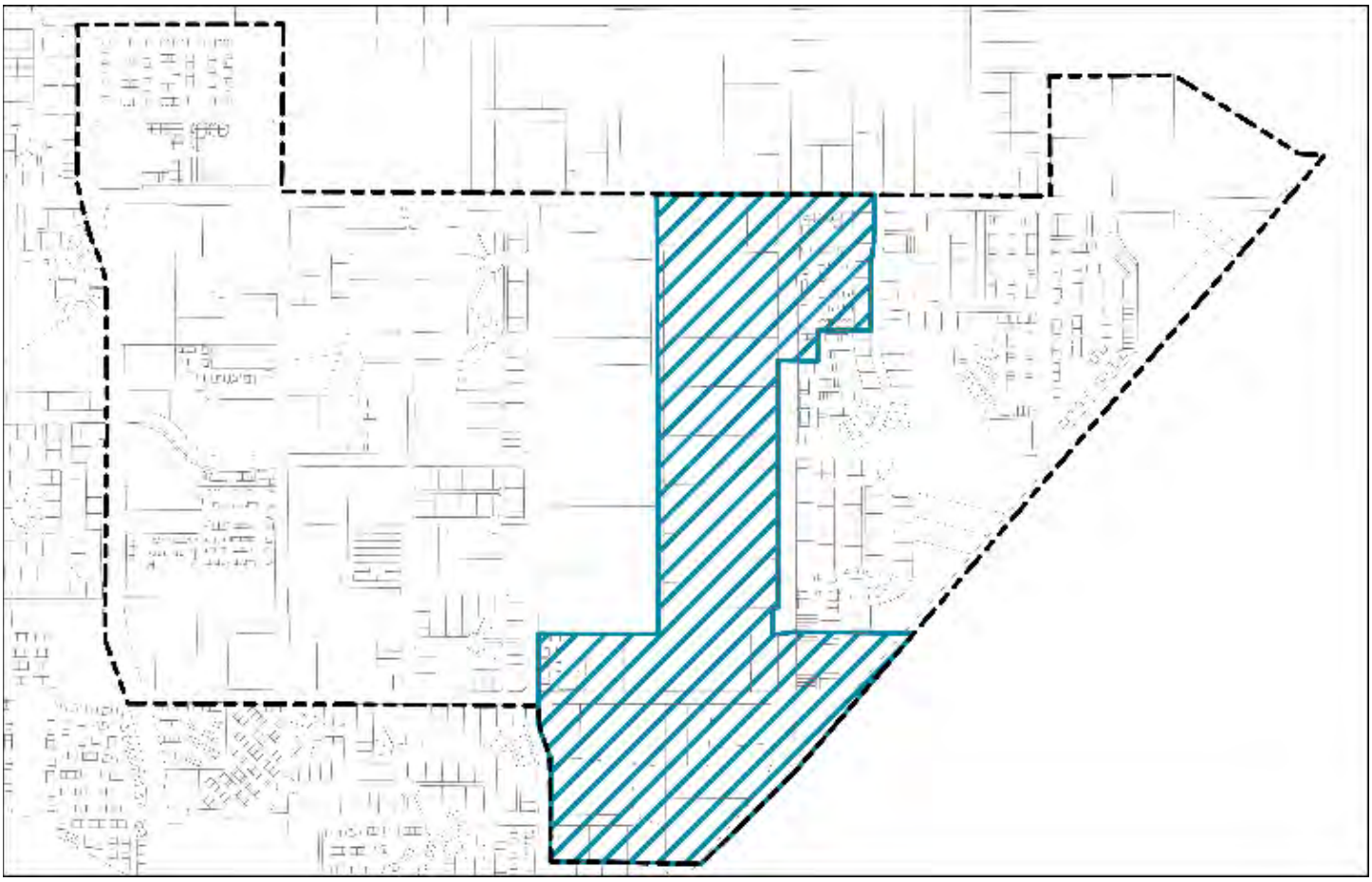


Figure 2: 208 Street Density Review Area

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.

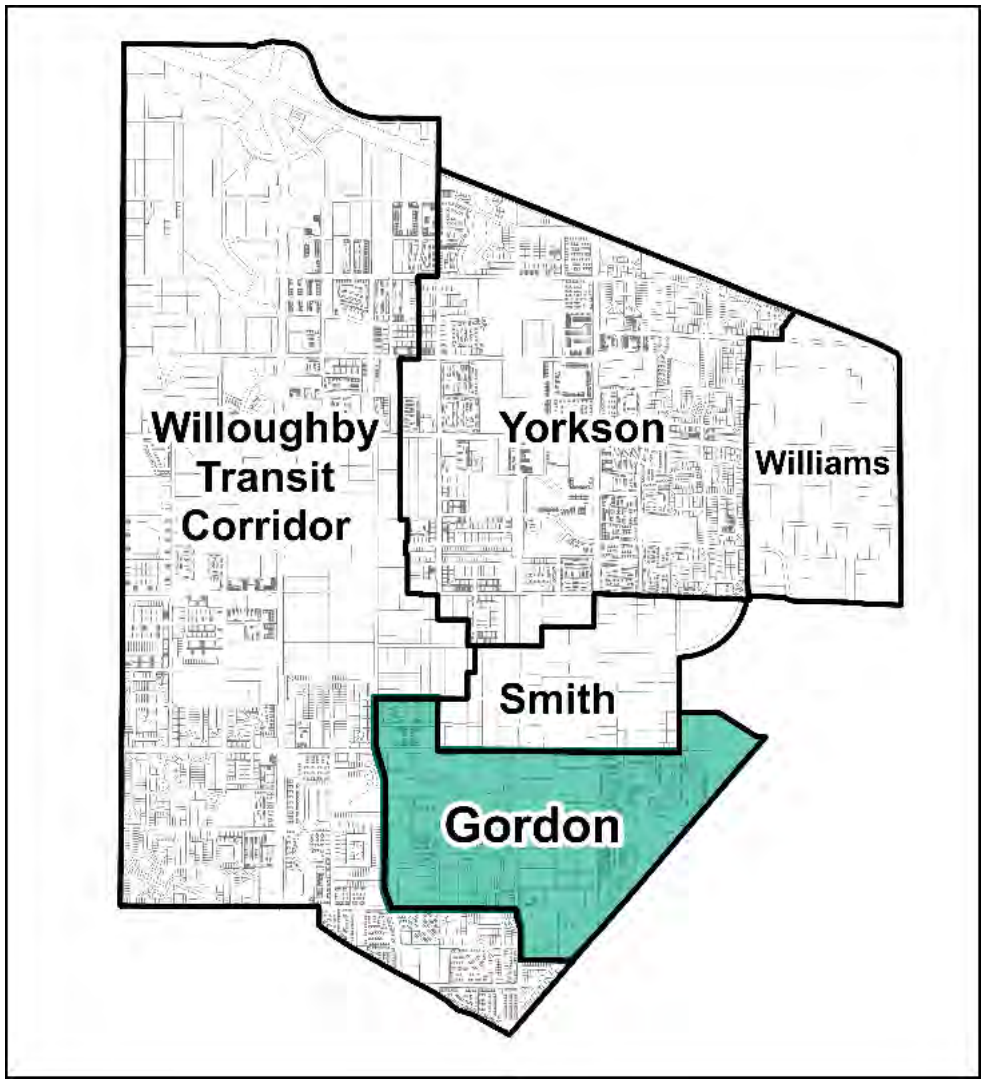


Figure 3: Gordon Neighbourhood within Willoughby

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 371m^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 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

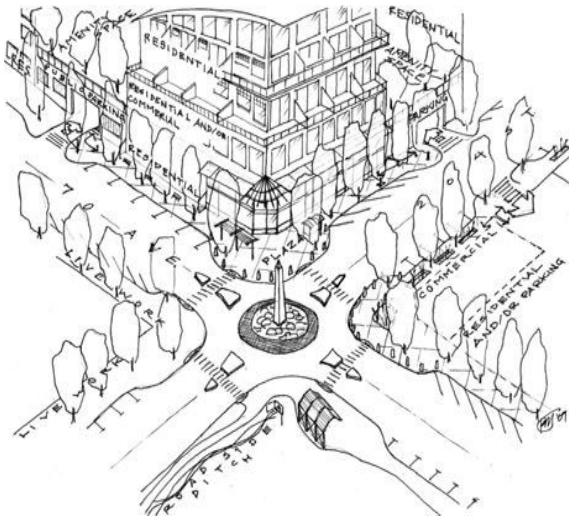


Figure 8: Neighbourhood node (70 Avenue and 204 Street)

- 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.

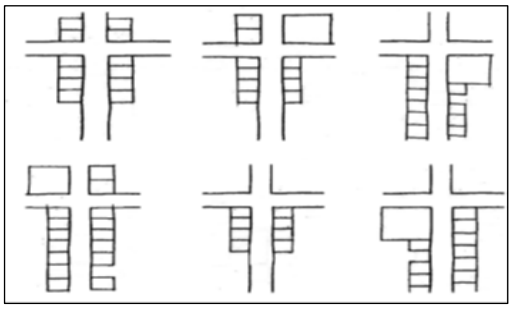


Figure 12: Concept drawing of 207 Street looking north to 68 Avenue

- 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: • Higher Level of Detail: Light Mount & Pole • Streetlamp • Pedestrian Lamp • Signage Integration o "West Gordon" (204 St and 70 Ave) o "North Gordon" (208 St and 72 Ave) o "South Gordon" (207 St and 68 Ave) • Arms for Banners or Baskets	Standard Elements to Contain: • Less Detail: Light Mount & Pole • Streetlamp • 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.

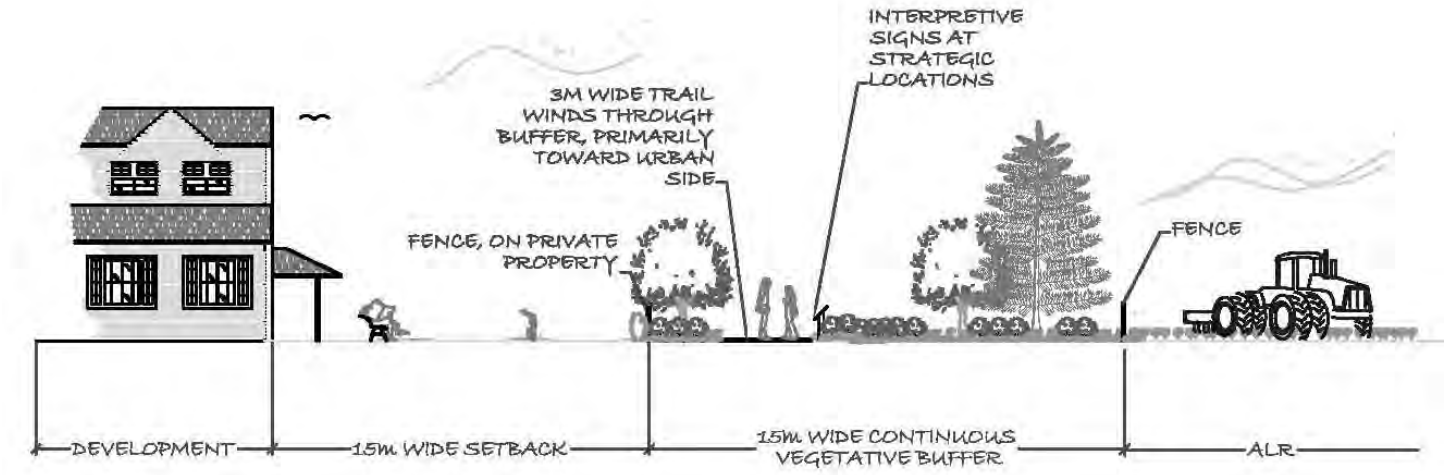


Figure 14: Urban/ALR Interface (15 metre) Cross-Section

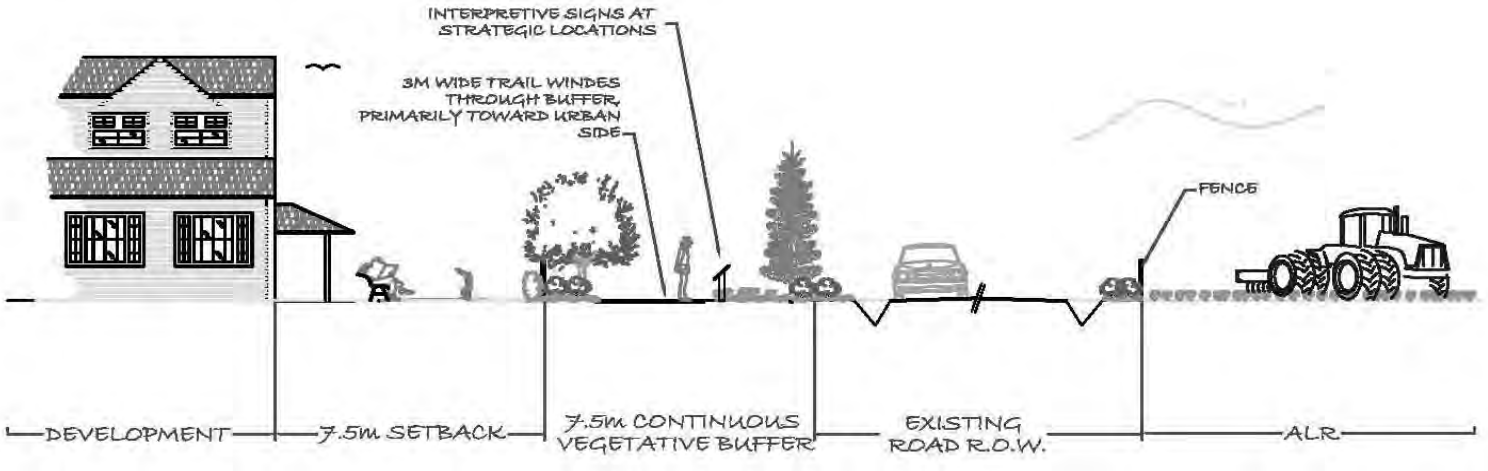


Figure 15: Urban/ALR Interface (7 metre) Cross-Section

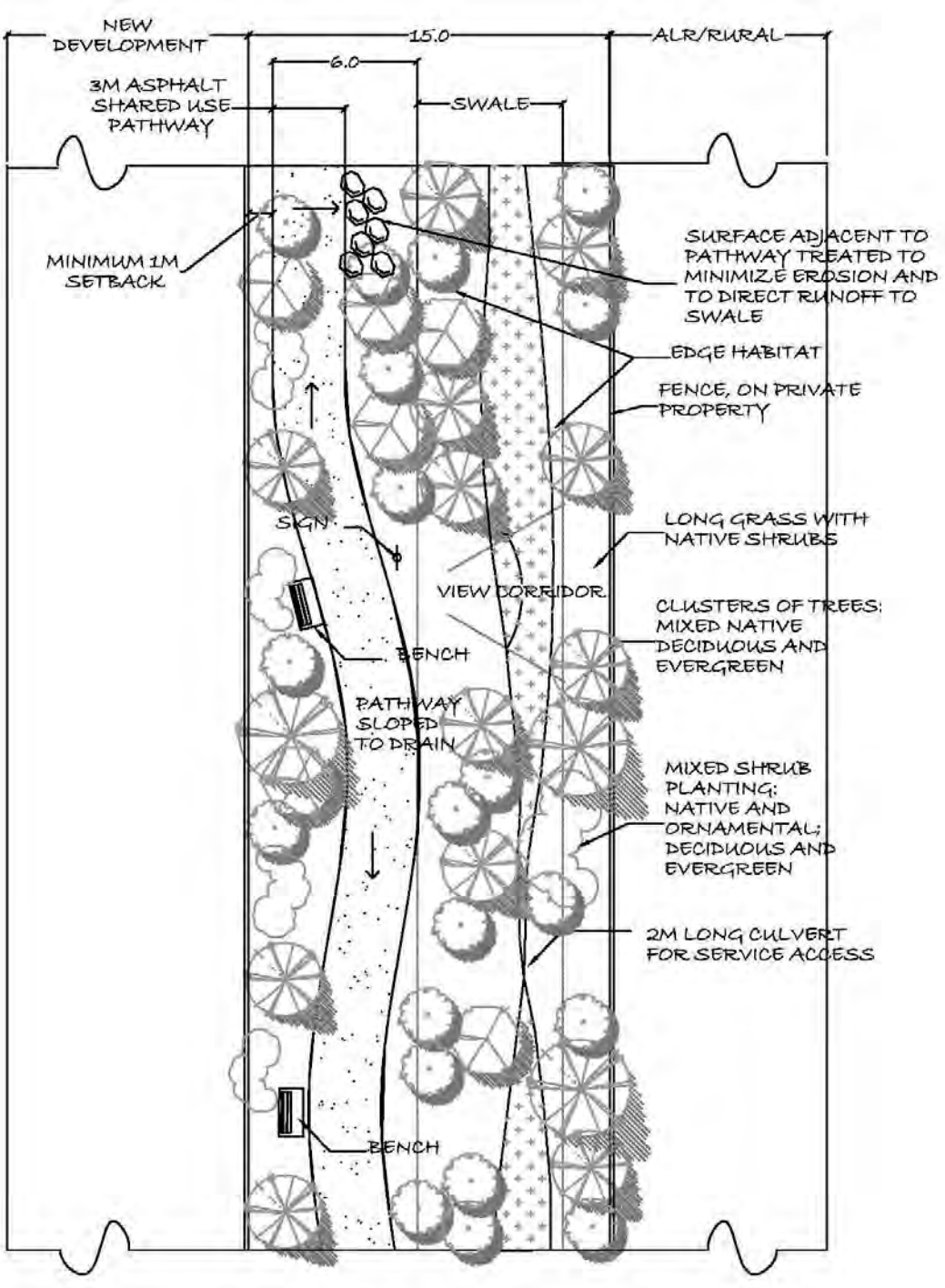


Figure 16: Urban/ALR Interface Plan View

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).

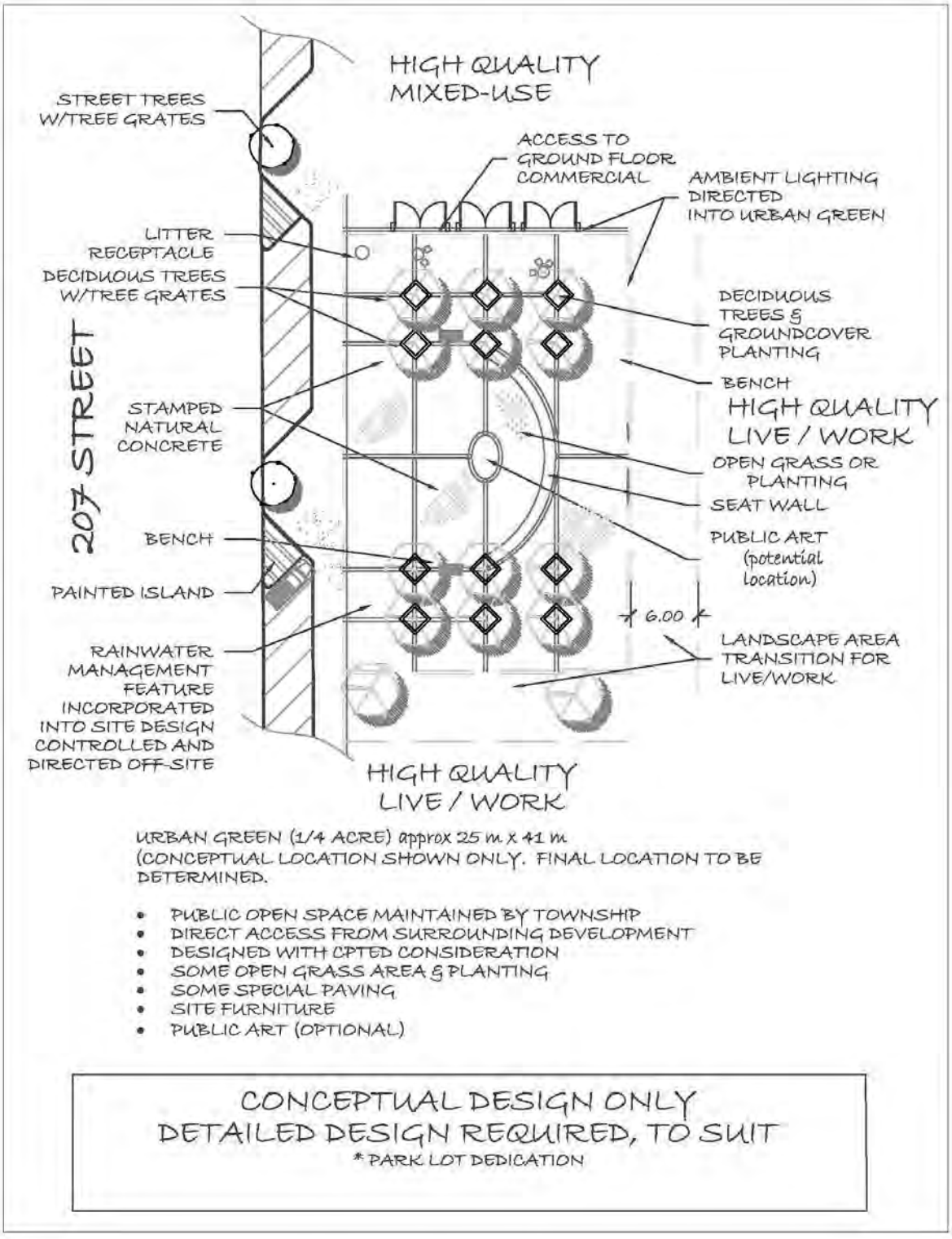


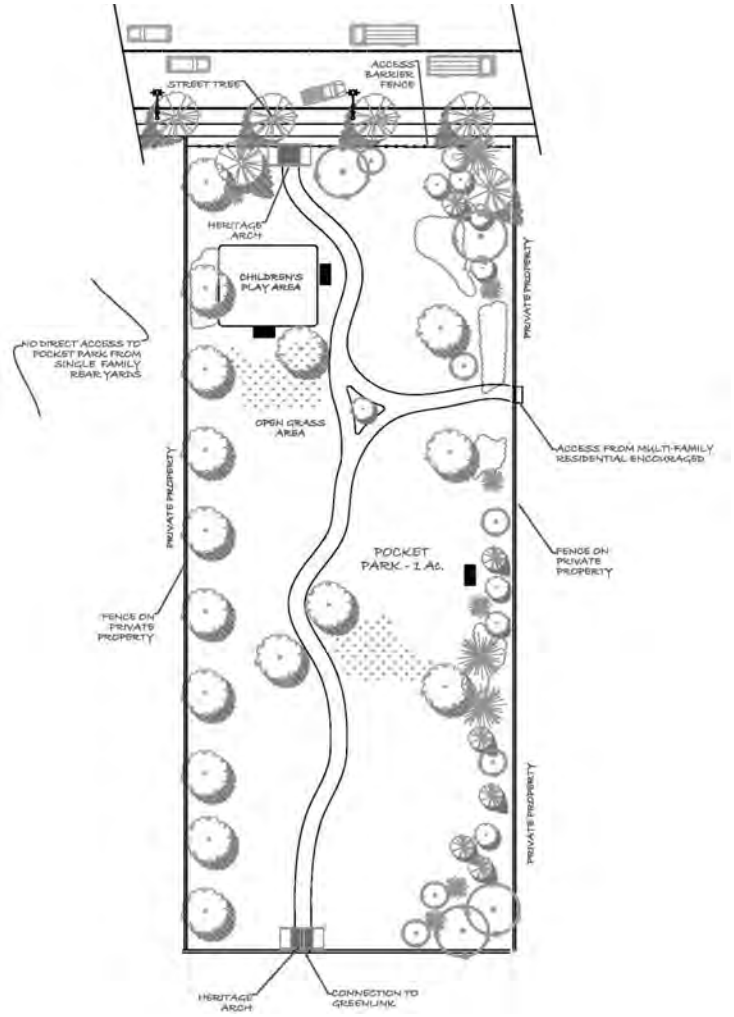
Figure 17: Urban Green Illustration

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

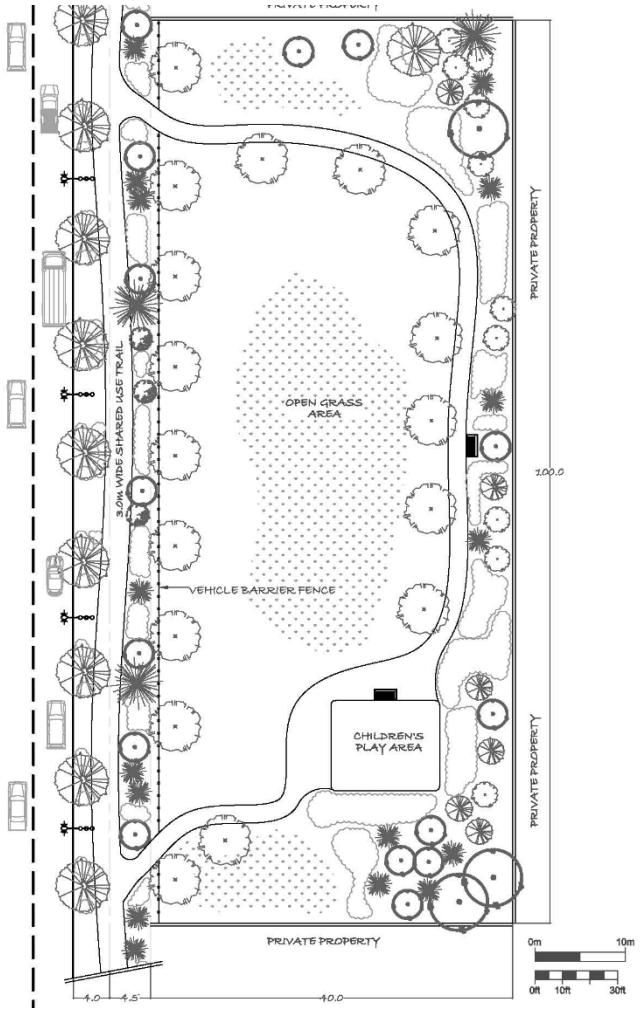


Figure 18: Pocket Park Examples

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

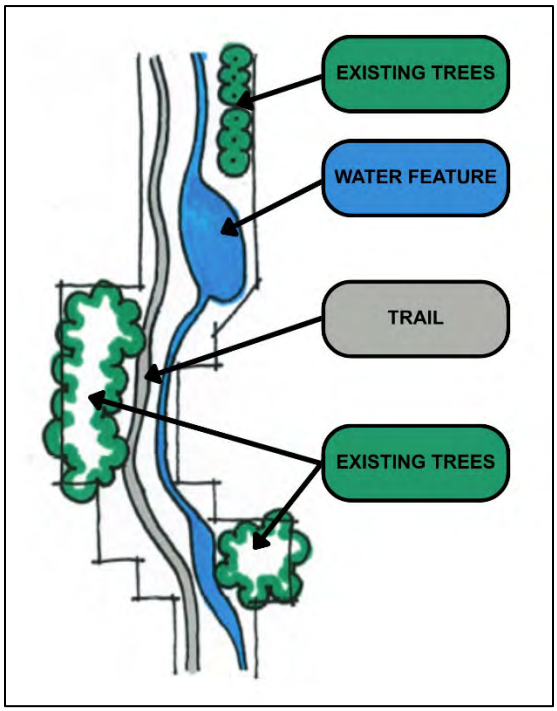


Figure 20: Blue link Design

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.

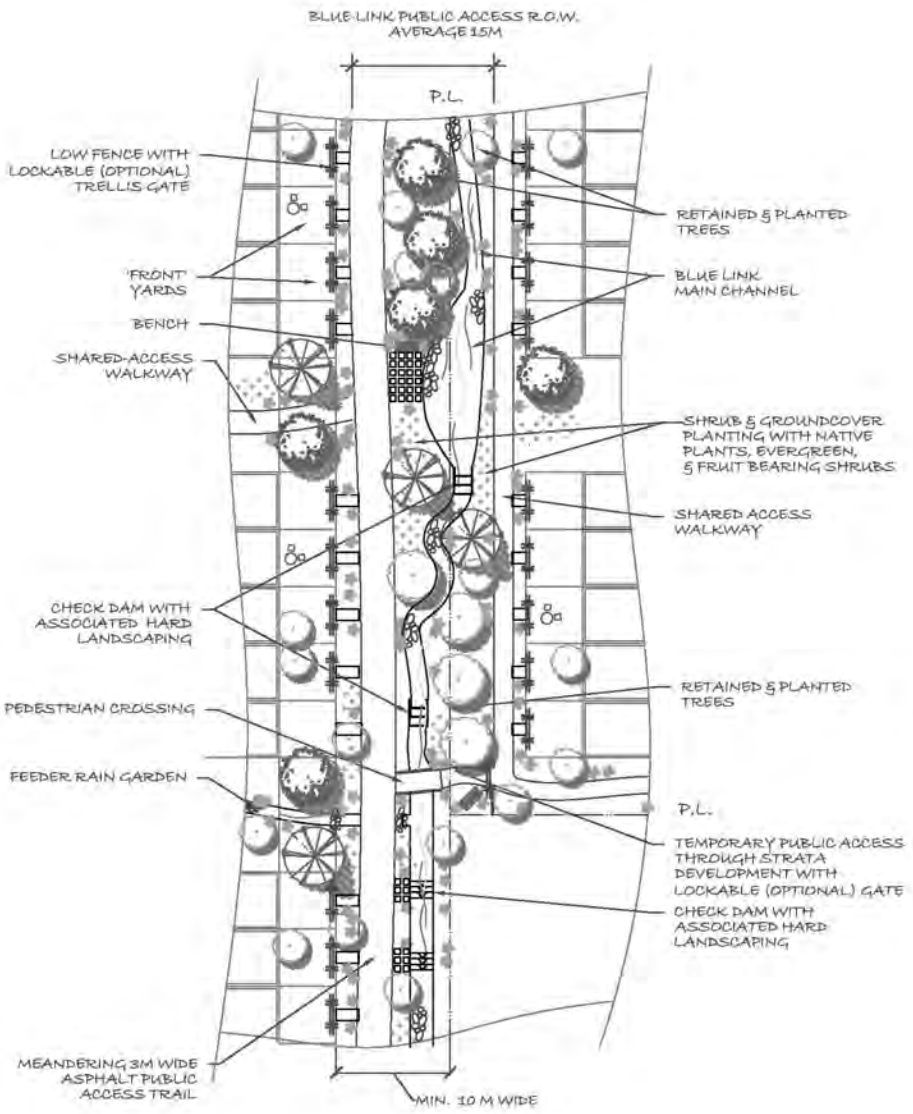
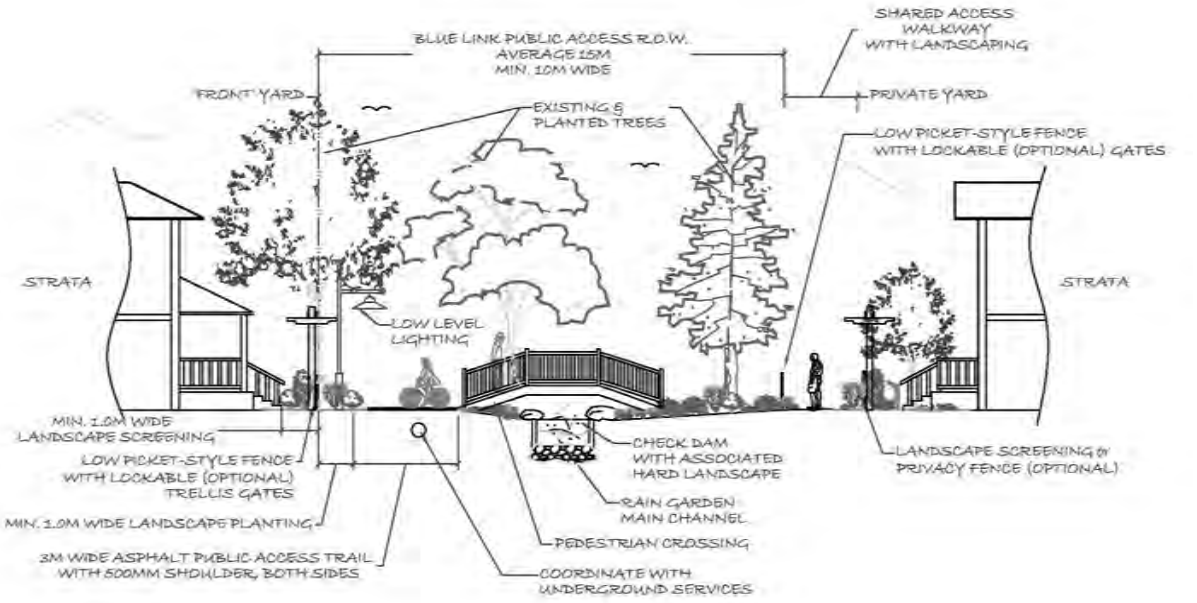


Figure 21: Blue Link Plan View



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

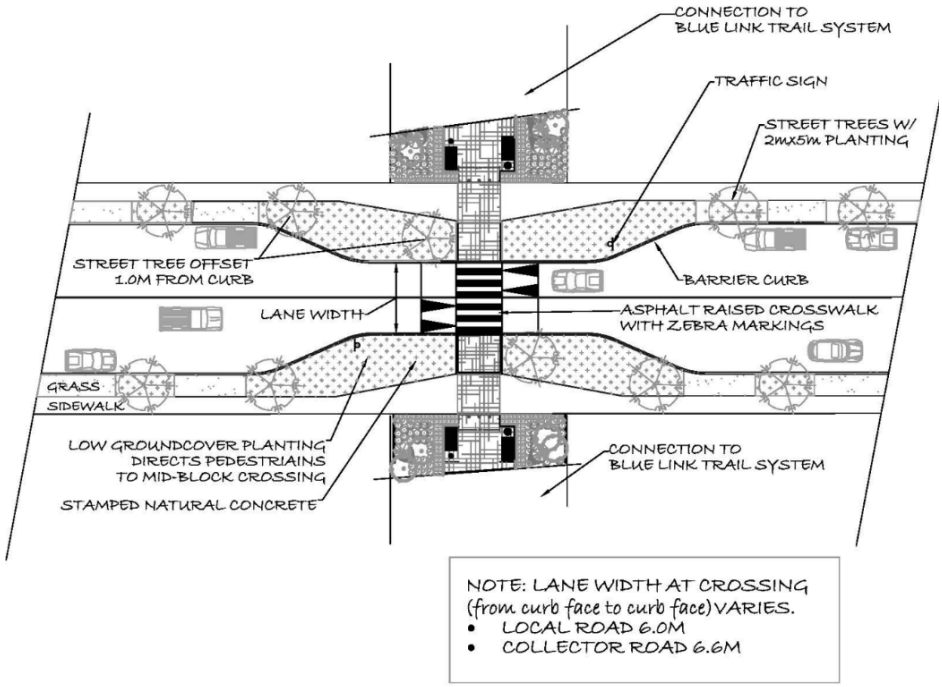


Figure 24: Blue link Mid-block Crossing



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.

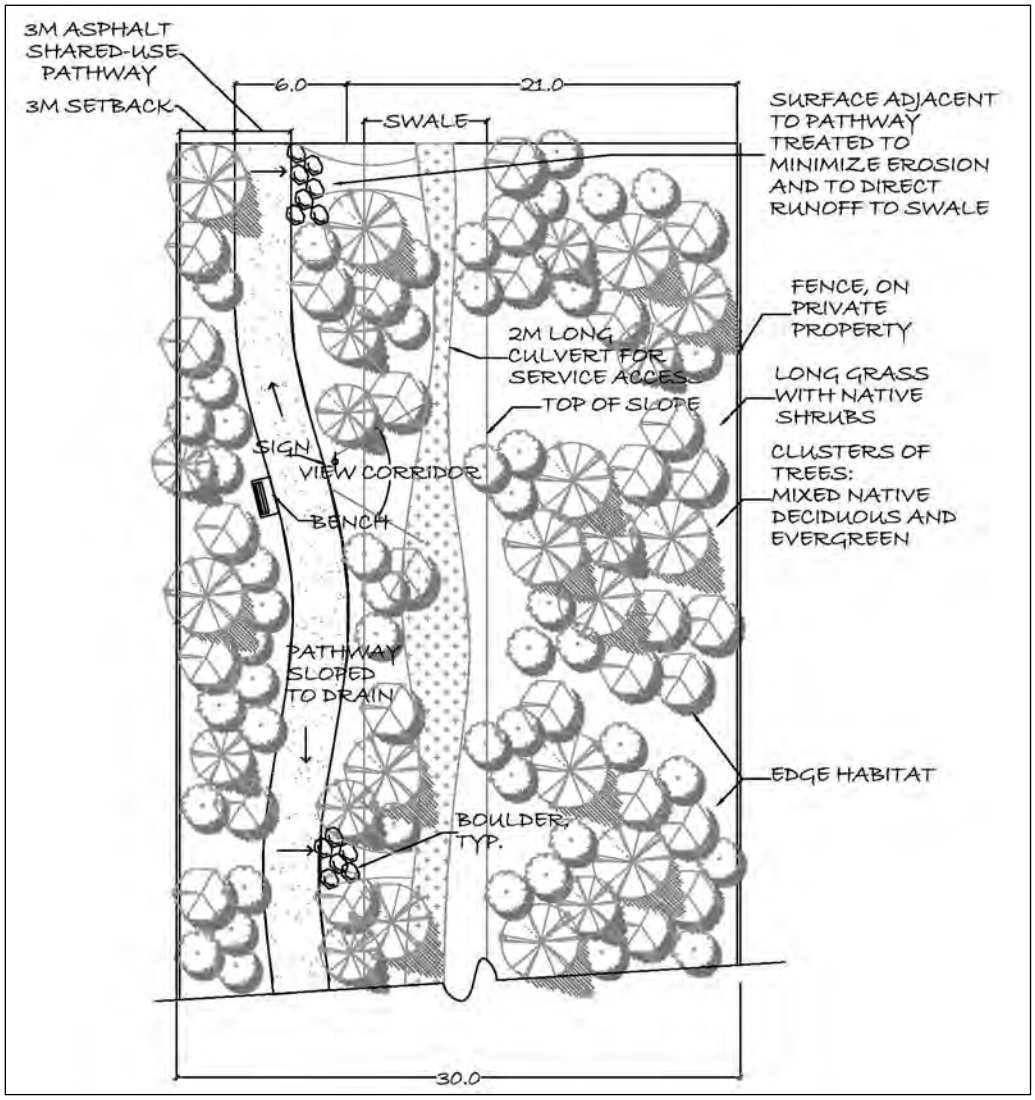


Figure 246: Ecological Greenway

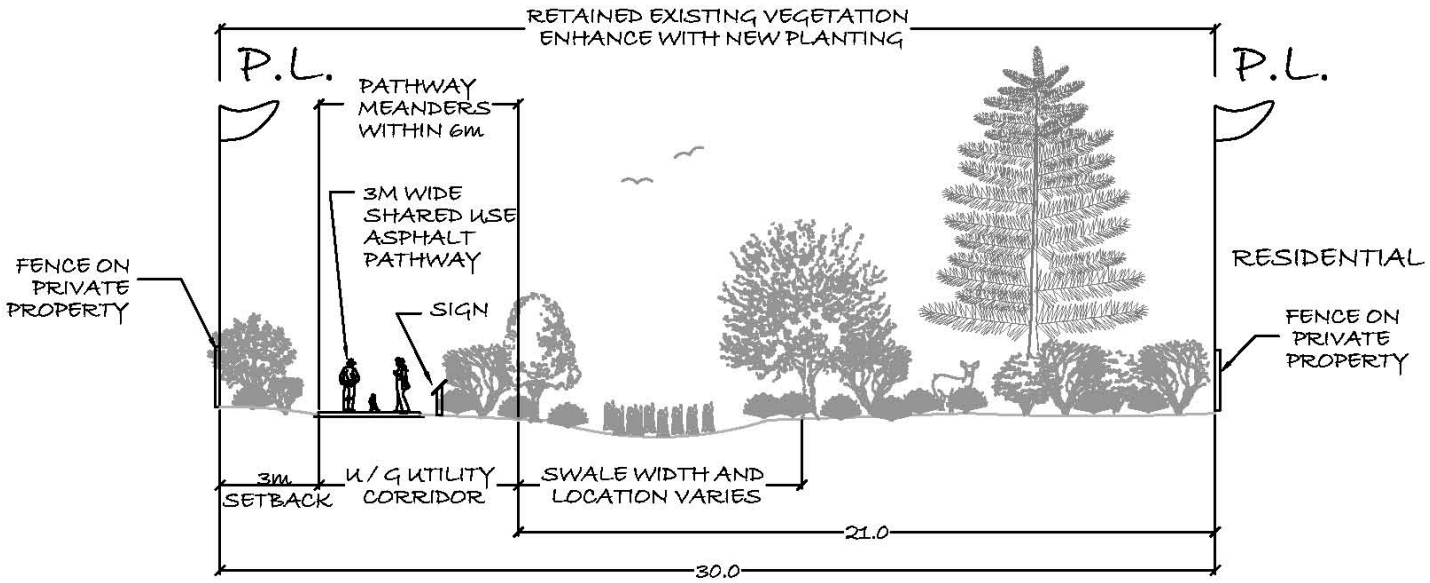


Figure 27: Ecological Greenway Cross-Section

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.

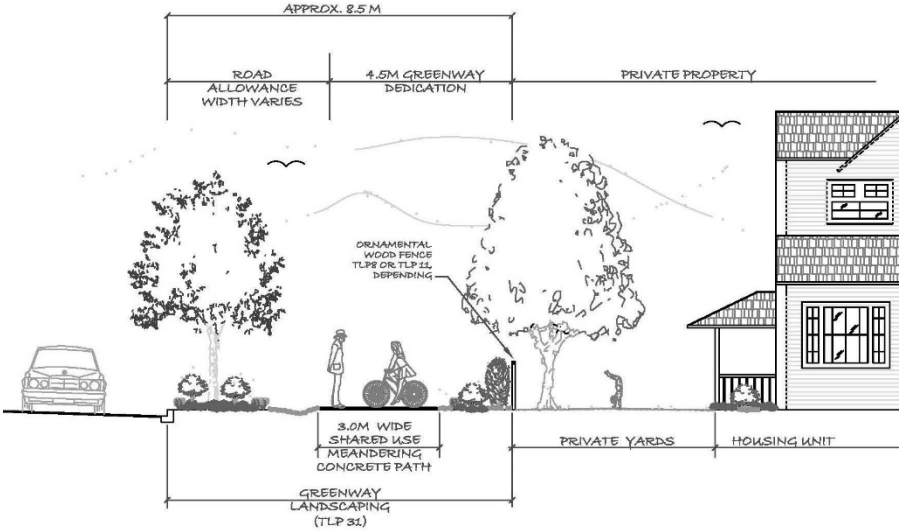


Figure 258: Green link

- 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.

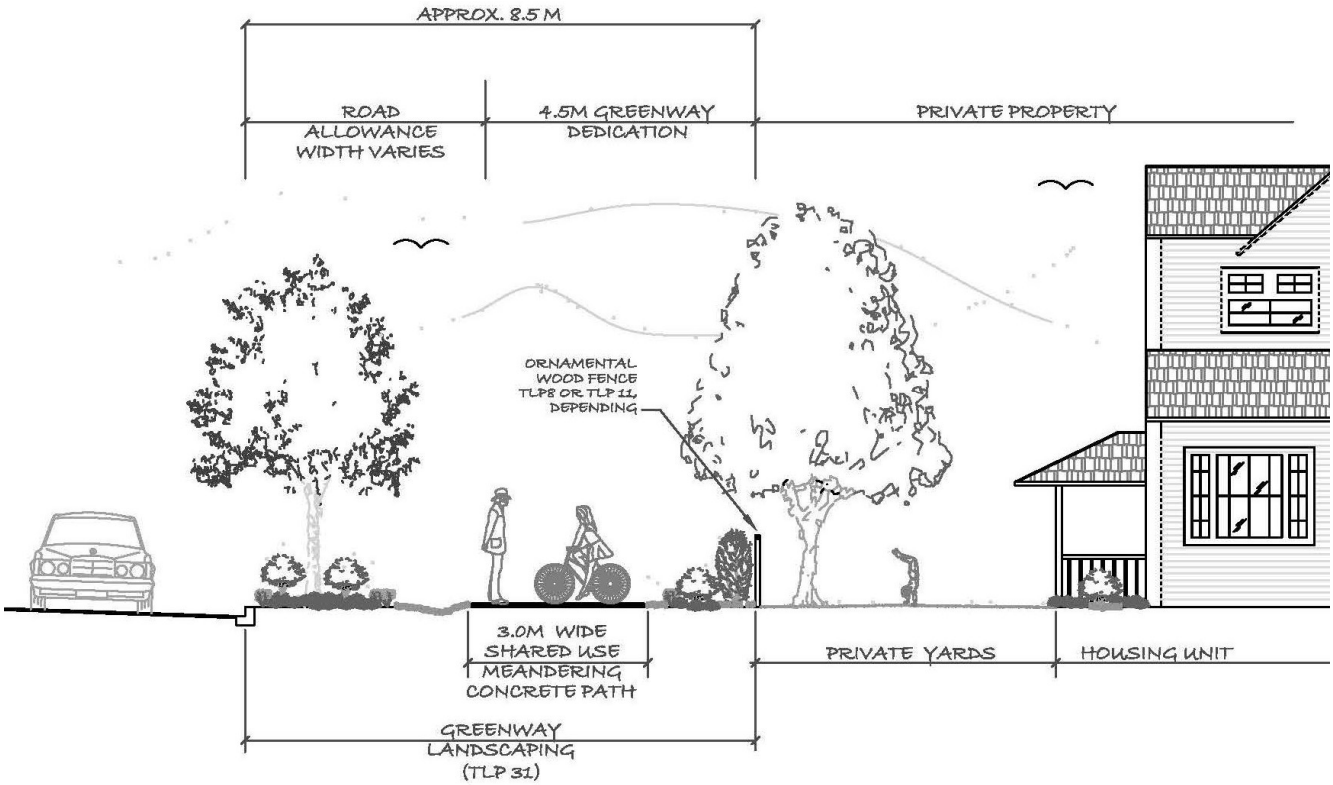


Figure 269: Street Greenway

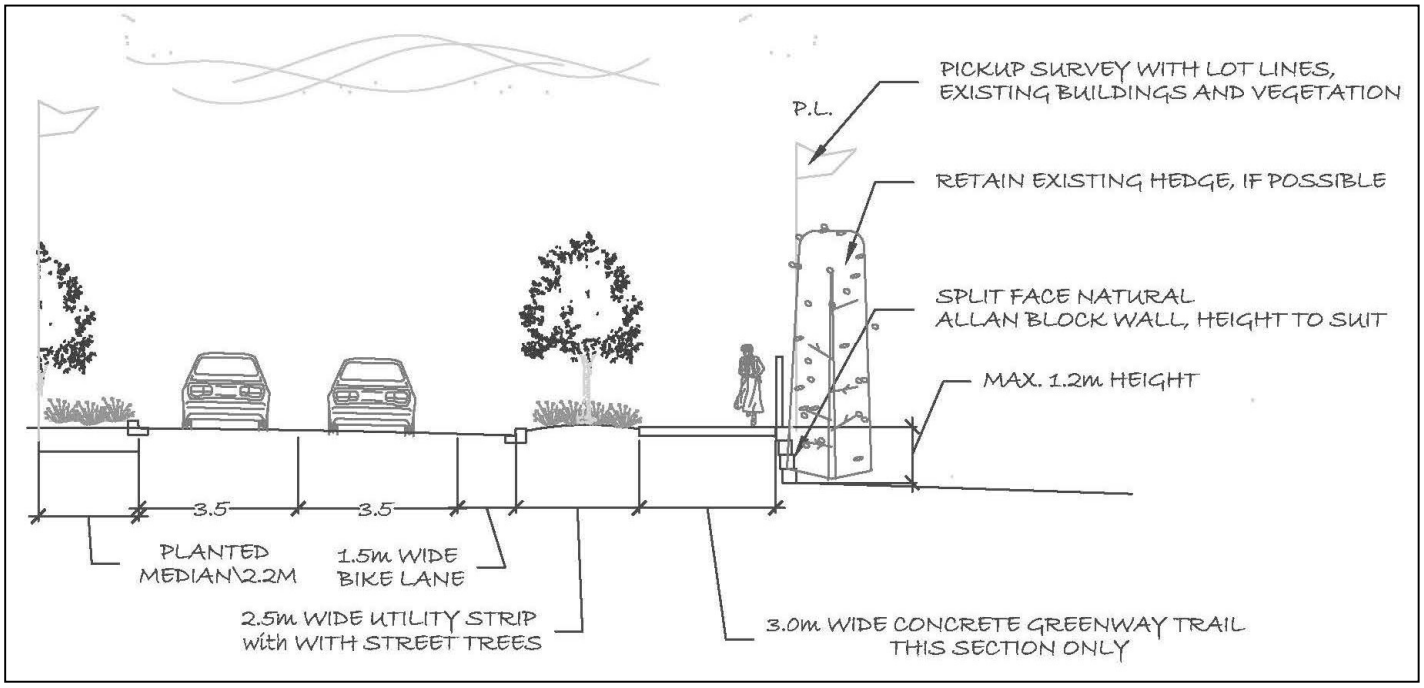


Figure 30: 72 Avenue Street Greenway east side of 205 Street

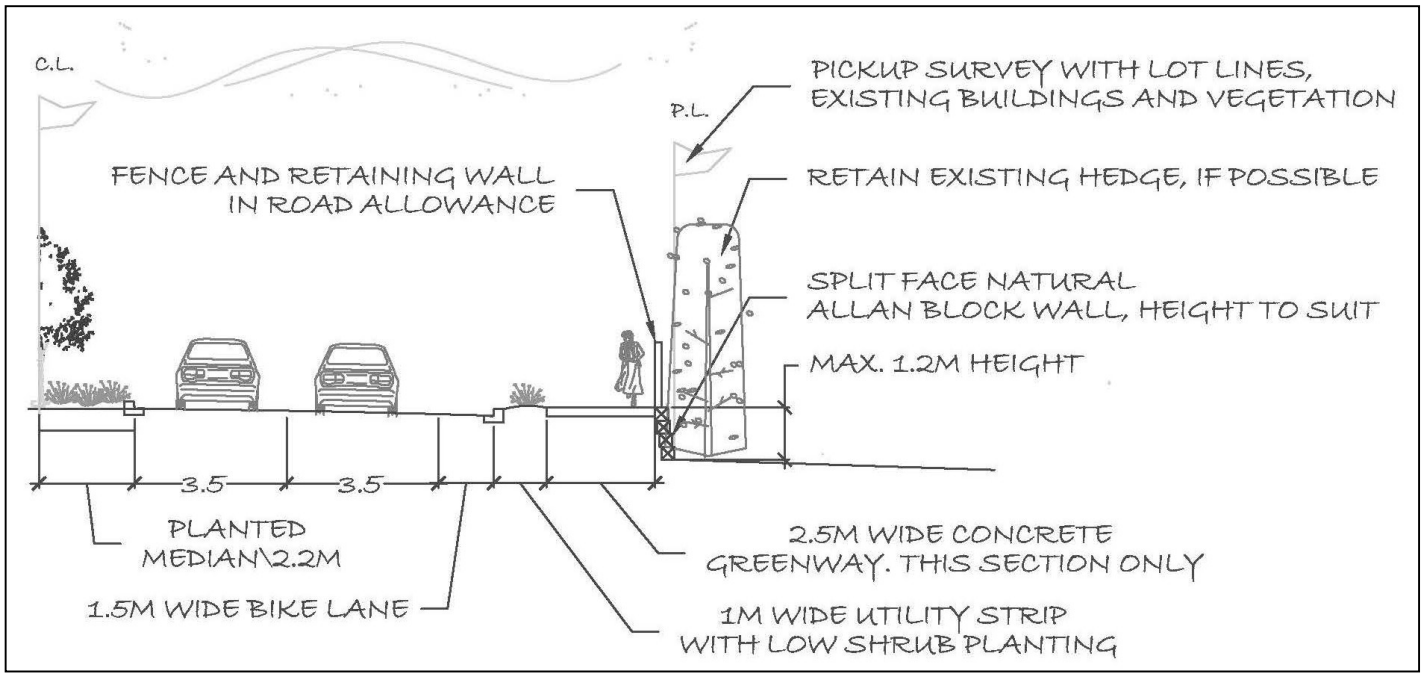


Figure31: 72 Avenue Street Greenway west side of 205 Street

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.

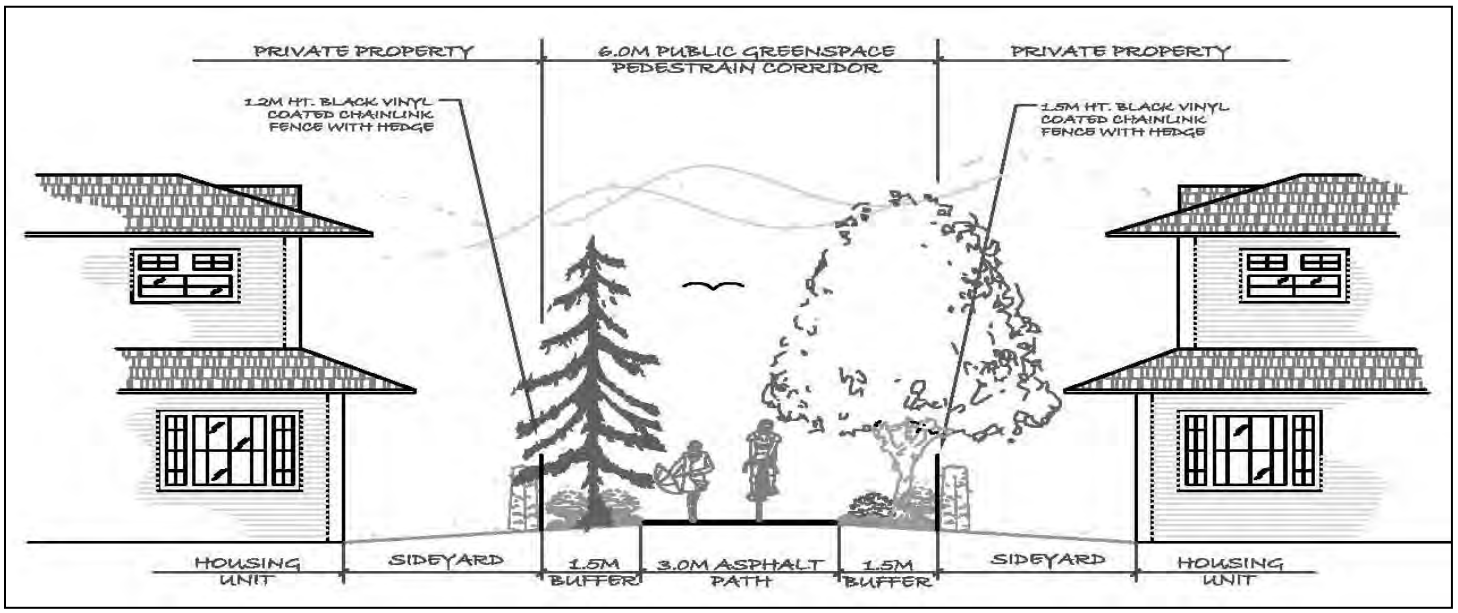


Figure 32: Recreational Greenway Cross-Section

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.

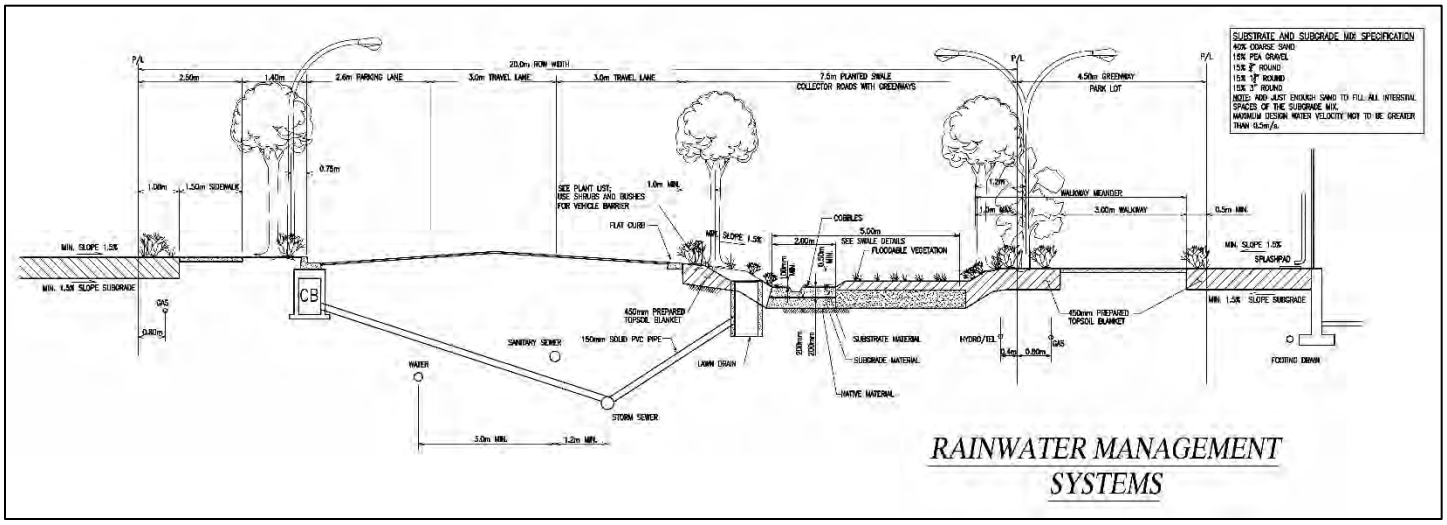


Figure33: 7.5m visual Green Street on east side of 204 Street (68 Avenue to 70 Avenue)

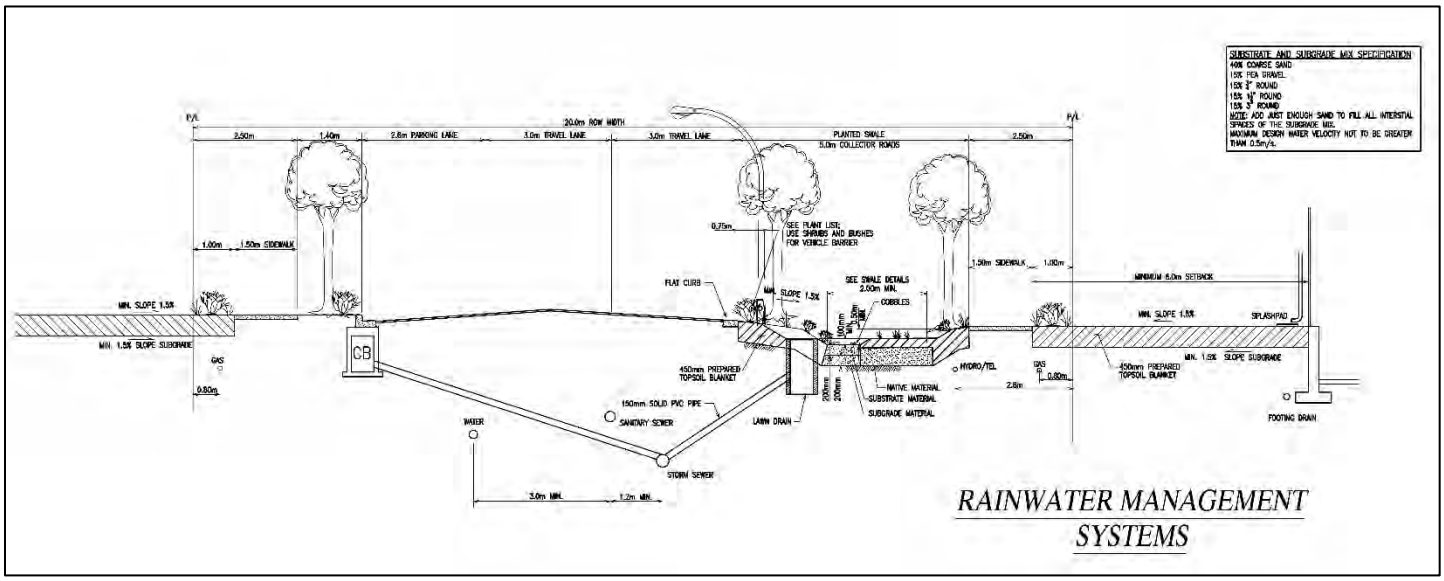


Figure34: 5m visual Green Street on the north side of 68 Avenue (204 Street to 205 Street)

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.

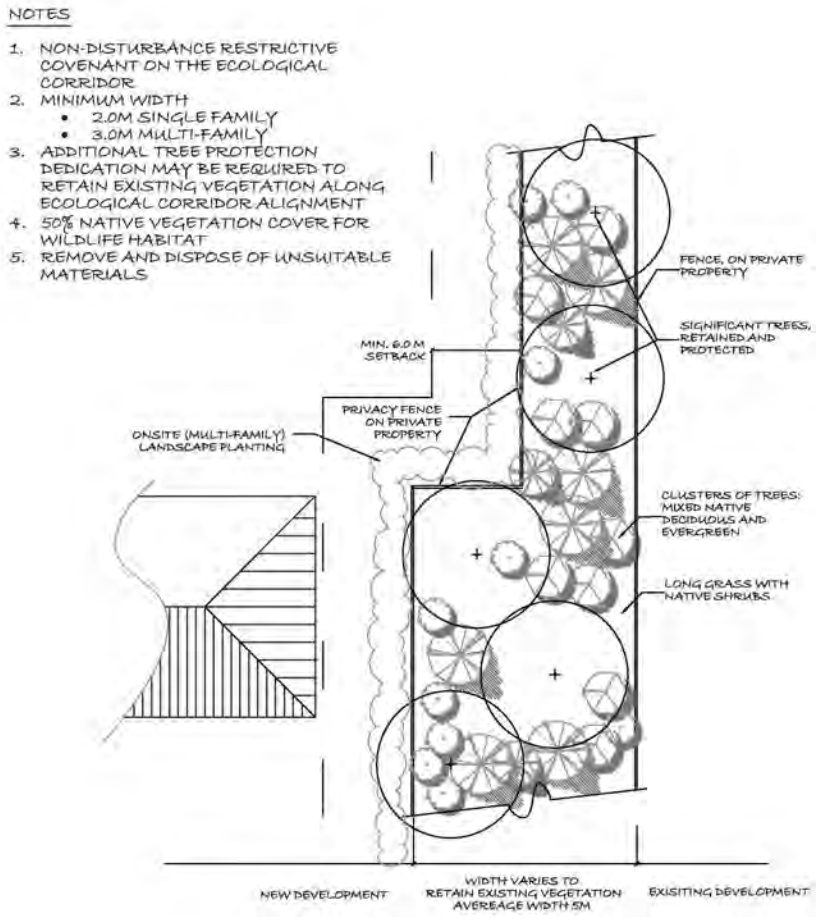


Figure 35: ecological buffer

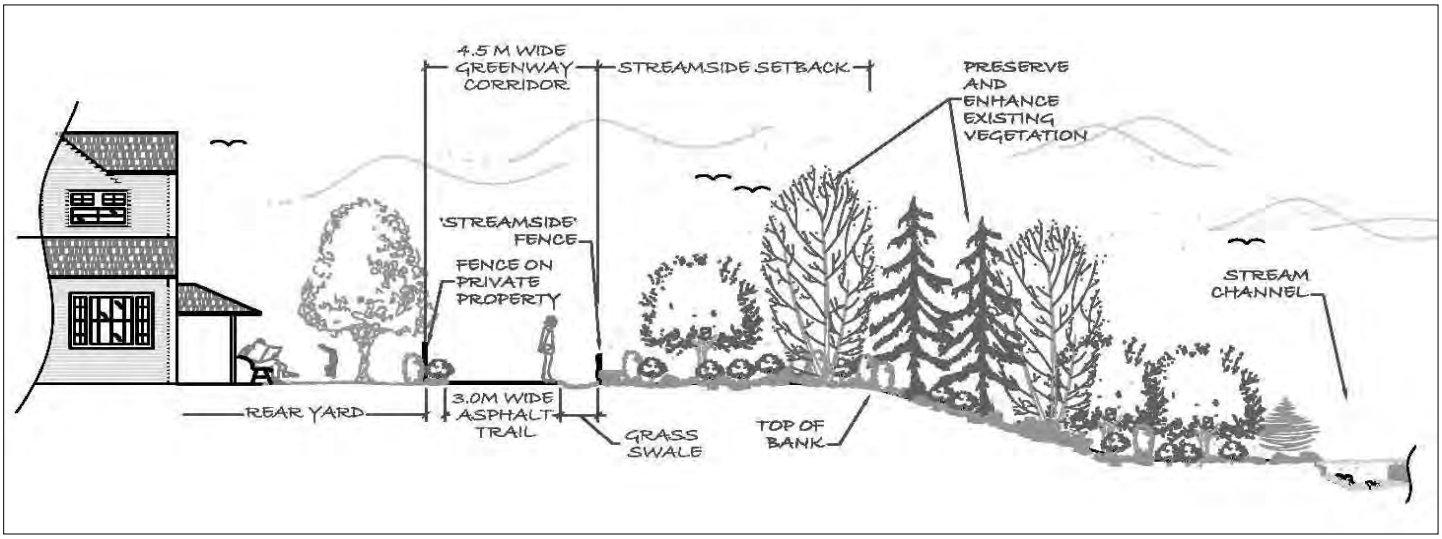


Figure 3627: Creek Greenway Cross-Section

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 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 3.0 m wide concrete sidewalk 1.0 m wide buffer between the property line and the sidewalk	N/A
Street Greenway	4.5 m wide dedication 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) 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.

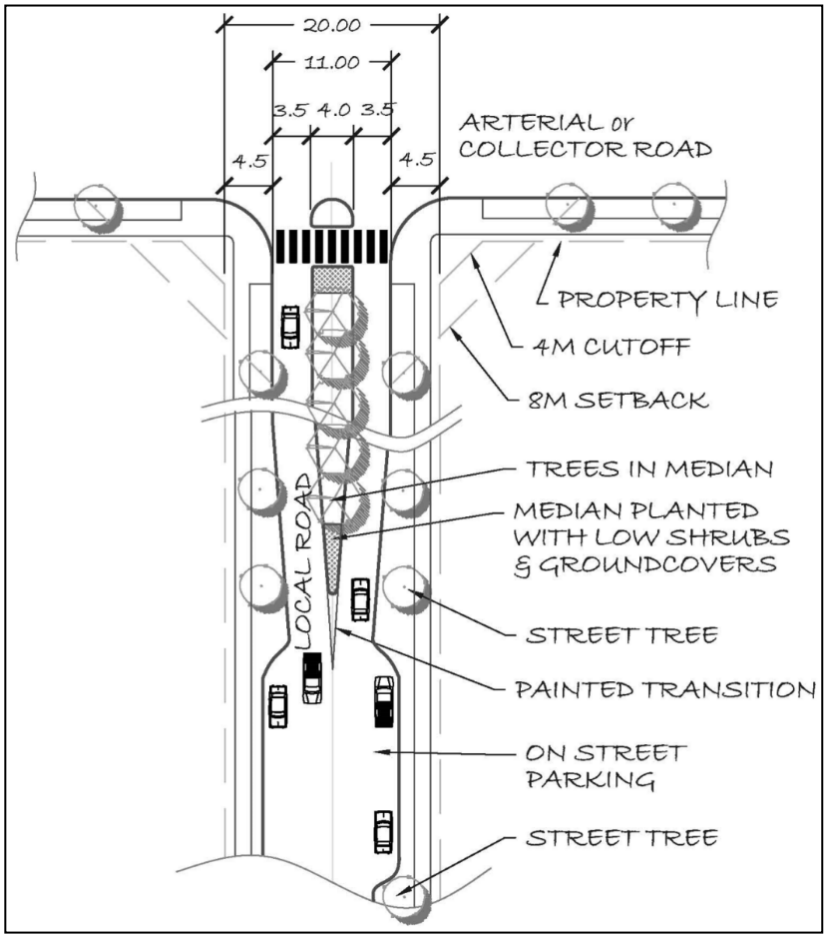


Figure 37: Local Road Gateway

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.

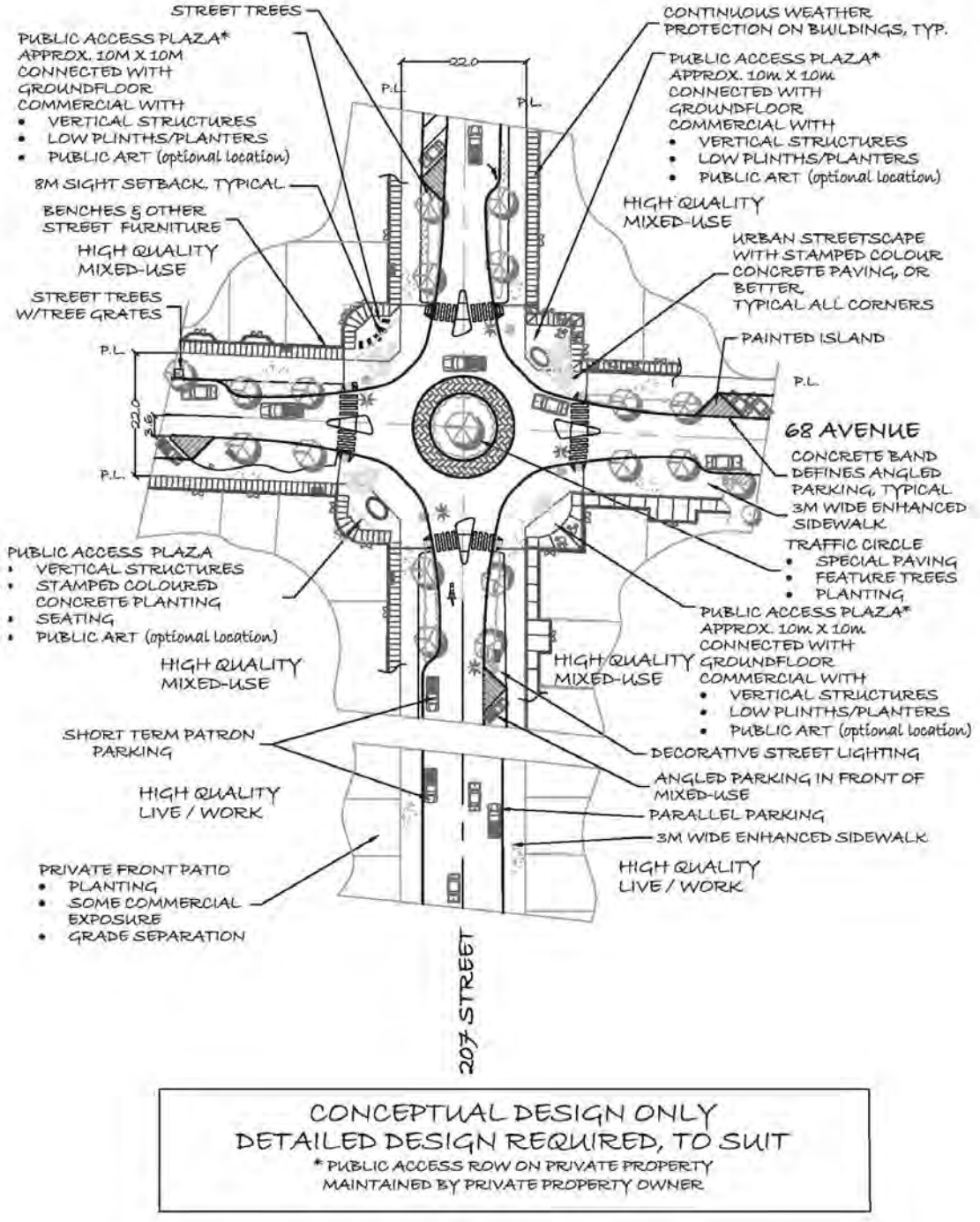


Figure 39: Intersection of 207 Street and 68 Avenue

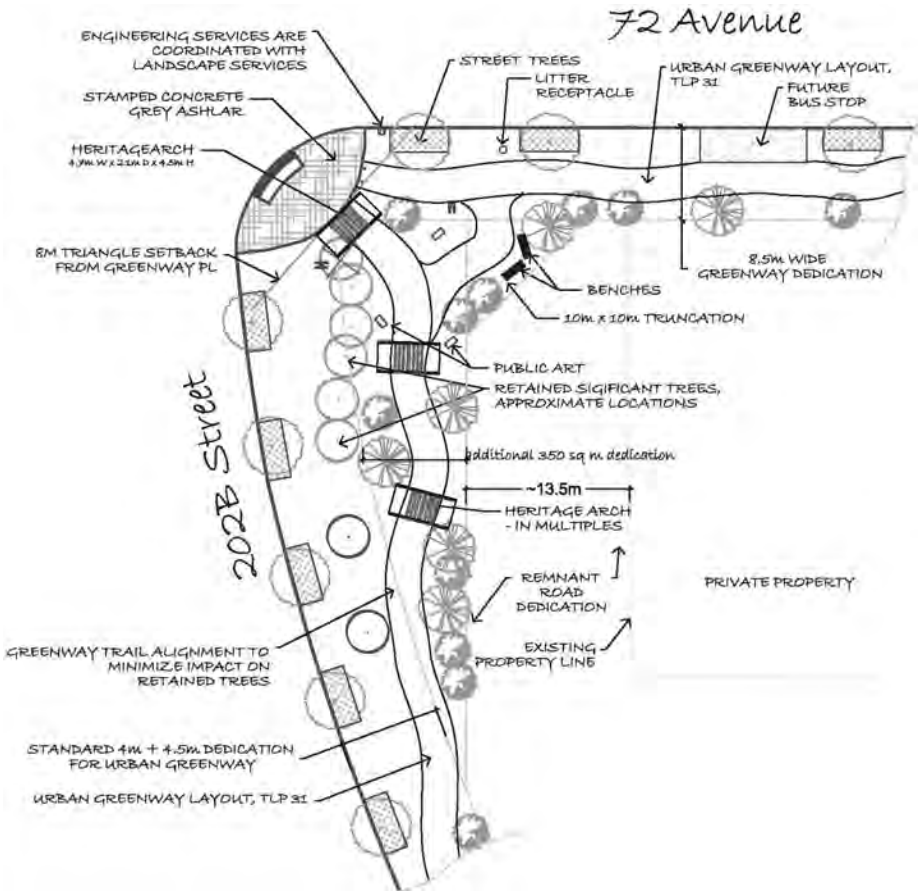


Figure 40: 72 Avenue/202B amenity plan view

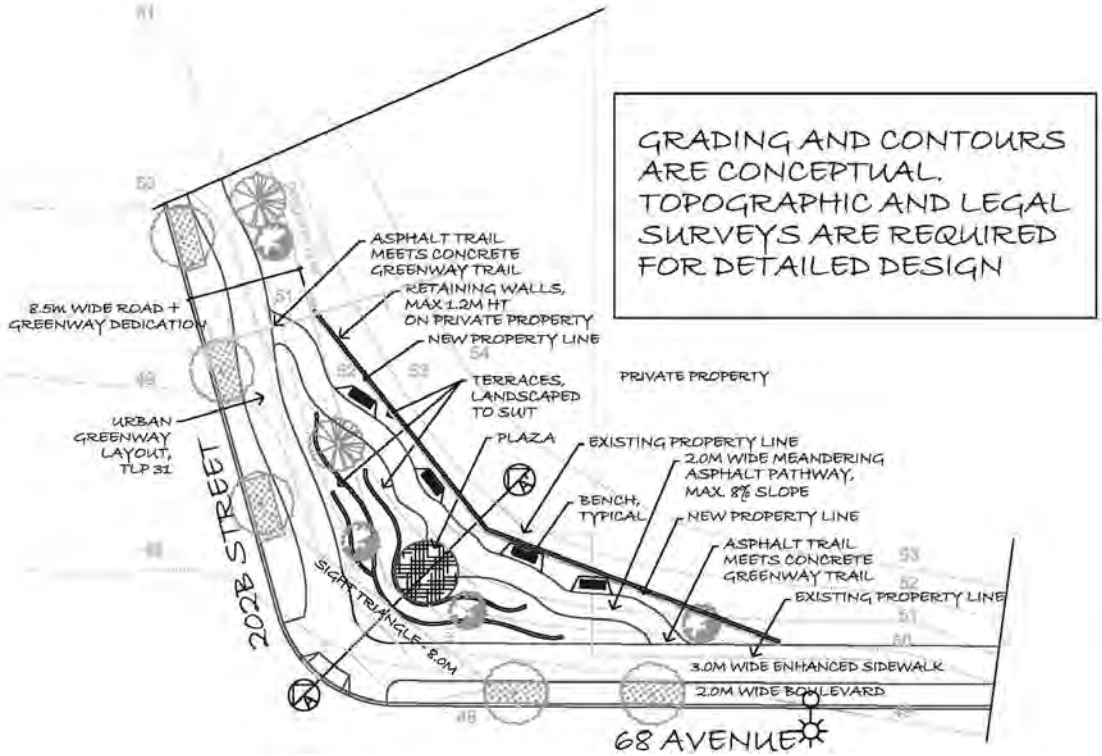


Figure 29: - 68 Avenue/202B amenity plan view

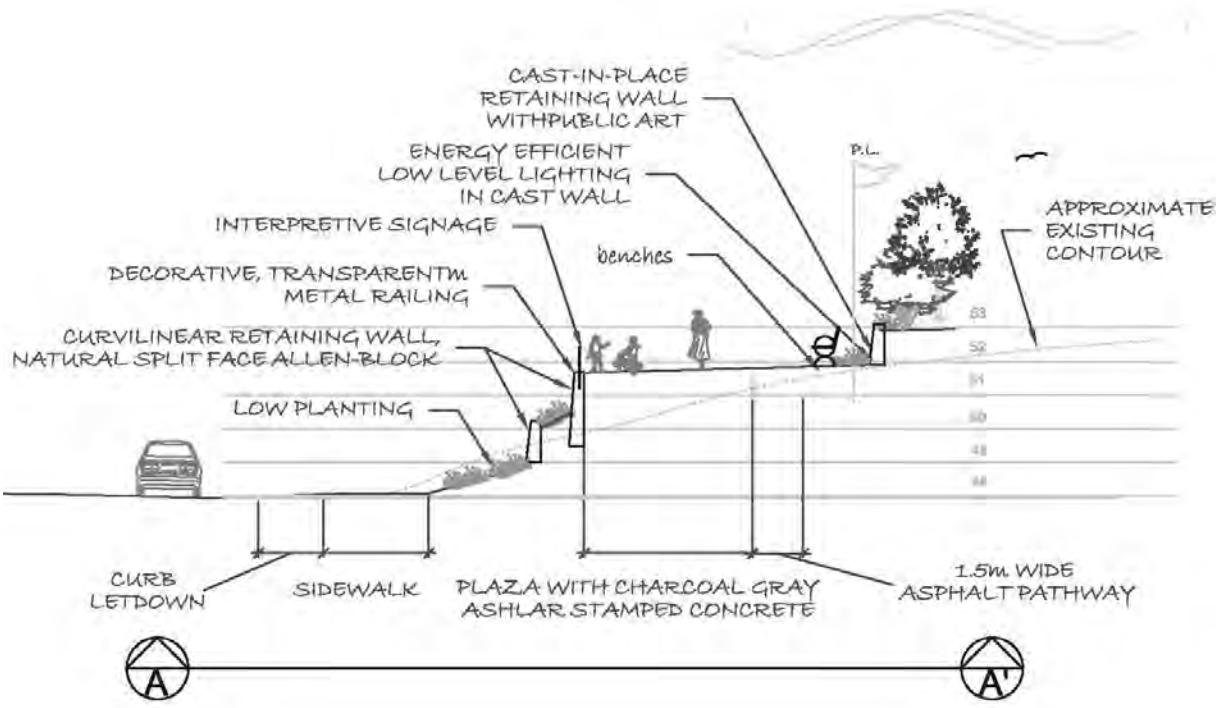


Figure 42: 68 Avenue/202B Amenity Street Cross-Section



Figure 430: 68 Avenue/202B Street amenity precedent images



Figure 44: 70 Avenue/204 Street amenity intersection design precedent images (including Live/Work)

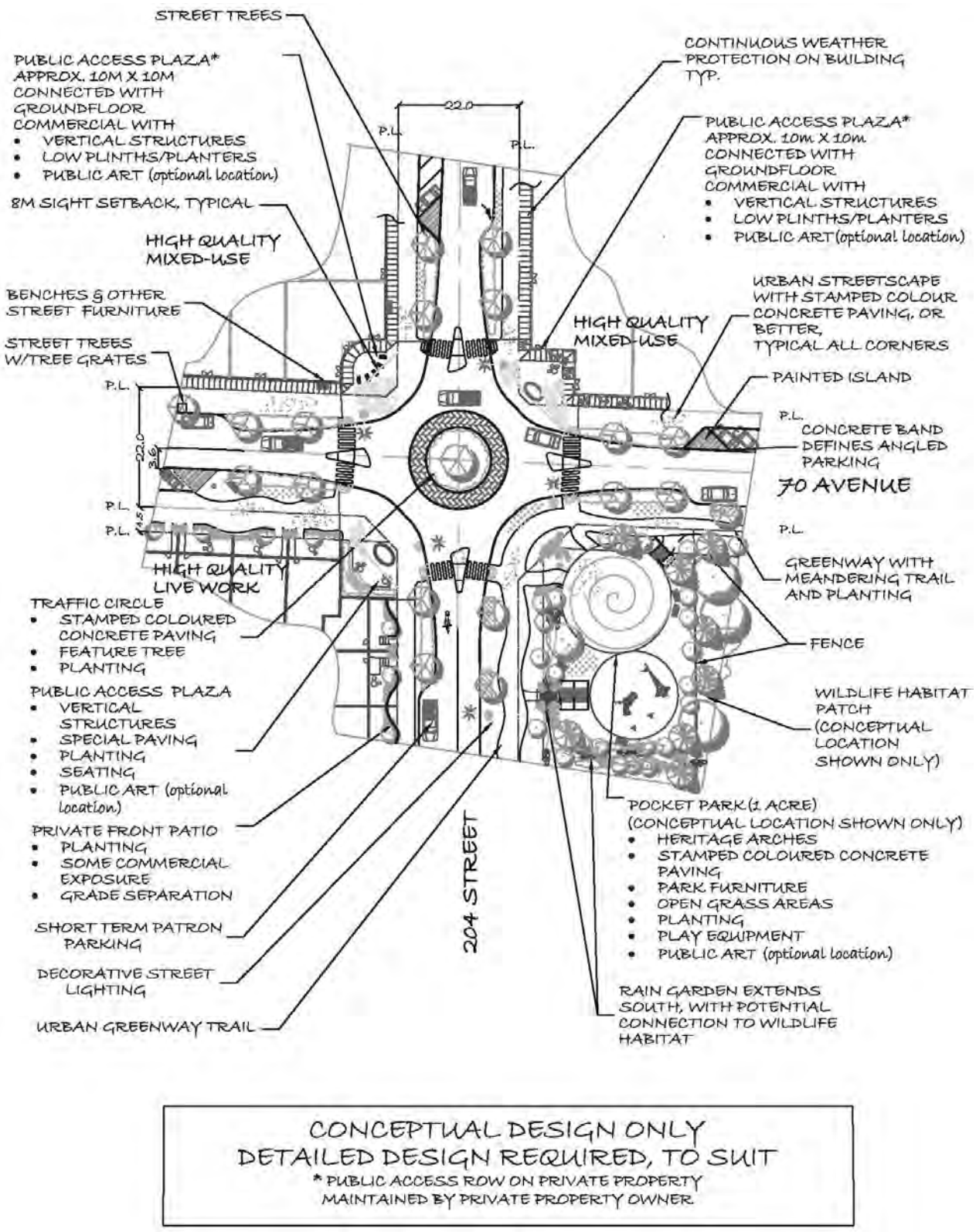


Figure 45: 70 Avenue/204 Street amenity intersection design details



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.

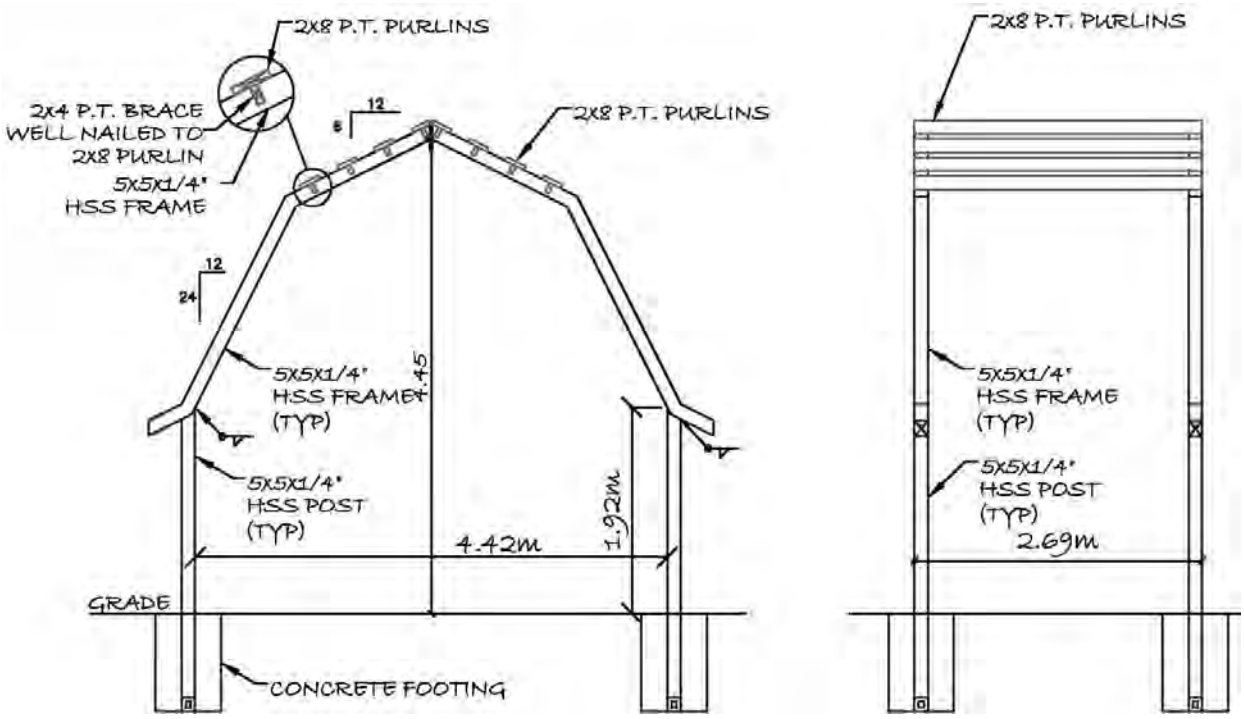


Figure 48: Heritage Amenity structure

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.

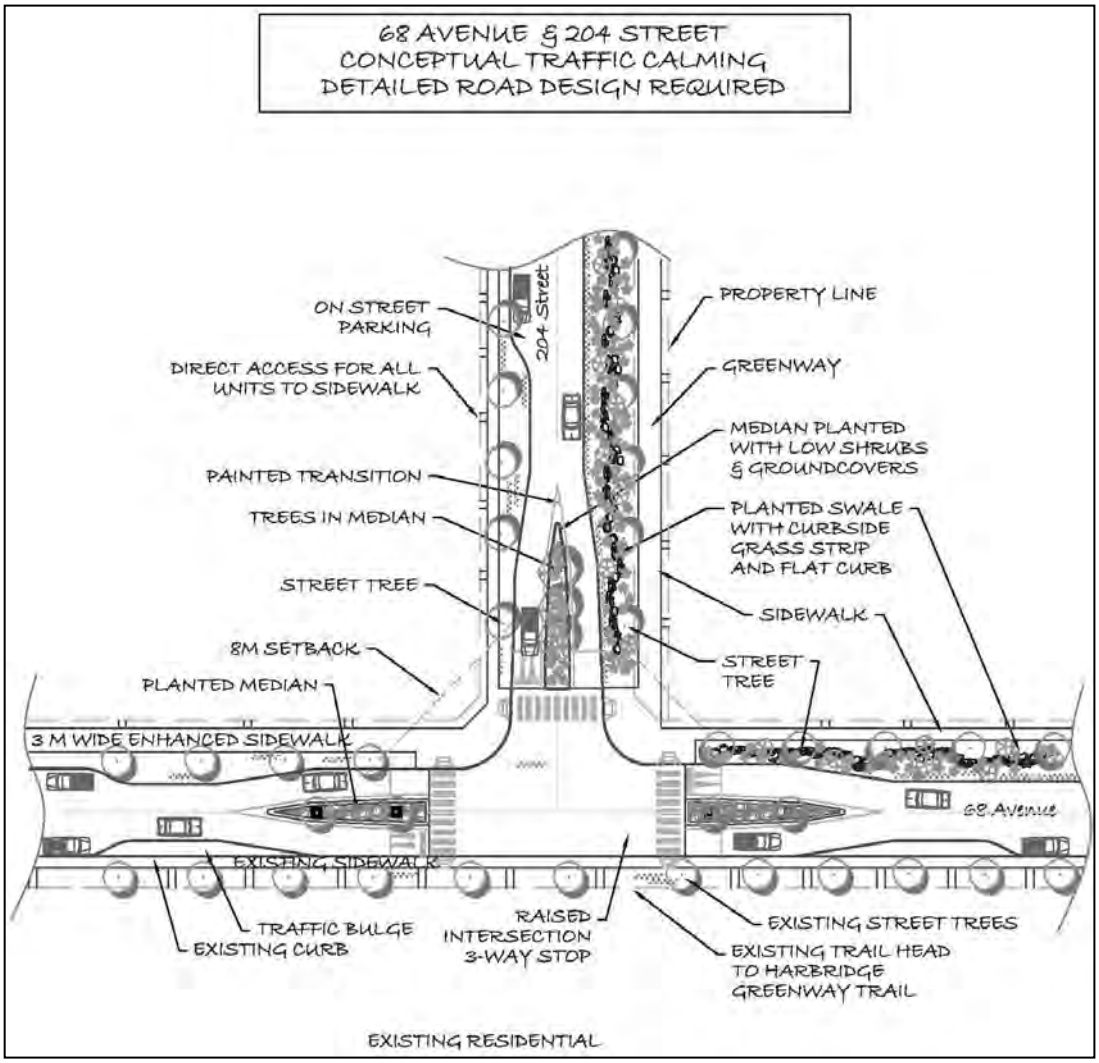


Figure 49: Traffic calming concept

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:

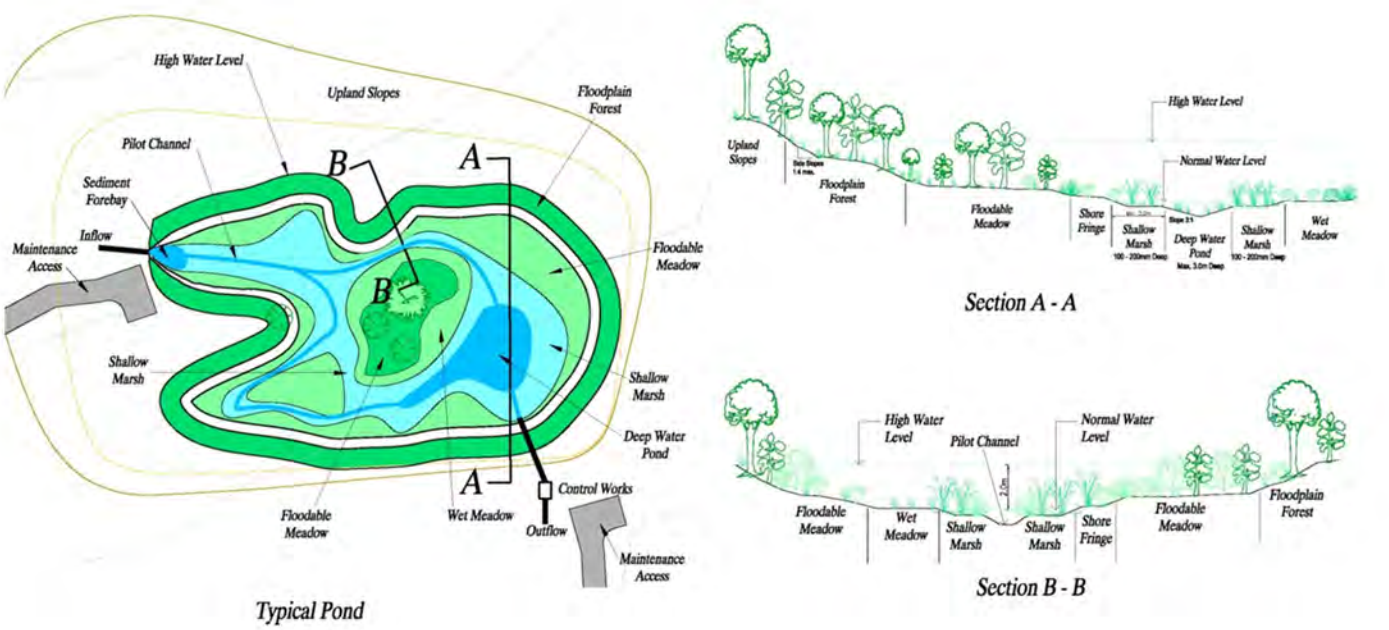
- disconnected roof leaders in single family residential areas to direct water to splash pads and pervious areas rather than to a storm sewer
- permeable surface options for sidewalks and pathways
- minimum enhanced/amended topsoil requirement
- absorbent landscaping and plantings in all landscaped areas
- 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.

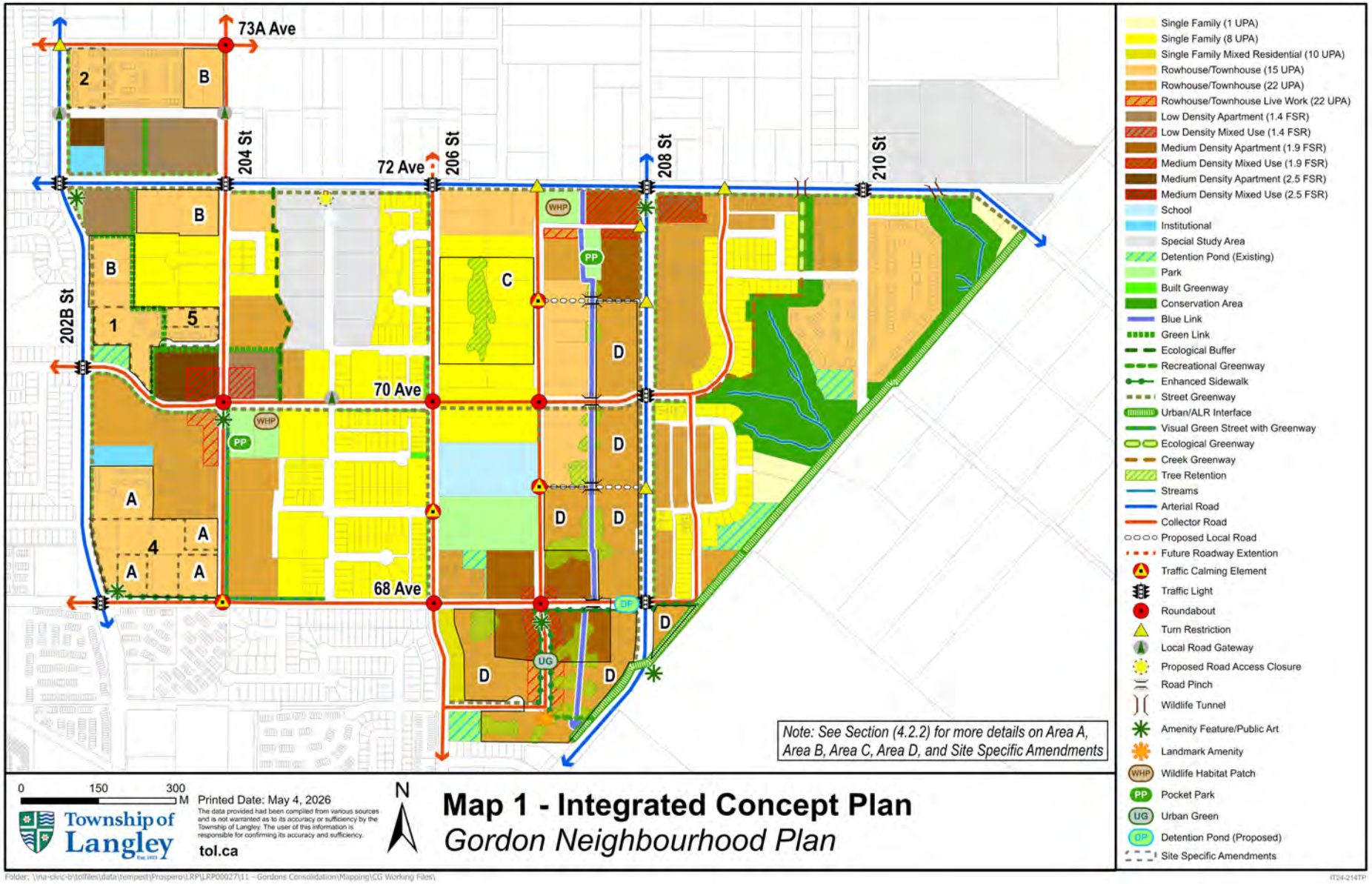
Additional Requirements

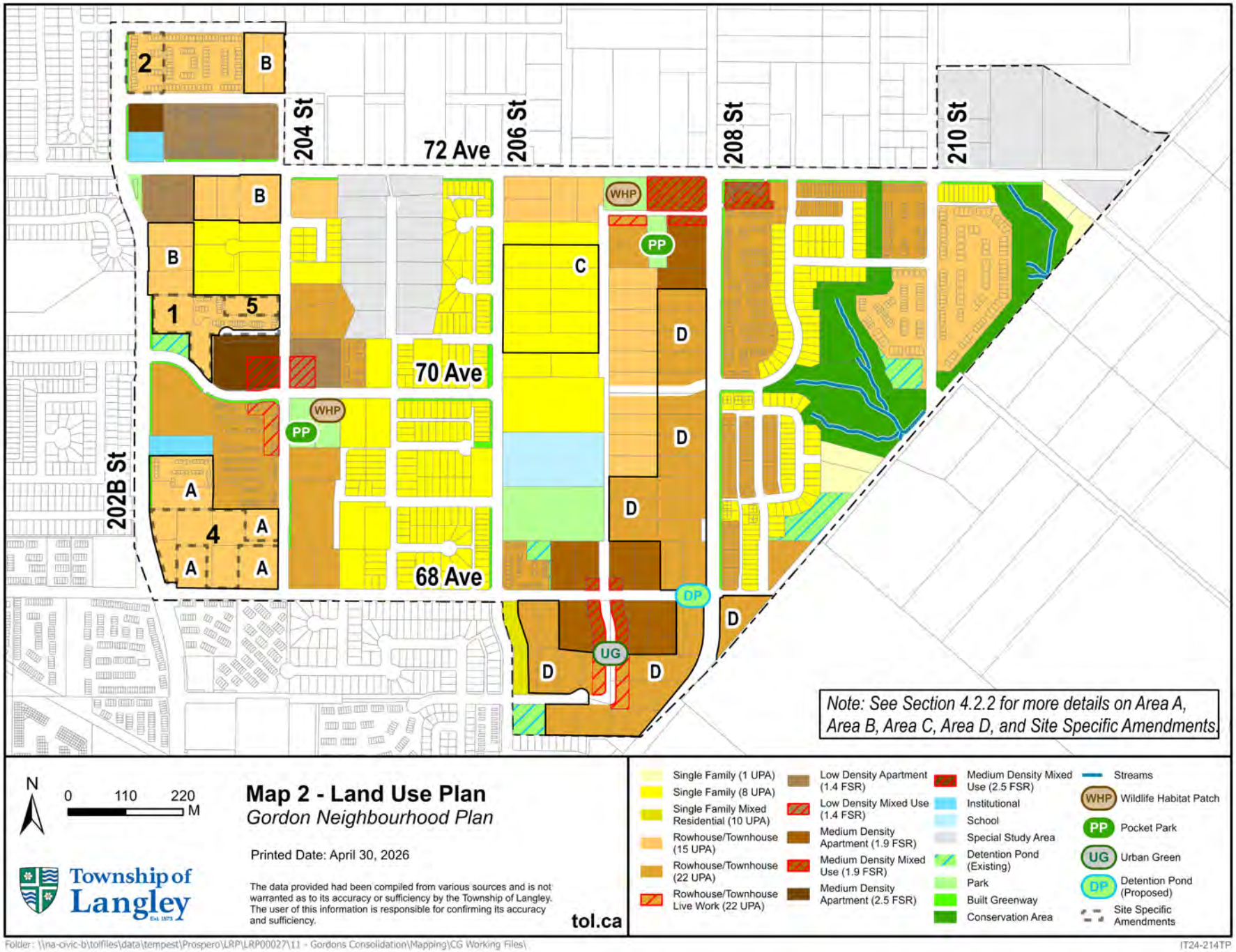
10. Secure fencing for developments that abut the ALR boundary, arterial roads, Greenways, Parks, Ecological Buffers and Conservation Areas, to municipal standards.
11. Register an exterior design control agreement on title for comprehensive development.
12. Register restrictive covenants as required, 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.

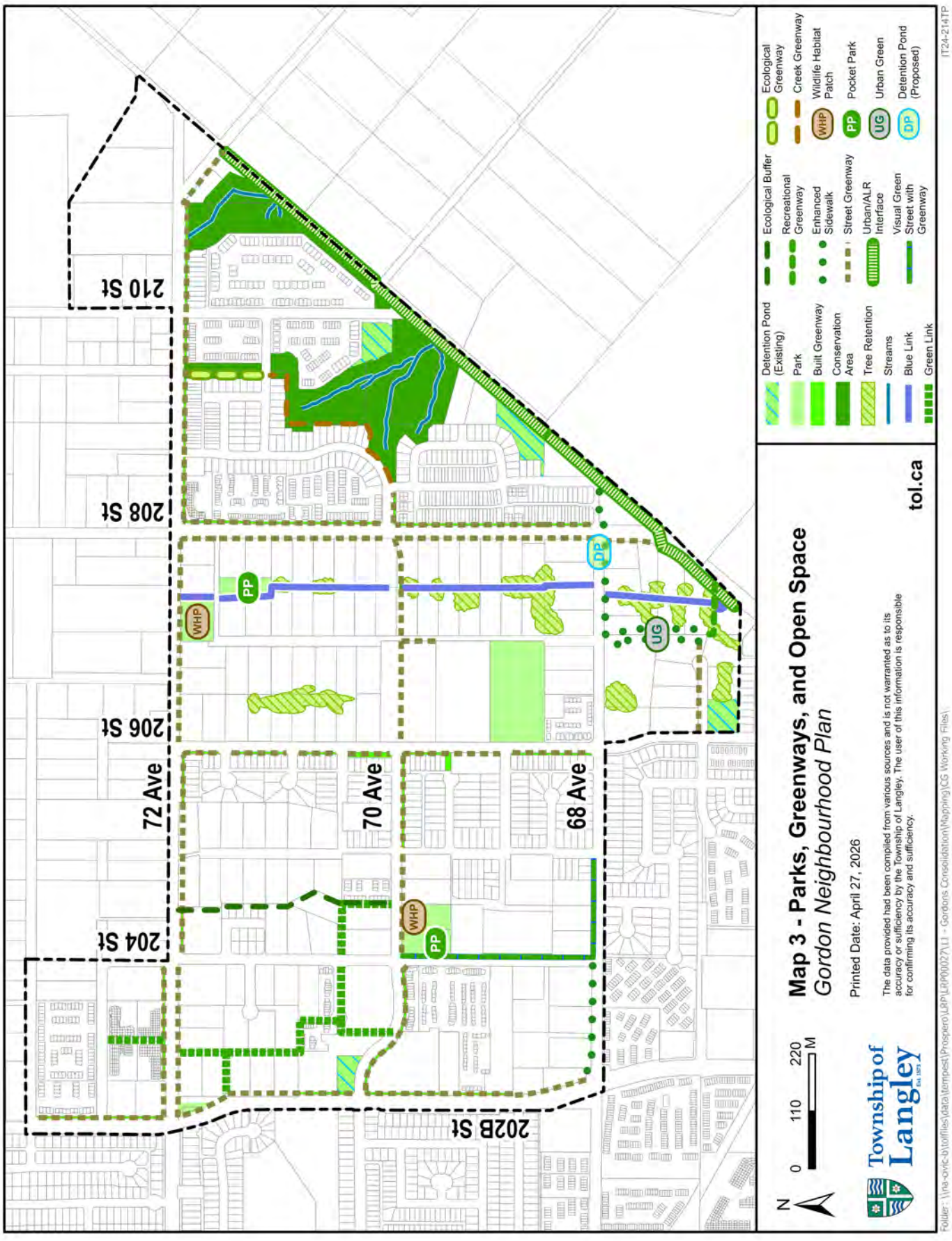
9.0 Severability

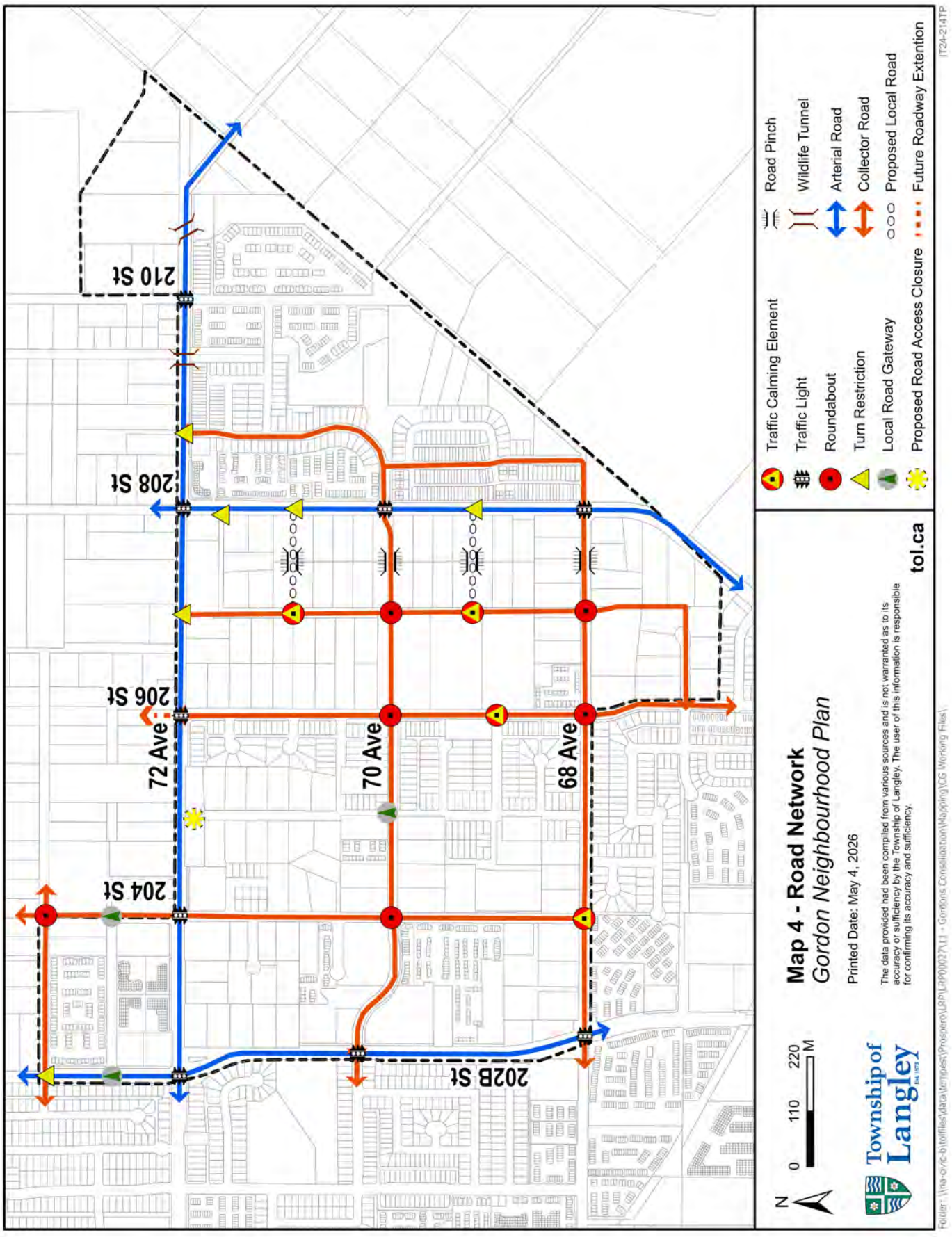
If any section, subsection, clause, or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the decision that is invalid shall not affect the validity of the remaining parts of this Bylaw

10.0 Maps

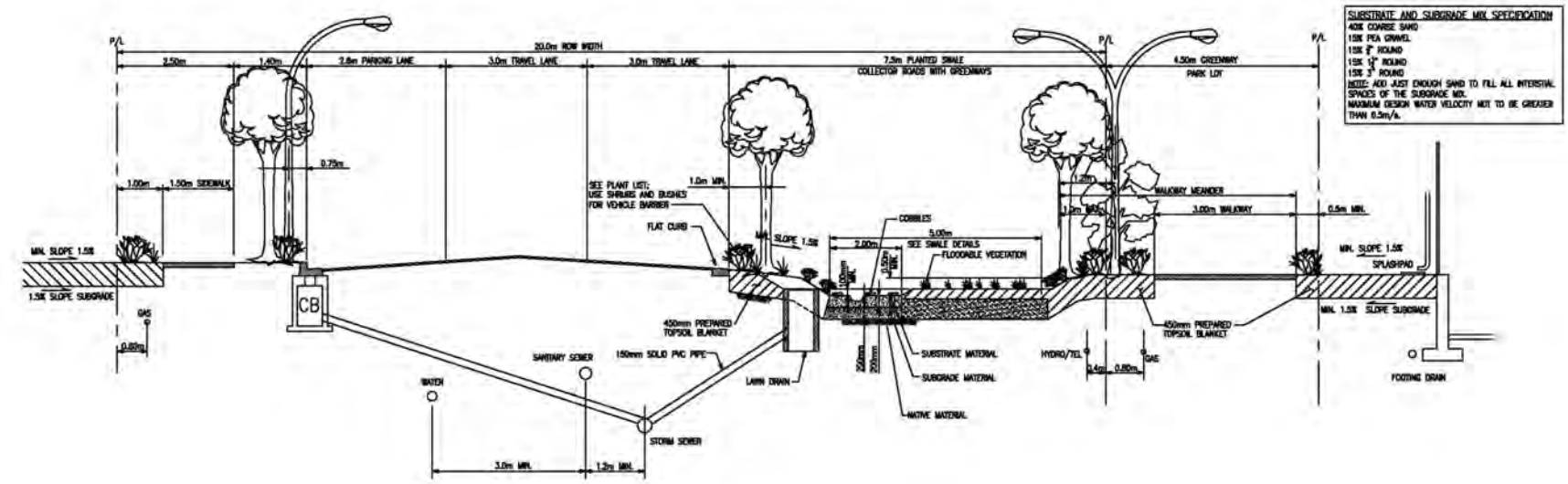

73A Ave
72 Ave
70 Ave
68 Ave
204 St
206 St
208 St
210 St
202B St
Note: See Section (4.2.2) for more details on Area A, Area B, Area C, Area D, and Site Specific Amendments
0 150 300 M
Printed Date: May 4, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy 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

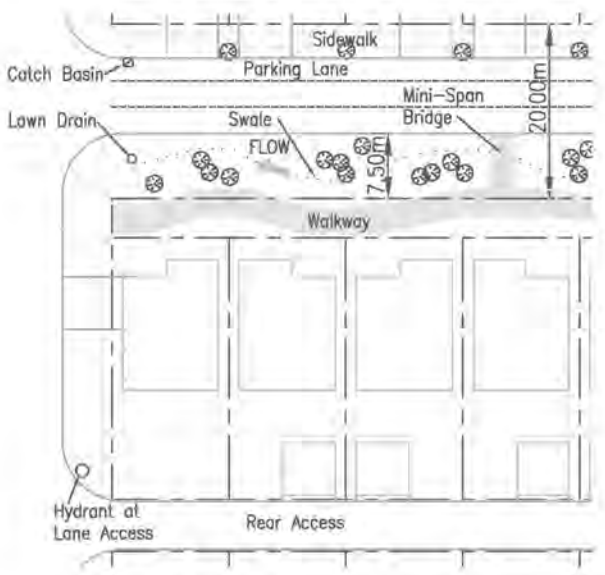

2
B
204 St
72 Ave
206 St
208 St
210 St
B
B
1
5
70 Ave
WHP
PP
C
D
D
D
202B St
A
4
A
A
A
68 Ave
DP
D
UG
D
D
Note: See Section 4.2.2 for more details on Area A, Area B, Area C, Area D, and Site Specific Amendments.
N
0
110
220
M
Map 2 - Land Use Plan
Gordon Neighbourhood Plan
Printed Date: April 30, 2026
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
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IT24-214TP

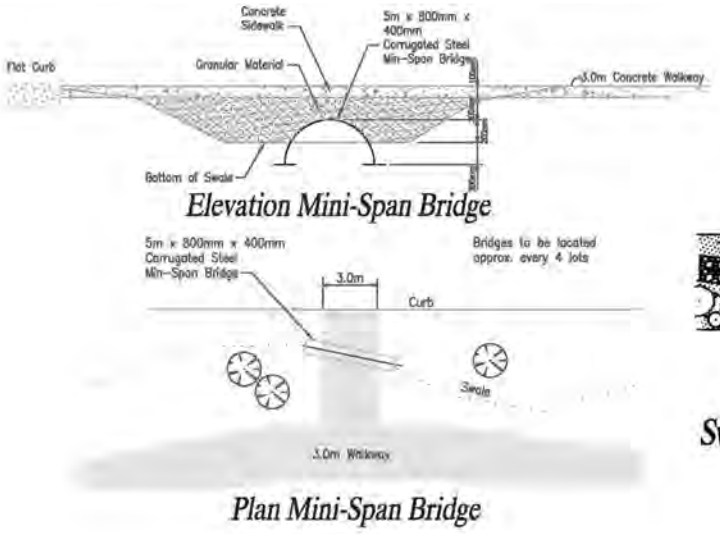

210 St
208 St
206 St
204 St
202B St
72 Ave
70 Ave
68 Ave
WHP
PP
DP
UG
Detention Pond (Existing)
Park
Built Greenway
Conservation Area
Tree Retention
Streams
Blue Link
Green Link
Ecological Buffer
Recreational Greenway
Enhanced Sidewalk
Street Greenway
Urban/ALR Interface
Visual Green
Street with Greenway
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
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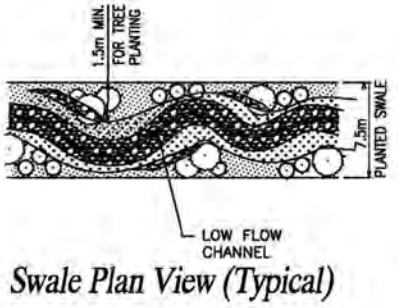

210 St
208 St
206 St
204 St
202B St
72 Ave
70 Ave
68 Ave
Traffic Calming Element
Traffic Light
Roundabout
Turn Restriction
Local Road Gateway
Proposed Road Access Closure
Road Pinch
Wildlife Tunnel
Arterial Road
Collector Road
Proposed Local Road
Future Roadway Extention
N
0
110
220
M
Township of Langley
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

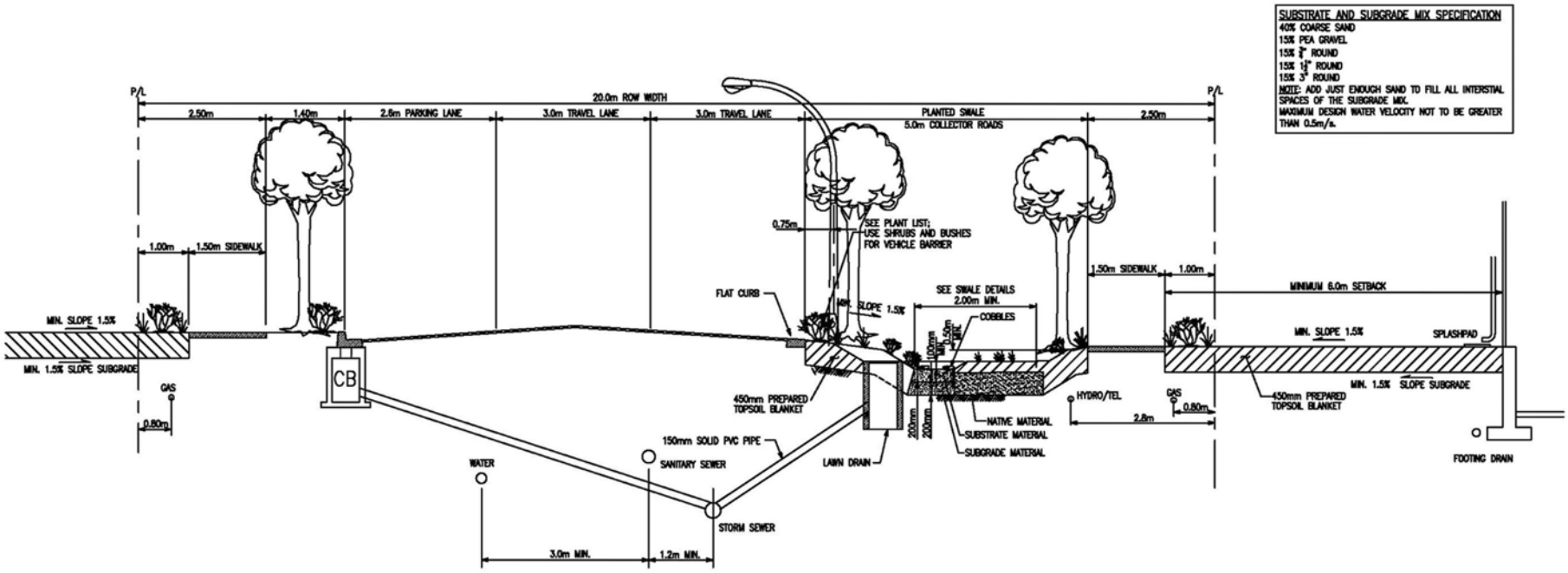


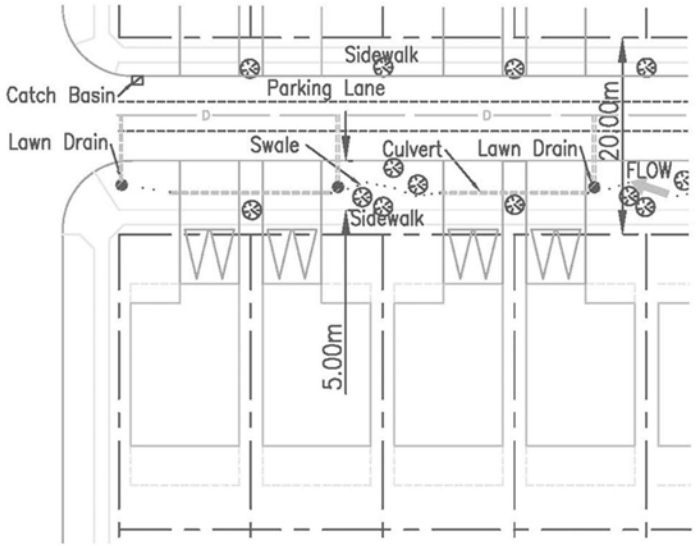


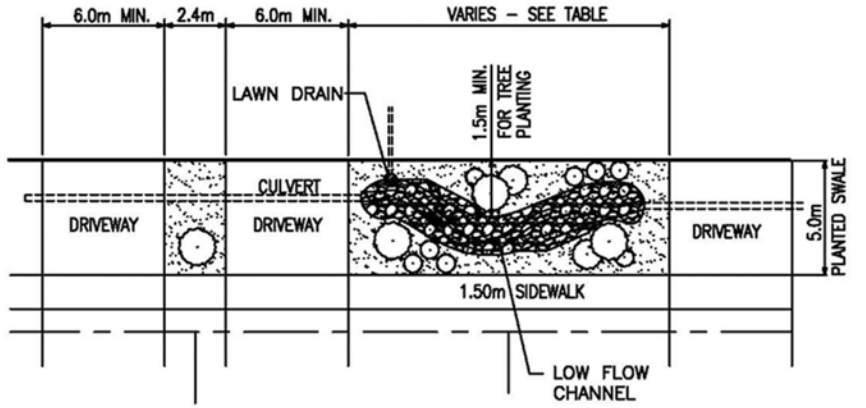




Rainwater system 206 Street

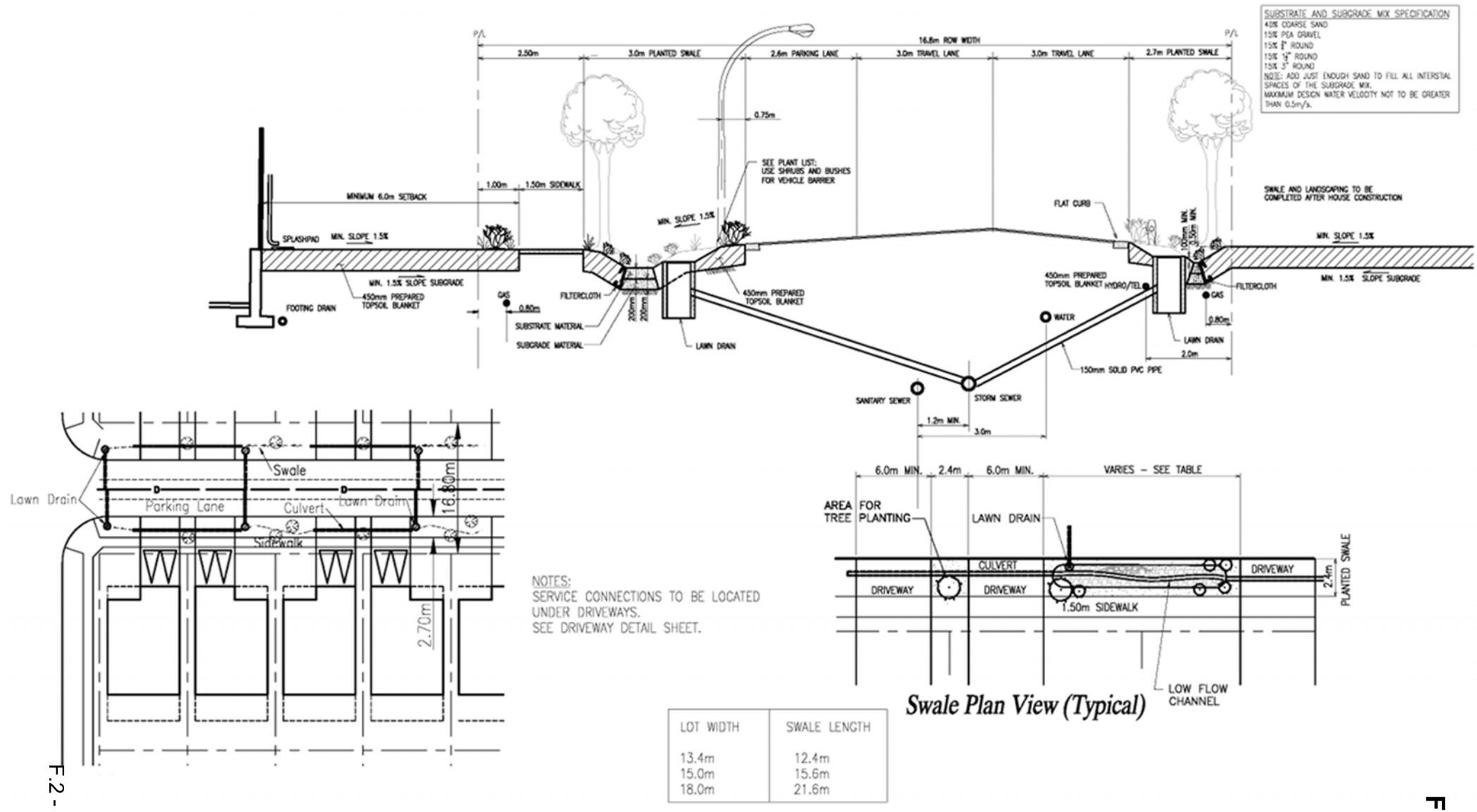






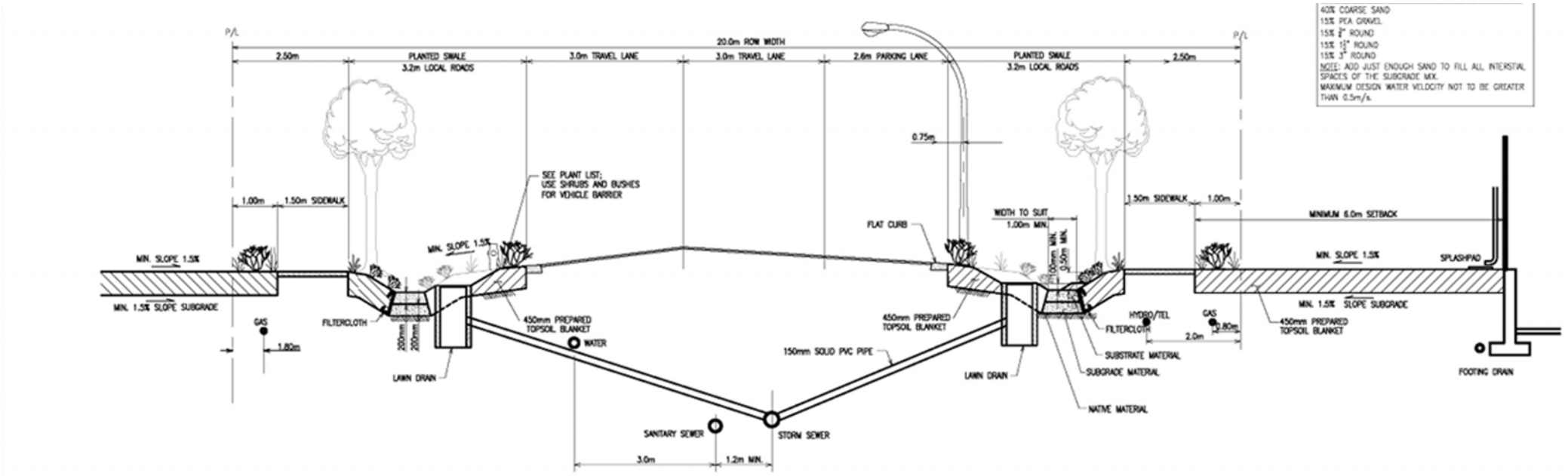
Swale Plan View (Typical)

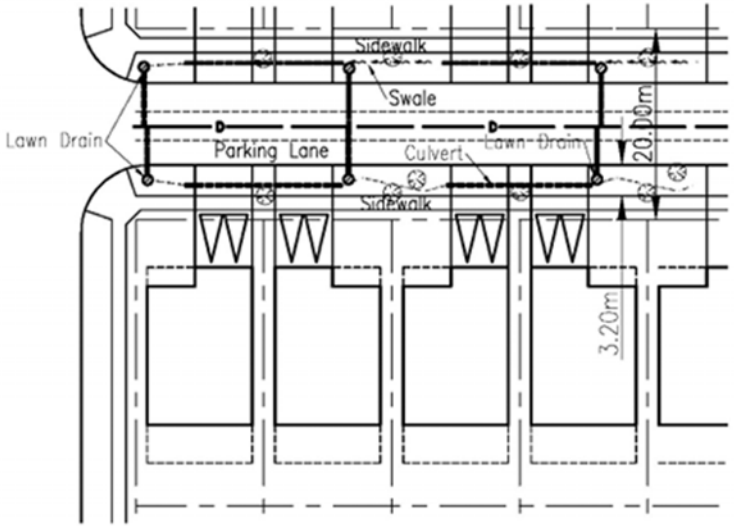
Rainwater System- Collector Roads



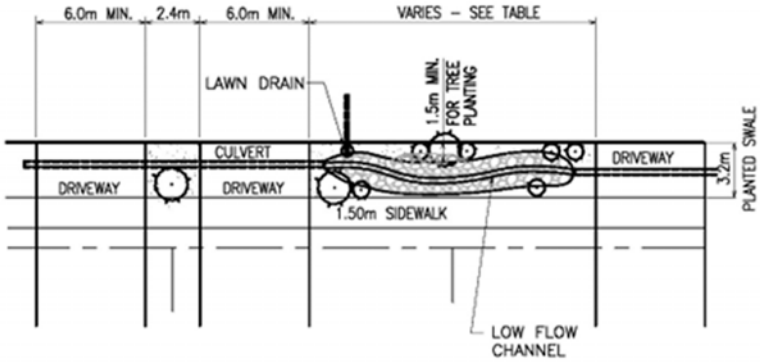
Swale Plan View (Typical)

Rainwater System 16.8m Local Roads





NOTES:
SERVICE CONNECTIONS TO BE LOCATED UNDER DRIVEWAYS.
SEE DRIVEWAY DETAIL SHEET.

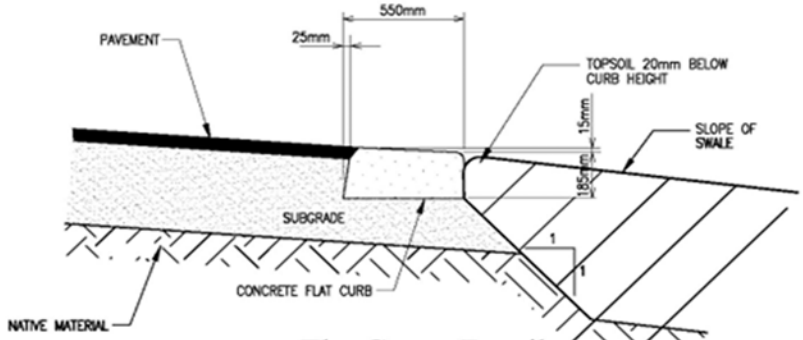


Swale Plan View (Typical)

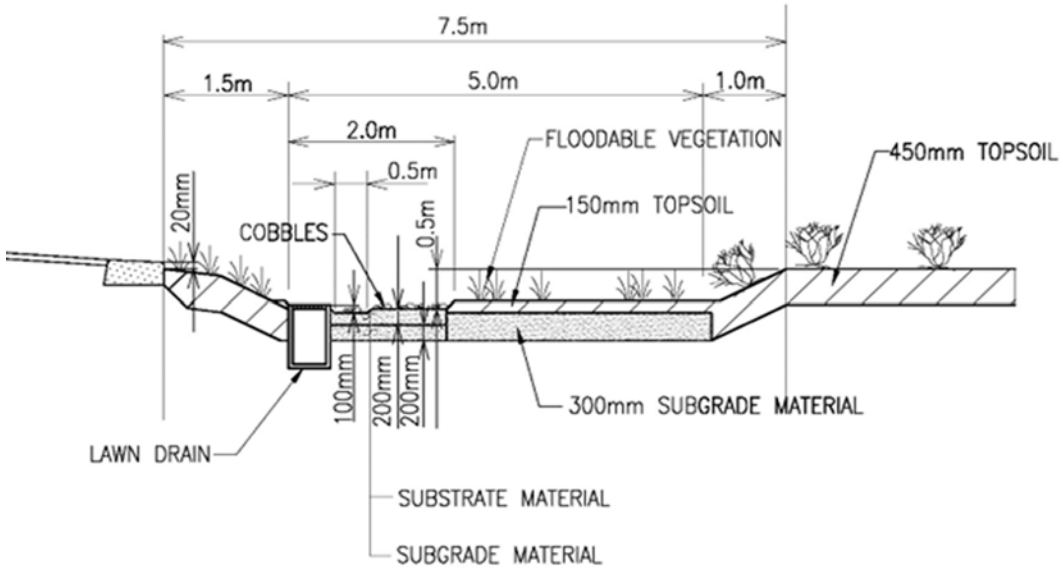
LOT WIDTH	SWALE LENGTH
13.4m	12.4m
15.0m	15.6m
18.0m	21.6m

Rainwater System 20 m Local Roads

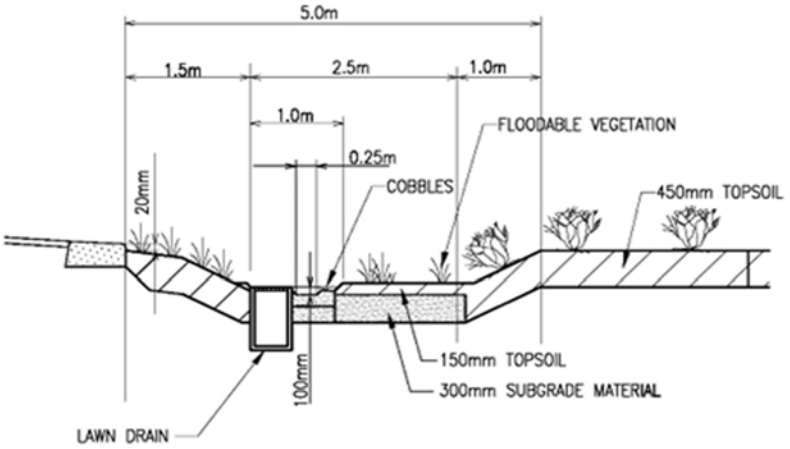
F.2



Flat Gutter Detail



Typical 7.5m Swale Detail

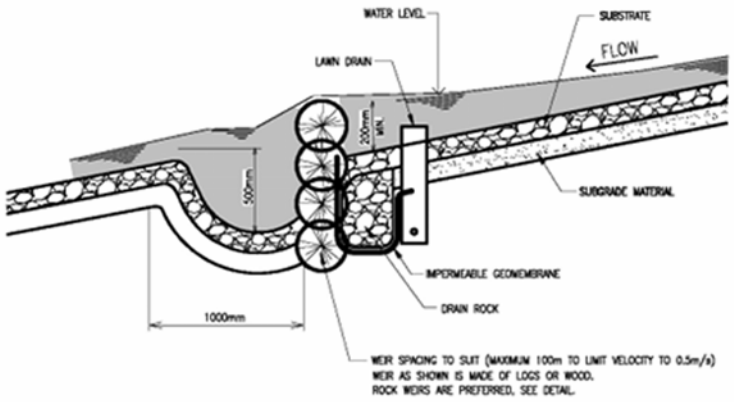


Typical 5.0m Swale Detail

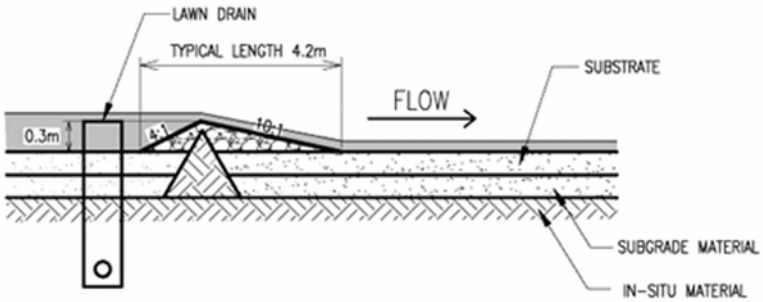
Note: See Township of Langley Planting List

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



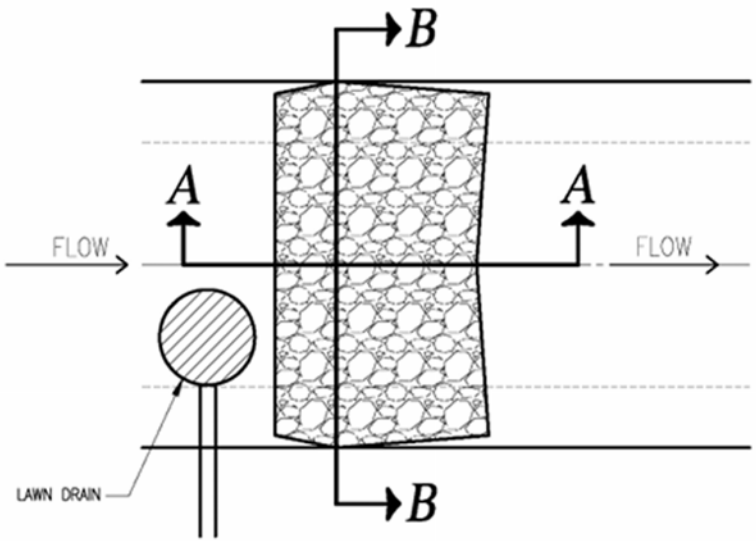
TYPICAL SWALE PROFILE



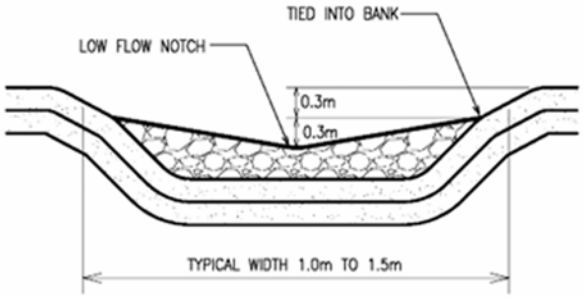
SECTION A-A

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

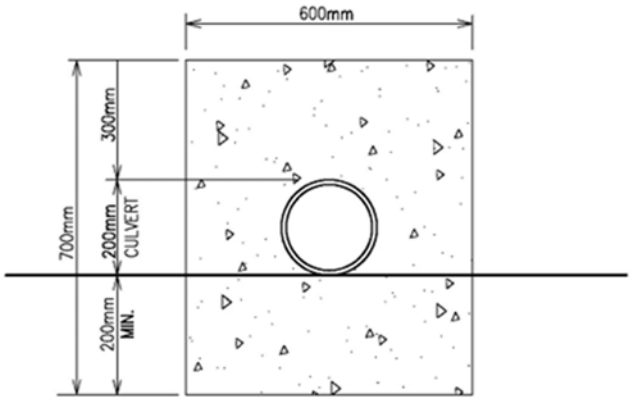
Amelanchier almifolia – Serviceberry
Cornus stolonifera – red osier dogwood
Cornus sericea – redtwig dogwood
Gaultheria shallon – salal
Holodiscus discolor – Oceanspray
Mahonia aquifolium – Oregon grape
Mahonia nervosa – Low Oregon grape
Rosa spp. – e.g. flower carpet rose; bald hip rose ; Nootka rose
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

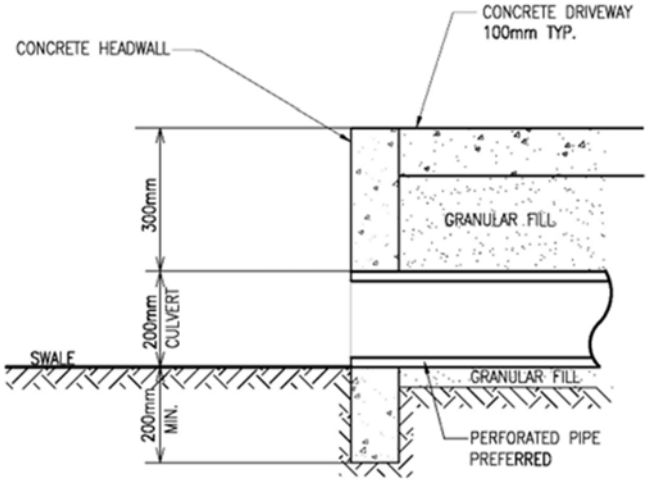
Acorus calamus – sweet flag
Adiantum pedatum – maidenhair fern
Anaphalis margaritacea – Pearly everlasting
Arctostaphylos uva ursii – kinnickinnick
Astilbe spp. – false spirea
Carex mertensii – Merten's sedge
Cornus unalaschkensis – Bunchberry
Fragaria chiloensis – Beach strawberry
(wildlife habitat, 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)

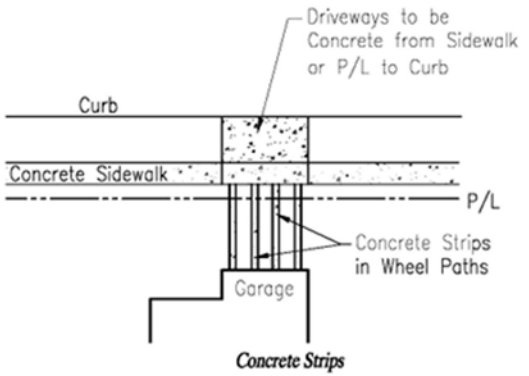
Typha latifolia – cattail
Saggitaria latifolia – arrowhead
Scirpus microcarpus – small-flowering bulrush
Carex obnupta – slough sedge
Salix lasiandrapacific – willow
Physocarpus capitus – pacific ninebark
Cornus stolonifera – red-osier dogwood



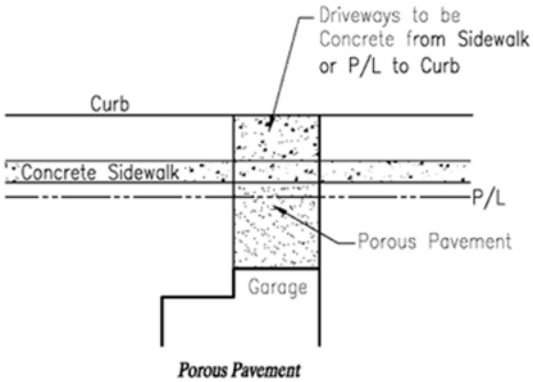
Driveway - Headwall Elevation



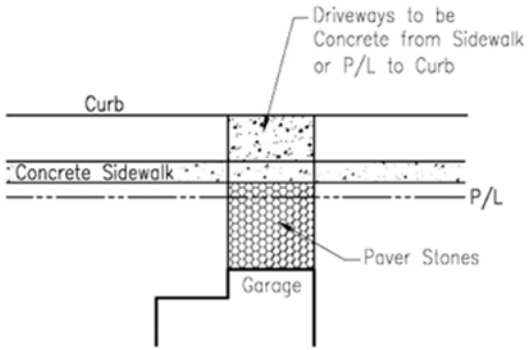
Driveway - Headwall Detail



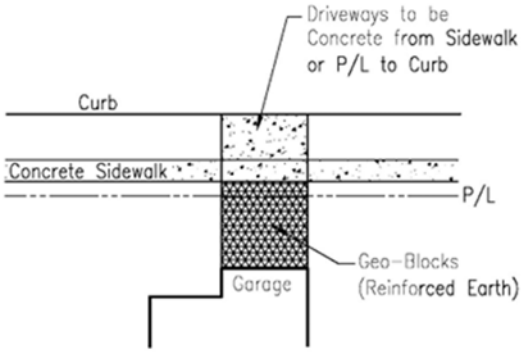
Concrete Strips



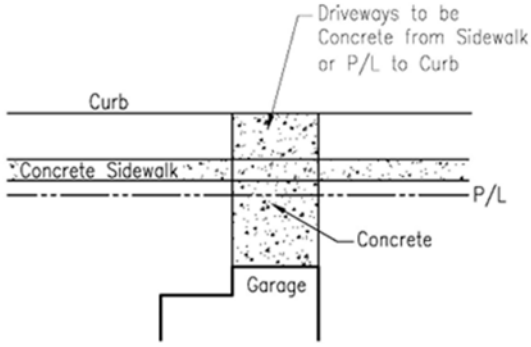
Porous Pavement



Paver Stones

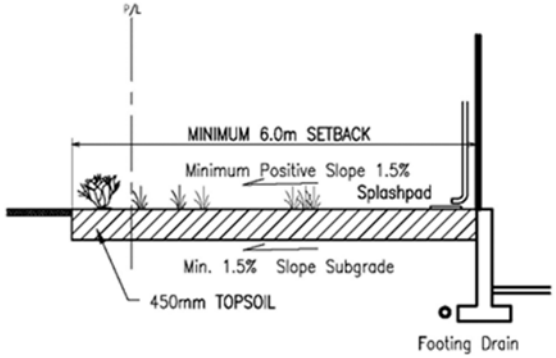


Reinforced Earth

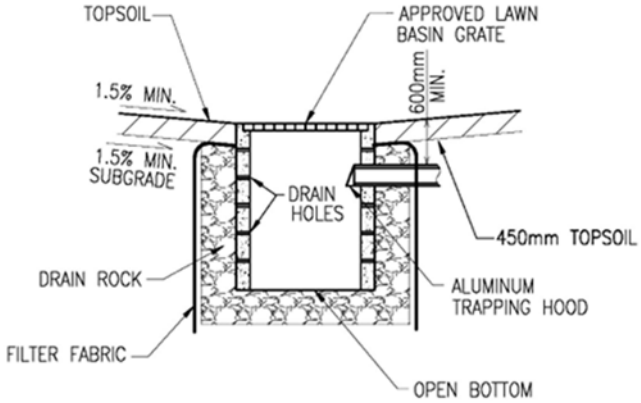


Concrete

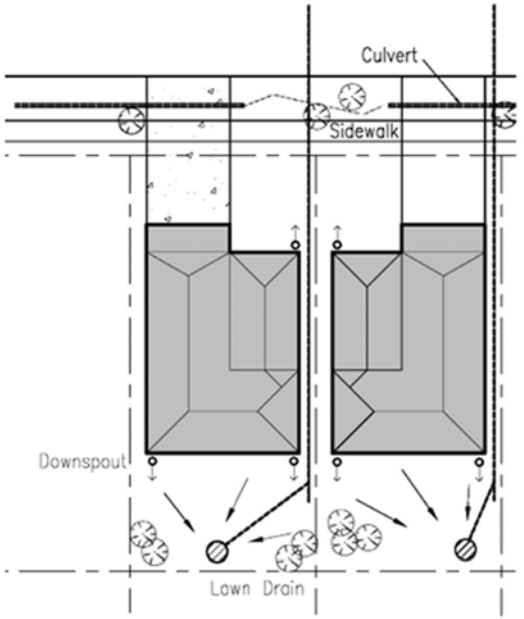
Driveway Options



TYPICAL LOT DRAINAGE



LAWN DRAIN DETAIL



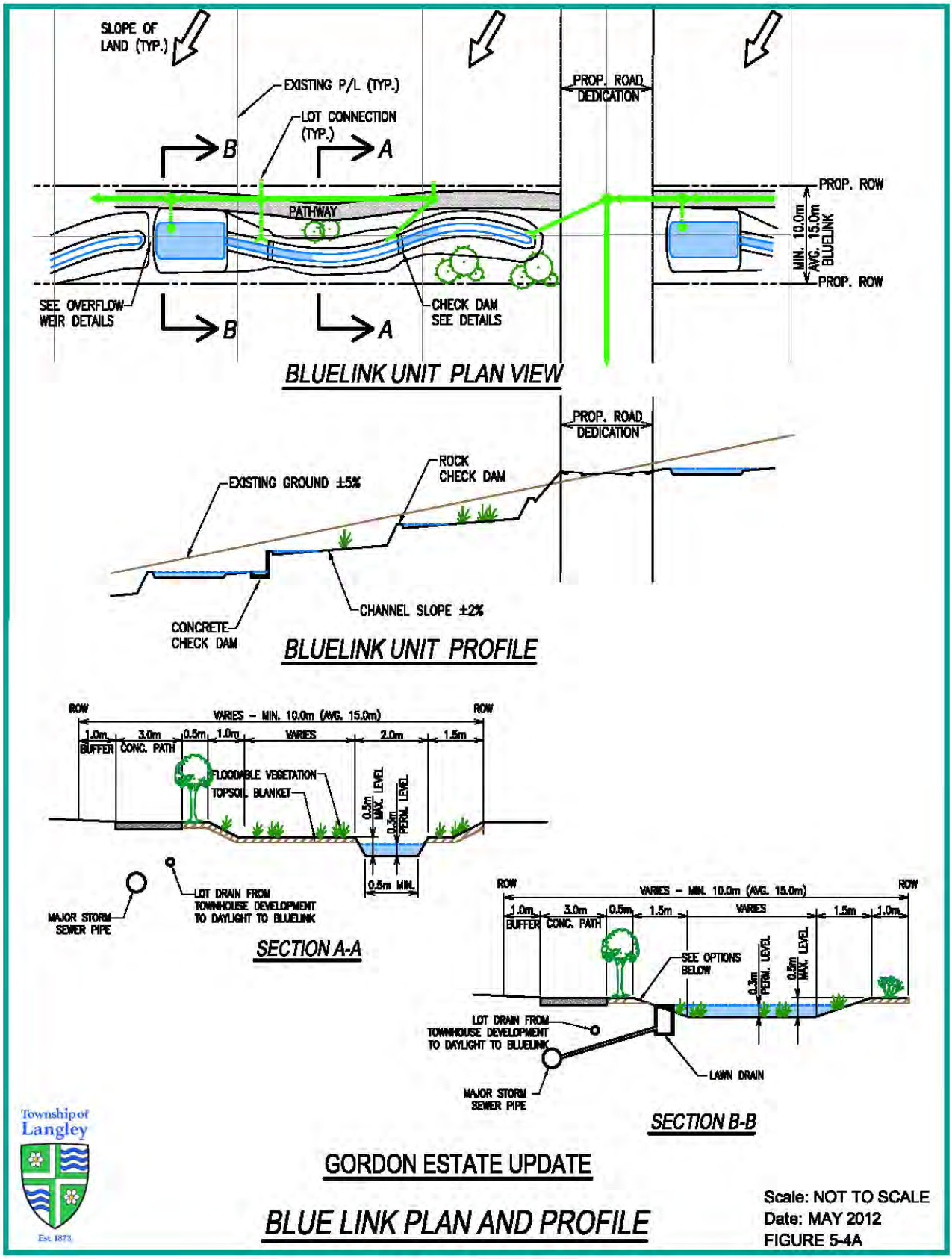
Note: See Township of Langley Parks specifications for top soil placement and surface preparation.

NOTE:
DOWNSPOUT LEADERS TO DISCHARGE TO SPLASH PADS DIRECTED TO FRONT OR REAR YARD (NO SIDE YARD DRAINAGE)

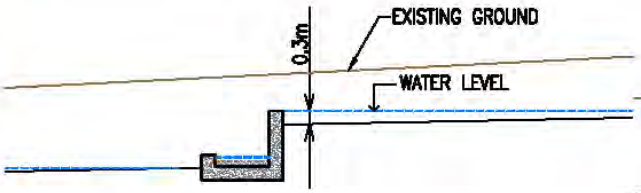
- REAR LAWN DRAIN MAY BE REQUIRED WHERE DISTANCE BETWEEN BUILDINGS WILL NOT ALLOW SURFACE SWALES AND POSITIVE DRAINAGE. REAR LAWN DRAIN NOT REQUIRED IF REAR OF LOT DRAINS TO PUBLIC PROPERTY.
- CONNECT LAWN DRAIN TO FOOTING DRAIN INSPECTION CHAMBER. ONE STORM SERVICE CONNECTION FOR EACH LOT.

LOT ZONING	BUILDING SETBACK	DISTANCE BTW'N. BUILDINGS
RC-L R1-B	1.2m 1.5m	2.4m 3.0m

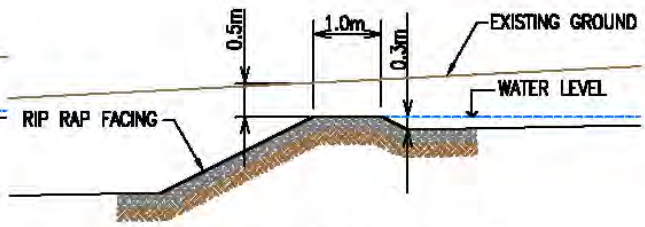
Appendix B: Blue Link Details



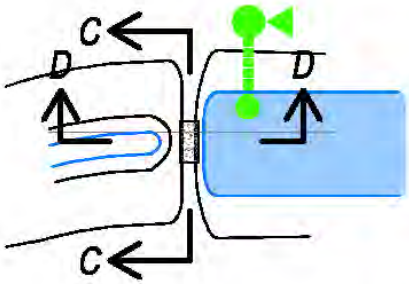
Plan and Profile of a Blue Link



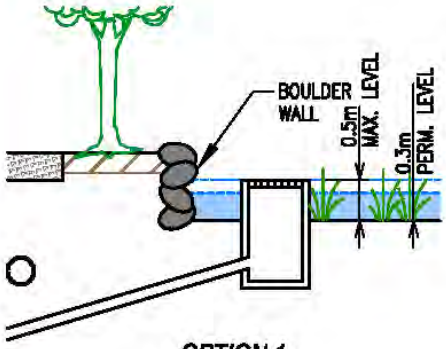
CONCRETE CHECK DAM DETAIL



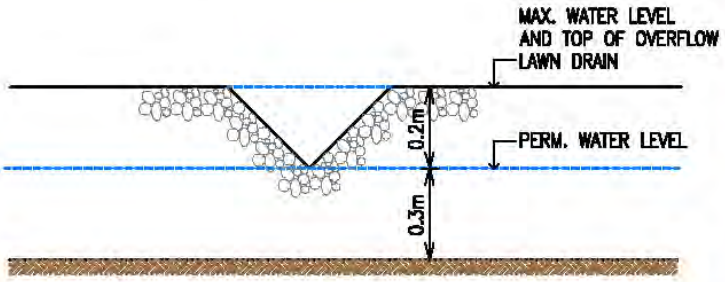
ROCK CHECK DAM DETAIL



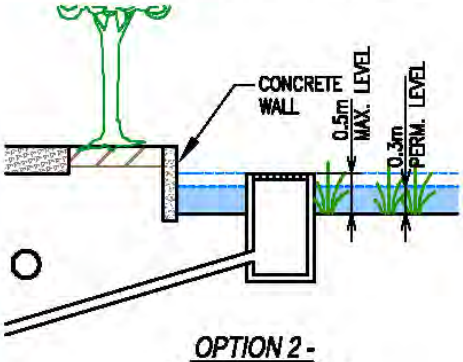
ROCK/CONCRETE OVERFLOW WEIR DETAIL



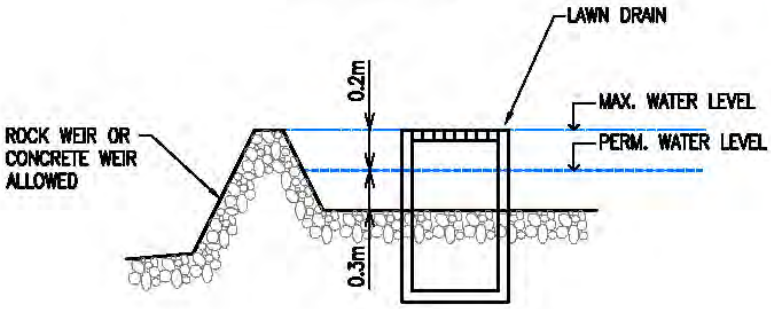
OPTION 1 - BOULDER WALL



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 Administration fee payable prior to final reading, final subdivision approval or permit issuance	$625.00
	Green Infrastructure Services 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] Willowbrook[8] Fee per unit being rezoned.	$160.00
	Neighbourhood Planning Administration Fees[9] Gordon[9] Fee per unit being rezoned. Smith[8] Fee per unit being rezoned. Williams Fee per gross acre being rezoned. Willoughby Transit Corridor[8] Fee per residential unit being rezoned. Yorkson[8] Fee per residential unit being rezoned. Walnut Grove Stage 9 (Redwoods)[8] Fee per unit being rezoned. Booth, Fernridge and Rinn (in Brookswood-Fernridge) Fee per gross acre being rezoned.	$292.50 $167.00 $2,465.00 $220.00 $149.00 $171.00 $1,991.69
Extraordinary Charges	Development applications creating extraordinary costs for the Township shall reimburse the Township on the basis of: • Each additional staff report to Council greater than 2 • Township expense of obtaining extraordinary legal or other professional consultant advice needed to evaluate an application • Municipal advertising, notification, facility rental and setup expenses incurred for additional or extended public hearings • 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 Research and information request	$1,245.00 At cost At cost $3,750.00 At cost
Refundable Portion of Development Application Fees	Upon written request of the owner to withdraw an application: 1. 90% of the initial application fee shall be refunded if such request is received within 14 days of application or 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

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 11, 2026 - REGULAR MEETING	**REPORT:**	26-48
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-25-0113
SUBJECT:	REZONING APPLICATION NO. 100657 (SIVIA DEVELOPMENTS INC. / 21305 – 83 AVENUE)		

PROPOSAL:

Application to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6212 subject to 12 development prerequisites being satisfied prior to final reading of Bylaw No. 6212.

RATIONALE:

The proposal is consistent with the Willoughby Community Plan and Williams Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sivia Developments Inc.) Bylaw No. 6212 rezoning 0.7 ha (1.7 ac) of land located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of community stormwater management facility with associated amenities in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan.
3. Provision of road dedications, widenings and necessary traffic improvements, including interim and ultimate design configurations for 83 Avenue, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan.
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement,

protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township

c. identifying the units (5% of townhouse units) required in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).

7. Dedication and construction of a 15 m (49 ft) wide Freeway Landscape Buffer on the northern portion of the site, including final acceptance of the greenway landscape design plans, trail alignment, signage, landscape details and security.
8. Completion of any area-specific development prerequisites per the Willoughby Development Phasing Policy.
9. Approval of the Rezoning Bylaw by the Ministry of Transportation and Transit (MOTT).
10. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
11. As per the applicant's proposal in support of the proposed rezoning application, provision of $502,608 as a voluntary amenity contribution.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

EXECUTIVE SUMMARY:

Flat Architecture Inc. has applied on behalf of Sivia Developments Inc. to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

A delegated development permit for form and character is being processed concurrently.

The proposed development is consistent with the Willoughby Community Plan and Williams Neighbourhood Plan. Staff recommend that Council support the rezoning amendment, subject to the completion of 12 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed Rezoning Bylaw No. 6212.

REFERENCE:

Owner:	Sivia Developments Inc. 4195 Lefeuvre Road Abbotsford, BC V4X 1P3
Agent:	Flat Architecture Inc. 209, 6321 King George Blvd Surrey, BC V3X 1G1
Legal Description:	Lot 17 Section 25 Township 8 New Westminster District Plan BCP36639
Location:	21305 – 83 Avenue
Area:	0.7 ha (1.7 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-219
Willoughby Community Plan:	Multi Family
Williams Neighbourhood Plan:	Townhouse

BACKGROUND/HISTORY:

- The site is currently zoned Suburban Residential Zone SR-2, designated Multi Family in the Willoughby Community Plan, and designated Townhouse (22 upa) in the Williams Neighbourhood Plan.
- The site is located in Development Permit Area 'B' – Residential in the Willoughby Community Plan.

DISCUSSION/ANALYSIS:

- Flat Architecture Inc. has applied on behalf of the owner to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.
- The proposal includes provision of a 15 m (49 ft) wide Freeway Landscape Buffer on the northern portion of the site consistent with the Williams Neighbourhood Plan.

Adjacent Uses:

	Existing Use:	Willoughby CP Designation:	Williams NP Designation:	Yorkson NP Designation:	Existing Zoning:
North:	Highway 1	N/A	N/A	N/A	N/A
South:	83 Avenue, beyond which are vacant properties that are currently under application (ToL Project No. 08-25-0098) for film	Business Park	Business Park	N/A	SR-2

	studio, office and warehouse uses				
West:	Properties with existing single family dwellings	Mixed Residential	N/A	Single Family Mixed Residential (10 UPA)	CD-63 R-CL(A)
East:	Properties currently under application (ToL Project No. 08-25-0124) for the development of warehouse buildings	Business Park	Business Park	N/A	SR-2

Zoning Amendment:

- Bylaw No. 6212 proposes to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.
- The gross developable land area (consistent with Section 5.2 of the Williams Neighbourhood Plan) of the subject site is 0.7 ha (1.7 ac) and with the proposed 37 townhouse units results in a density of 52 uph (21.7 upa).
- Provision of interim and ultimate design configurations for 83 Avenue pursuant to the Williams Circulation Concept Plan has been included as a development prerequisite.
- The project will be further reviewed as part of the development permit application process to ensure compliance with the provisions of the site's proposed CD-219 zoning in terms of siting, lot coverage, landscaping, height, use and density.

General Development Prerequisites:

- Section 11.1 of the Williams Neighbourhood Plan includes the following General Development Prerequisites:
    - *"1. Identifying a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in the area, with the exception of non-residential developments."*
        - A school/park site has been designated in the Williams Neighbourhood Plan on 78 Avenue. Consistent with Section 6.3.2 of the Williams Neighbourhood Plan, this constitutes the securing of this site for the purposes of development.
    - *"2. Prior to opening of each phase for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed."*
        - A development application (ToL Project No: 08-25-0098) that received third reading on July 26, 2021 has designed and secured a Development Works Agreement for the detention pond for the catchment. The detention pond is not constructed.
        - On December 15, 2025 Council resolved the following:
          "…Therefore be it resolved that Council directs staff to Report to Council to establish a limited pilot program for interim on-site stormwater detention within the Williams Neighbourhood Plan north of 80 Avenue, including regulatory considerations, technical requirements and applicable parameters appropriate for Council to consider; and

That the Report to Council include an update regarding the potential construction of a permanent detention facility, not to unduly delay the commencement of a limited pilot program;
Further, that Council hereby directs staff to process any duly accredited proposals for interim on-site detention for infill residential development within the Williams Neighbourhood Plan north of 80 Avenue within that area's established, otherwise completed residential neighbourhood."

- Consistent with the Williams Neighbourhood Plan, provision of a community stormwater management facility has been included as a development prerequisite for the rezoning. Stormwater management will be determined via the Servicing Agreement process pursuant to the requirements of Section D of the Subdivision and Development Servicing Bylaw and will be informed by Council's consideration of an interim on-site detention limited pilot program.

Willoughby Development Phasing Policy:

- The subject site is subject to an area-specific consideration in Section 4.2.1.b) of the Willoughby Development Phasing Policy No. 07-237:

  "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."
- Council received a Memorandum from the Engineering Division on May 27, 2024 (Attachment B) that provides information on conceptual road widening design options and cost estimates to widen 216 Street between 80 Avenue and Highway 10.
- Completion of this area-specific development prerequisite has been included as a development prerequisite for the rezoning.

Development Permit Area 'B' – Residential:

- The subject lands are located in Development Permit Area 'B' – Residential in the Willoughby Community Plan.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 upa to a delegated staff official.
- As the proposed residential development is less than 25 upa, the associated development permit application is being processed concurrently for consideration by a delegated staff official.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, the following: provisions of the site's proposed CD-219 zoning; landscaping, tree and age-friendly amenity area requirements; pedestrian connectivity to the existing recreational trail; and alignment with the Development Permit Area 'B' – Residential guidelines. Staff note, should interim on-site detention be further considered, site planning implications are anticipated. Accordingly, the currently submitted site plan is conceptual and resolution of the above requirements may result in a change to the proposed number of units.

Voluntary Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a $502,608 voluntary amenity contribution in support of the proposed rezoning application.

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
0	0	51	51	5	56

Detailed tree management and landscape plans will be provided and reviewed in conjunction with the development permit.

Policy Considerations:

The proposed rezoning will facilitate development of approximately 37 townhouse units on the site located at 21305 – 83 Avenue. Staff recommend that Council give first, second and third reading to Bylaw No. 6212 (subject to 12 development prerequisites).

Respectfully submitted,

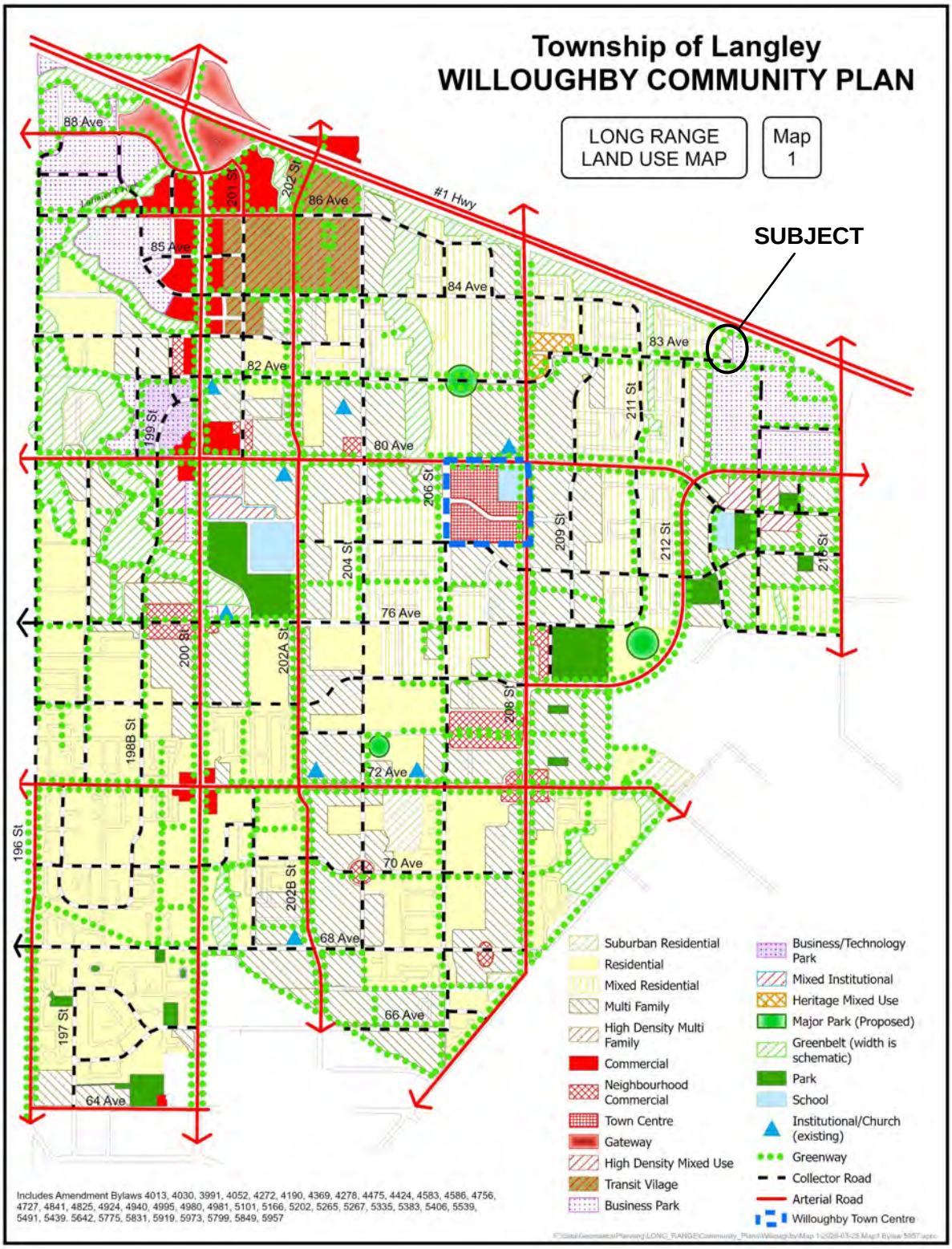
Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

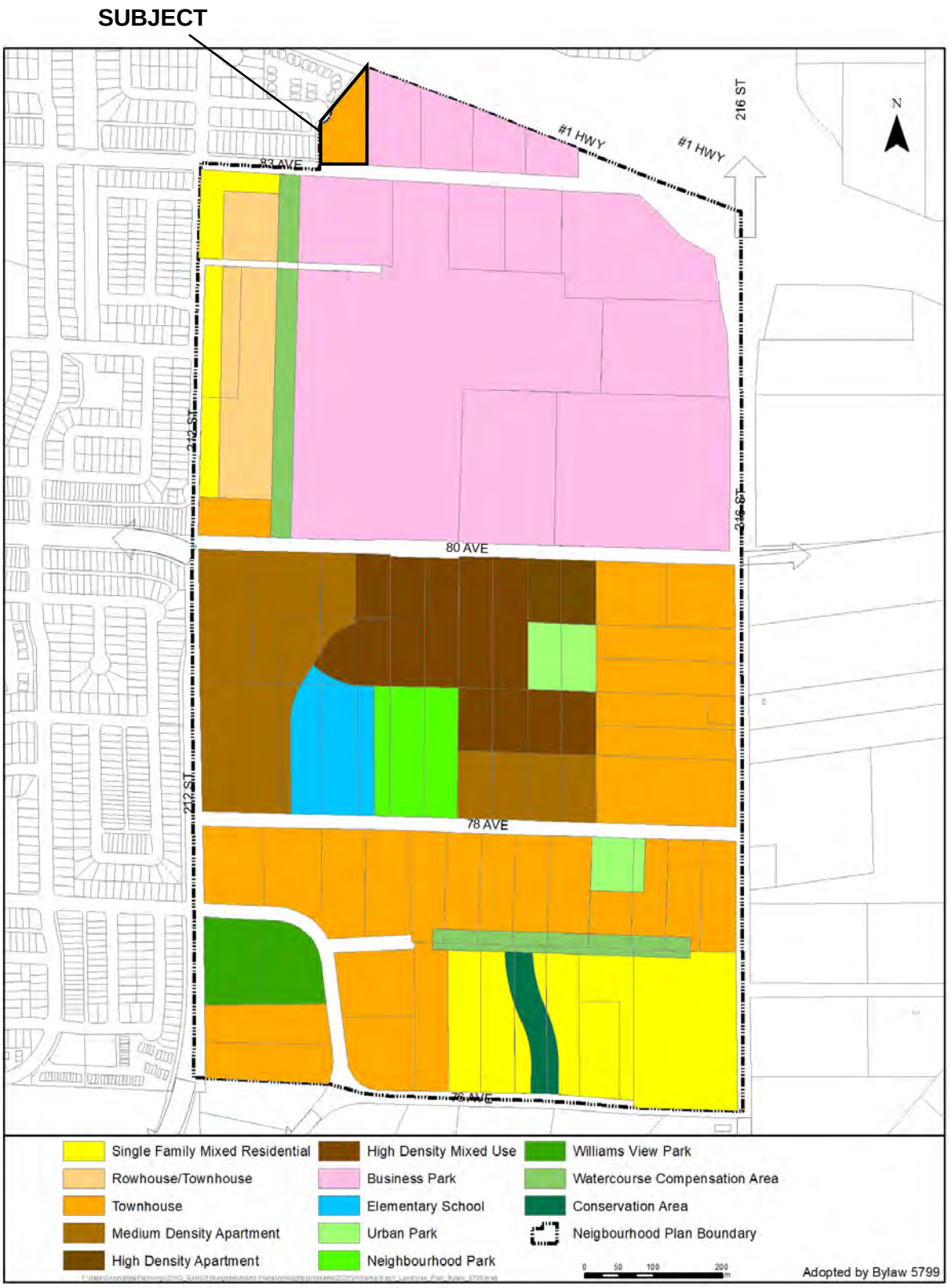
ATTACHMENT A Maps and Graphics
ATTACHMENT B Memorandum from Engineering Division (May 27, 2024)

ATTACHMENT A



AERIAL CONTEXT MAP


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
199 St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
209 St
211 St
212 St
216 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Institutional/Church (existing)
Greenway
Collector Road
Arterial Road
Willoughby Town Centre
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439. 5642, 5775, 5831, 5919, 5973, 5799, 5849, 5957


SUBJECT
#1 HWY
#1 HWY
216 ST
N
83 AVE
212 ST
216 ST
80 AVE
212 ST
78 AVE
76 AVE
Single Family Mixed Residential
Rowhouse/Townhouse
Townhouse
Medium Density Apartment
High Density Apartment
High Density Mixed Use
Business Park
Elementary School
Urban Park
Neighbourhood Park
Williams View Park
Watercourse Compensation Area
Conservation Area
Neigbourhood Plan Boundary
0 50 100 200 m
Adopted by Bylaw 5799



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

Township of Langley
Est. 1873

ATTACHMENT B

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 27, 2024
FROM:	ENGINEERING DIVISION	**FILE NO:**	5260-26-001
SUBJECT:	216 STREET FROM 80 AVENUE TO HIGHWAY 10		

The purpose of this memorandum is to provide Council with information on conceptual road widening design options and cost estimates to widen 216 Street between 80 Avenue and Highway 10.

At its May 1, 2023 Regular Meeting, Council passed a resolution for staff to prepare conceptual designs and cost estimates for options to widen 216 Street from 80 Avenue to Highway 10 (Glover Road). The concept is to include active transportation infrastructure, assess impacts to the Agricultural Land Reserve (ALR), and applicable services and third-party utilities.

The total length of the corridor between Highway 10 and 80 Avenue is approximately 1,980 metres. The portion between 76 Avenue and Highway 10 is 1,150 metres. The proposed concepts includes widening 100 metres on 80 Avenue west of 216 Street to facilitate widening at the intersection of 80 Avenue and 216 Street. The lands on the west side of 216 Street between 80 Avenue and 76 Avenue are within the Williams Neighbourhood Plan while lands on the east side are within the ALR.

Between 80 Avenue and 76 Avenue, both Options 1 and 2 include four (4) vehicle travel lanes, left turn lanes, raised medians, and traffic signals at both 76 Avenue and 78 Avenue. Both Options assume shifting the alignment west into the William Neighbourhood Plan area to minimize ALR impact on the east side. South of 76 Avenue, both options include a Multi Use Path (MUP) on the west side and sidewalk on the east side between 80 Avenue and 76 Avenue to reduce ALR impact, bike lanes on both sides, raised medians, and left turn lanes. South of 76 Avenue both options shift to the center of the road to impact the ALR lands equally on both sides. Through the total length of the corridor between Highway 10 and 80 Avenue, both options include new municipal utilities, water, and sanitary sewer. Both options also include relocation of third-party utilities, BC Hydro and TELUS poles, to accommodate road widening.

The difference between the options is that Option 1 includes four (4) travel lanes south of 76 Avenue and Option 2 provides two (2) travel lanes. Option 1 is illustrated in Attachment A and Option 2 is illustrated in Attachment B. The land impacts are illustrated in Attachment C and Attachment D for Options 1 and 2 respectively.

While more impactful on the ALR, Option 1 is preferred from a transportation perspective due to the additional travel lanes, greater operational efficiency, and higher level of service for the movement of people and goods at a relatively small difference in estimated cost. Providing four (4) travel lanes is consistent with 216 Street's designation as a major arterial road that connects Highway 1 and Highway 10.

Regardless of which option, the benefits of widening this corridor would not be fully realized until the intersection of 216 Street and Highway 10 is upgraded.

To meet long term needs, a 2015 Roberts Bank Trade Area (RBTA) study recommended a rail overpass at the 216 Street intersection, widening of Highway 10, new road connections west of Glover Road, and closures of existing rail crossings estimated to cost $77,000,000. This would require a partnership with significant Provincial and Federal contributions and would not be led by the Township.

The tables below summarize order of magnitude costs associated for the different components of Options 1 and 2 and indicate available DCC program funding.

Class C Construction Cost Estimate:

	Highway 10 to 76 Avenue	76 Avenue to 80 Avenue	Intersection Highway 10 at 216 Street (1)	Contingency (30%)	Engineering & Construction Administration (12%)	**Total**
Option 1 (General)	$19,452,800	$14,317,000	$5,000,000	$11,630,900	$6,048,100	$56,448,800
Option 1 (Utilities)	$2,121,400	$2,401,100	-	$1,356,800	$705,500	$6,584,800
Option 1 Total	$21,574,200	$16,718,100	$5,000,000	$12,987,700	$6,753,600	**$63,033,600**
Option 2 (General)	$15,264,200	$14,317,000	$5,000,000	$10,374,300	$5,394,700	$50,350,200
Option 2 (Utilities)	$2,121,400	$2,401,100	-	$1,356,800	$705,500	$6,584,800
Option 2 Total	$17,385,600	$16,718,100	$5,000,000	$11,731,100	$6,100,200	**$56,935,000**
DCC	$5,526,267	$8,724,594	-	-	-	**$14,250,861**

(1) a placeholder amount of $5,000,000 was included to indicate the potential for cost sharing for intersection improvements at Highway 10, subject to future negotiations.

Land Cost Estimate:

	Highway 10 to 76 Avenue	76 Avenue to 80 Avenue	Contingency (10%)	**Total**
Option 1	$1,109,900	$14,050,300	$1,516,000	**$16,676,200**
Option 2	$467,700	$14,050,300	$1,451,800	**$15,969,800**
DCC	$2,293,129	$5,201,548	-	**$7,494,677**

Total Construction and Land Cost Estimate:

	Land	Construction	**Total**
Option 1	$16,676,200	$63,033,600	**$79,709,800**
Option 2	$15,969,800	$56,935,000	**$72,904,800**
DCC	$7,494,677	$14,250,861	**$21,745,538**

At its May 1, 2023, Regular Meeting, Council passed the following resolutions:

Whereas,

1. *The completion of the 216 Street Highway Interchange has significantly increased vehicle traffic on 216 Street from 80 Avenue to Highway 10;*

2. *The current road width of 216 Street from 80 Avenue to Highway 10 is insufficient to accommodate growing neighbourhoods, current and future traffic and active transportation within the area; and*

3. *216 Street is identified as a major arterial road in the 2009 Transportation plan and provides a critical link between two provincial highways;*

Therefore, be it resolved that Council hereby directs staff to report to Council with a conceptual road widening project plan for 216 Street from 80 Avenue to Highway 10 with options for Council to consider, potentially including but not necessarily limited to:

1. *The cost and design for road widening, potential intersection improvements, active transportation infrastructure for pedestrians and cyclists and impact(s) to private property;*

2. *The potential impact to the Agricultural Land Reserve; and*

3. *Servicing and third-party utilities requirements that may be applicable to include.*

216 Street is identified as a Major Arterial Road in the Township's 2009 Master Transportation Plan (MTP) and provides a critical link between two (2) provincial highways; Highway 1 and Highway 10. Arterial roads are typically constructed with four (4) travel lanes, left turn bays at intersections, raised medians, protected bicycle lanes, sidewalks or MUPs, streetlights, and landscaping.

216 Street between 80 Avenue and Highway 10 (Glover Road) is currently constructed to a two-lane rural arterial road standard, with narrow gravel shoulders, no streetlighting, and yellow coded watercourses between the 7300 Block and Highway 10. The construction of the 216 Street Interchange at Highway 1 and the widening of 216 Street between the interchange and 80 Avenue has changed the traffic patterns on 216 Street south of 80 Avenue.

A traffic count was undertaken at the intersection of 216 Street and 80 Avenue in October of 2018 prior to the opening of the 216 Street Interchange. The Average Daily Traffic (ADT) volume on 216 Street south of 80 Avenue was 3,135 vehicles per day. A traffic count was undertaken in September of 2023 that determined the ADT south of 80 Avenue increased to 11,408 vehicles per day.

In anticipation of the increased traffic volumes, the Township modified the curve at Guy Creek to better accommodate larger vehicles. The Township also partnered with the Ministry of Transportation and Infrastructure (MoTI) and CP Rail to implement safety improvements at the intersection of 216 Street and Highway 10. These improvements included expanding the left turn lane on Highway 10, widening the CP rail crossing, improving the rail crossing warning system, installing a new traffic signal at the intersection, and a connection between the rail warning system and the traffic signal. These works were intended to be temporary and were primarily aimed at addressing safety concerns at the rail crossing and intersection. As the portion of 216 Street between Highway 1 and Highway 10 is anticipated to be designated as a truck route, the works were designed to accommodate trucks.

Improvement Options:

<u>216 Street between 80 Avenue and 76 Avenue: (included in both Options)</u>

The Williams Neighbourhood Plan has identified 216 Street between 80 Avenue and 76 Avenue as a four-lane divided urban road. As such, the two (2) options identified for the entire corridor both assume this condition in the future. The conceptual plan for widening of this portion of 216 Street includes:

- Shifting the alignment to the west south of 80 Avenue to avoid impacts to the Agricultural Land Reserve (ALR) on the east side of 216 Street.
- Four (4) vehicle travel lanes with raised medians or left turn lanes.
- Reconstruction of the intersection of 80 Avenue at 216 Street to include northbound and eastbound dual left turn lanes.
- Construction of approximately 100 metres of 80 Avenue west of 216 Street to connect to the ultimate intersection at 80 Avenue and 216 Street.
- Traffic signals at the intersections of 76 Avenue and 78 Avenue with left turn lanes or medians and pedestrian crossings.
- A 3.0-metre-wide concrete MUP on the west side of 216 Street.
- A 1.6-metre-wide bike lane with a 0.6-metre-wide raised curb both sides of 216 Street.
- Underground municipal utilities (stormwater, sanitary, and water mains).

<u>216 Street between 76 Avenue and Highway 10: Option 1</u>

The Township's 2009 MTP indicates that 216 Street from 76 Avenue to Highway 10 is planned to be widened to four (4) vehicle travel lanes. Option 1 (Attachment A) includes the features identified in the common section above and widening the corridor to four (4) lanes and includes the following:

- Shifting the alignment of 216 Street south of 76 Avenue to be centered on the existing road right-of-way and impacting both sides of 216 Street equally through the ALR.
- Four (4) vehicle travel lanes with raised median or two-way-left-turn lanes at existing driveways.
- A 3.0-metre-wide concrete MUP on the west side of 216 Street.
- A 1.6-metre-wide bike lane with a 0.6 metre raised curb both sides of 216 Street.
- Underground municipal utilities (stormwater, sanitary, and water mains) and streetlights.
- Improve the curve at the culvert crossing of Guy Creek and widen to four (4) travel lanes as well as sufficient width for active transportation infrastructure.
- Reconstruction of the intersection of 216 Street and Highway 10 to allow for an additional lane for southbound left turns, and an additional northbound travel lane.
- Reconstruction of the traffic signal and CP rail crossing, requiring CP Rail, BC Hydro, Transport Canada, and MoTI approvals.
- Cost share with MoTI on improvements at the intersection of 216 Street and Highway 10.

216 Street between 76 Avenue and Highway 10: Option 2

Longer sections of two-lane roads can operate at a high capacity provided there are no intersections interrupting traffic flow. Traffic congestion at intersections can be mitigated through localized road widening. Access issues at adjacent properties can be mitigated with the construction of a two-way-left-turn lane at driveways. As such, Option 2 (Attachment B) was developed and includes the features identified in the common section above and retaining only two (2) vehicle travel lanes south of 76 Avenue and improved to the Highway 10 intersection. Option 2 includes the following:

- Shifting the alignment of 216 Street south of 76 Avenue to be centered on the existing road right-of-way impacting both sides of 216 Street equally through the ALR.
- Narrowing 216 Street from four (4) travel lane to two (2) travel lanes south of 76 Avenue.
- Two (2) vehicle travel lanes with raised median or two-way-left-turn lanes at existing driveways.
- A 3.0-metre-wide concrete MUP on the west side of 216 Street.
- A 1.8-metre-wide concrete sidewalk on the east side of 216 Street.
- A 1.6-metre-wide bike lane with a 0.6 metre raised curb both sides of 216 Street.
- Streetlights on the west side.
- Underground municipal utilities (stormwater, sanitary, and water mains).
- Improve the curve at the culvert crossing of Guy Creek with a 2-lane structure with sufficient width for active transportation infrastructure.
- Reconstruction of the intersection of 216 Street and Highway 10 to allow for an additional lane for southbound left turns, and an additional northbound travel lane.
- Reconstruction of the traffic signal and CP rail crossing, requiring CP Rail, BC Hydro, Transport Canada, and MoTI approvals.
- Cost share with MoTI on improvements at the intersection of 216 Street and Highway 10.

216 Street and Highway 10 Long Term Potential Improvements:

A Roberts Bank Trade Area Study was completed in 2015 that examined at-grade rail crossing through the rail corridor including the crossings adjacent to Highway 10 (Glover Road). A long-term improvement was developed that included a new rail overpass structure, widening of Highway 10, new road connections, and the closure of several existing public at-grade rail crossings. The concept (Attachment E) includes the following:

- Construction of an interchange with rail overpass at 216 Street and Highway 10.
- Construction of a new north-south roads west of Highway 10 that connects Worrell Crescent, Crush Crescent, Smith Crescent, and 216 Street.
- Realignment of Glover Road north of Highway 10.
- Widening of Highway 10 to four (4) lanes.
- Closure of the at-grade rail crossings at Smith Crescent, Worrell Crescent, 216 Street, and Glover Road.
- Only the at-grade rail crossing at Crush Crescent would remain.
- Estimated cost of $77,000,000 (in 2015), not including property costs.

Based upon increases in construction and land costs since 2015, the proposed concept would likely be cost closer to $100,000,000 in 2024. Like the Roberts Bank Rail Corridor (RBRC) program that delivered nine (9) rail overpass projects in Delta, Surrey, Langley City, and the Township, this project would require multiple partners to achieve such as the Railways, Transport Canada, Port Metro Vancouver, TransLink, MoTI, ICBC, and the Township. The management and delivery of this project is still to be determined.

Given the relatively small difference in the property impacts and costs between Options 1 and 2, staff recommend Option 1, which provides greater benefit, as the preferred option. Note that almost half of the total project cost is for the section of 216 Street between 80 Avenue and 76 Avenue within the Williams Neighbourhood Plan. There are several active development projects that may dedicate the required road right-of-way and construct portions of 216 Street.

In consideration of the high project cost and other priorities, staff will continue to monitor the progress of development and completion of segments of 216 Street and bring forward.

Should Council wish to undertake further work on this corridor, Council could consider endorsing Option 1 and authorize funding to undertake functional design work, estimated at $400,000.

In addition Council may also wish to further examine the long-term configuration of 216 Street and Highway 10, including a rail overpass, new road connections, rail crossing closures, and widening of Highway 10 at an estimated cost of $100,000.

ATTACHMENT A	216 Street Widening Concept Option 1
ATTACHMENT B	216 Street Widening Concept Option 2
ATTACHMENT C	216 Street Widening Property Impacts Options 1
ATTACHMENT D	216 Street Widening Property Impacts Options 2
ATTACHMENT E	216 St and Highway 10 Long Term Potential Improvements

~~ATTACHMENT A~~



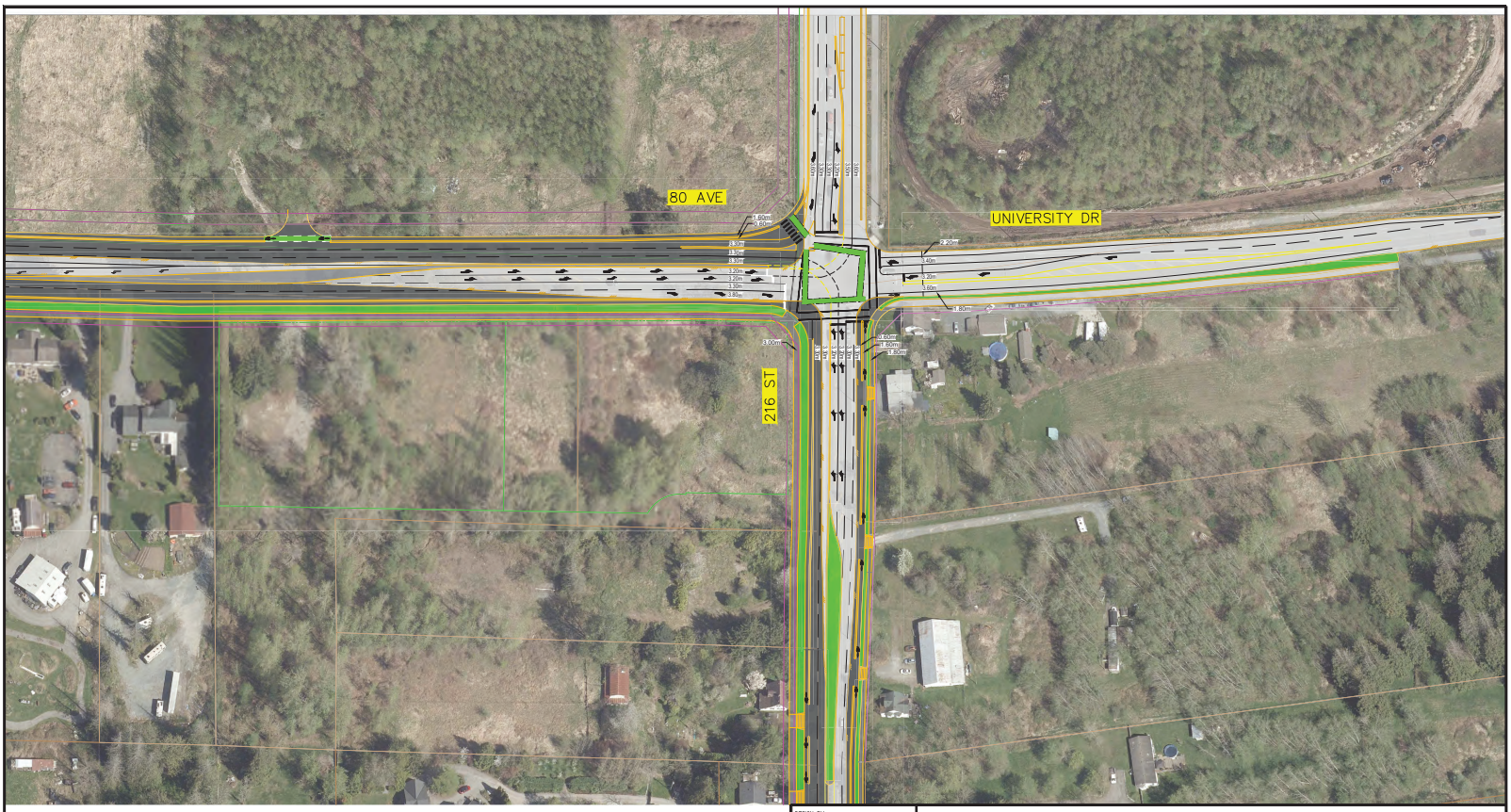
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The Corporation of the Township of Langley

Township of Langley Est.1873

216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

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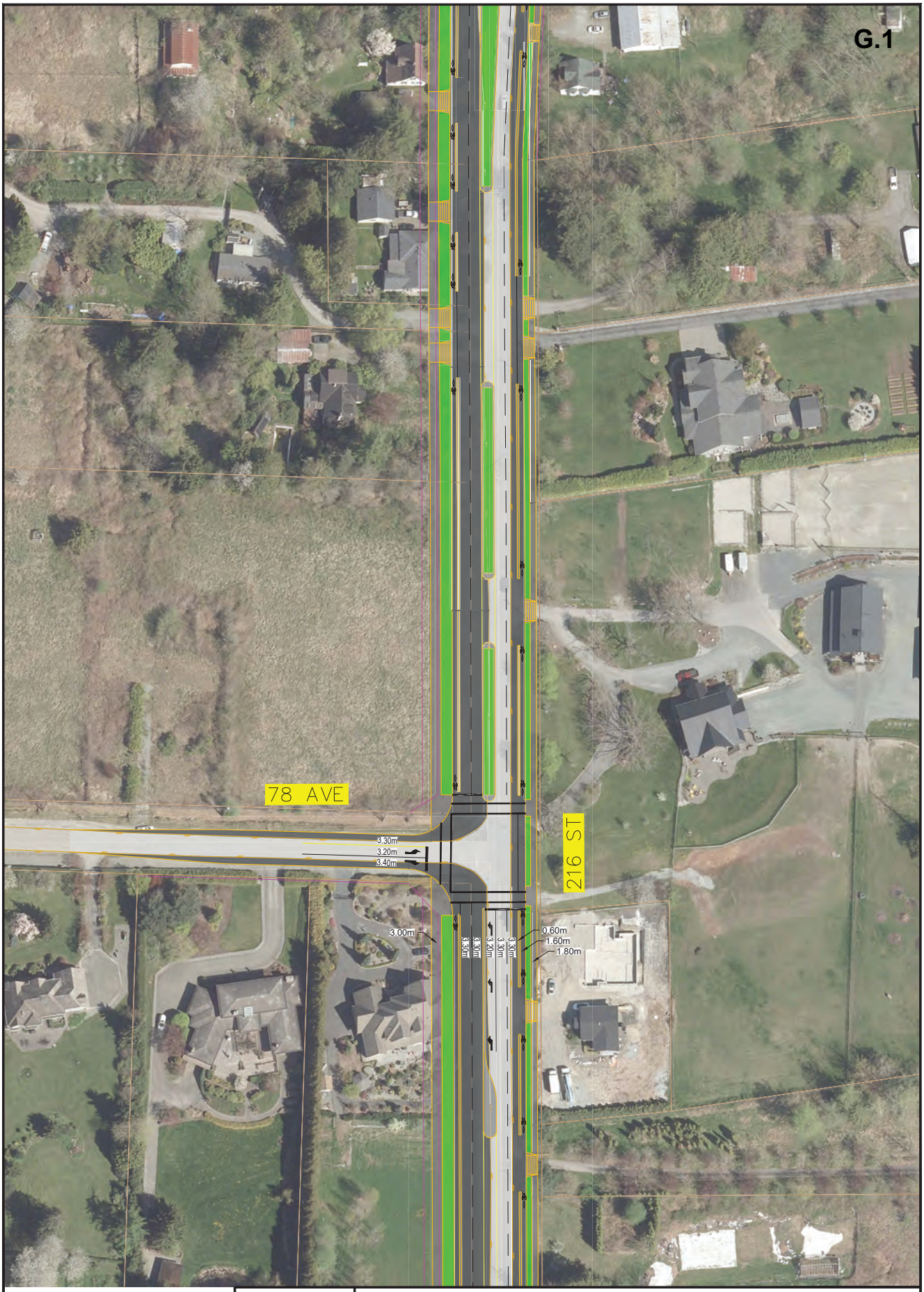
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216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

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216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

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216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

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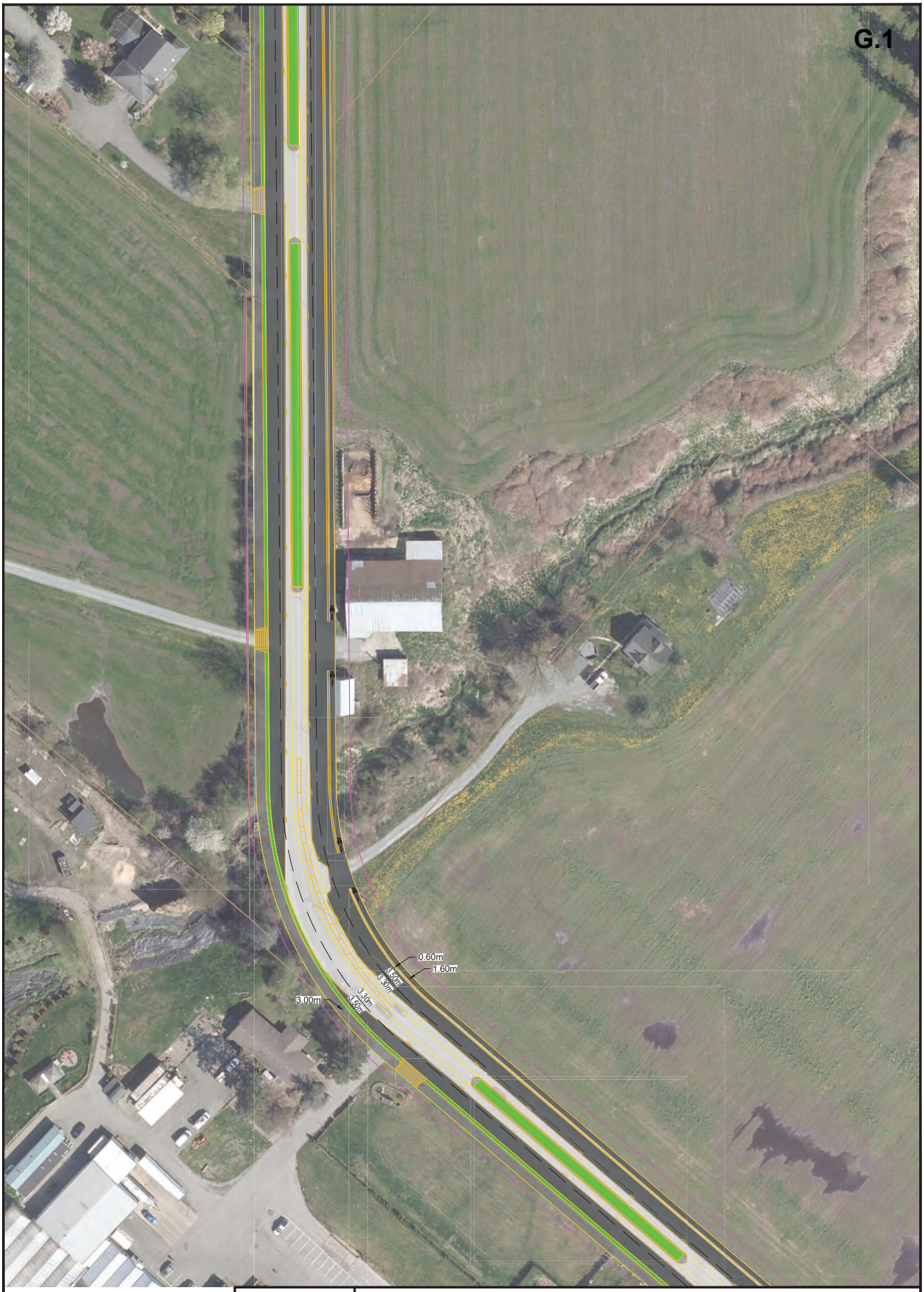
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216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

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216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

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~~ATTACHMENT B~~



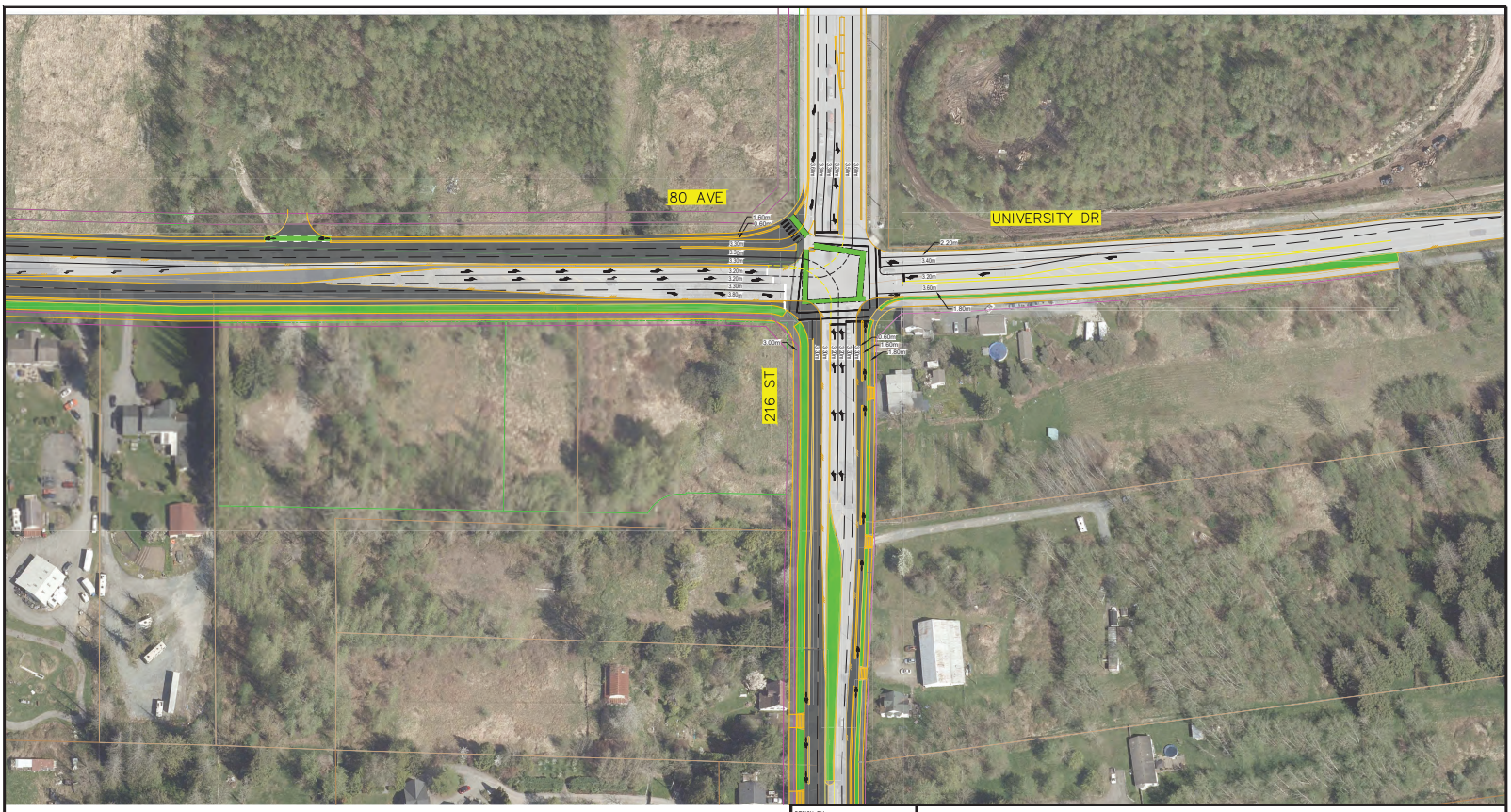
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216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

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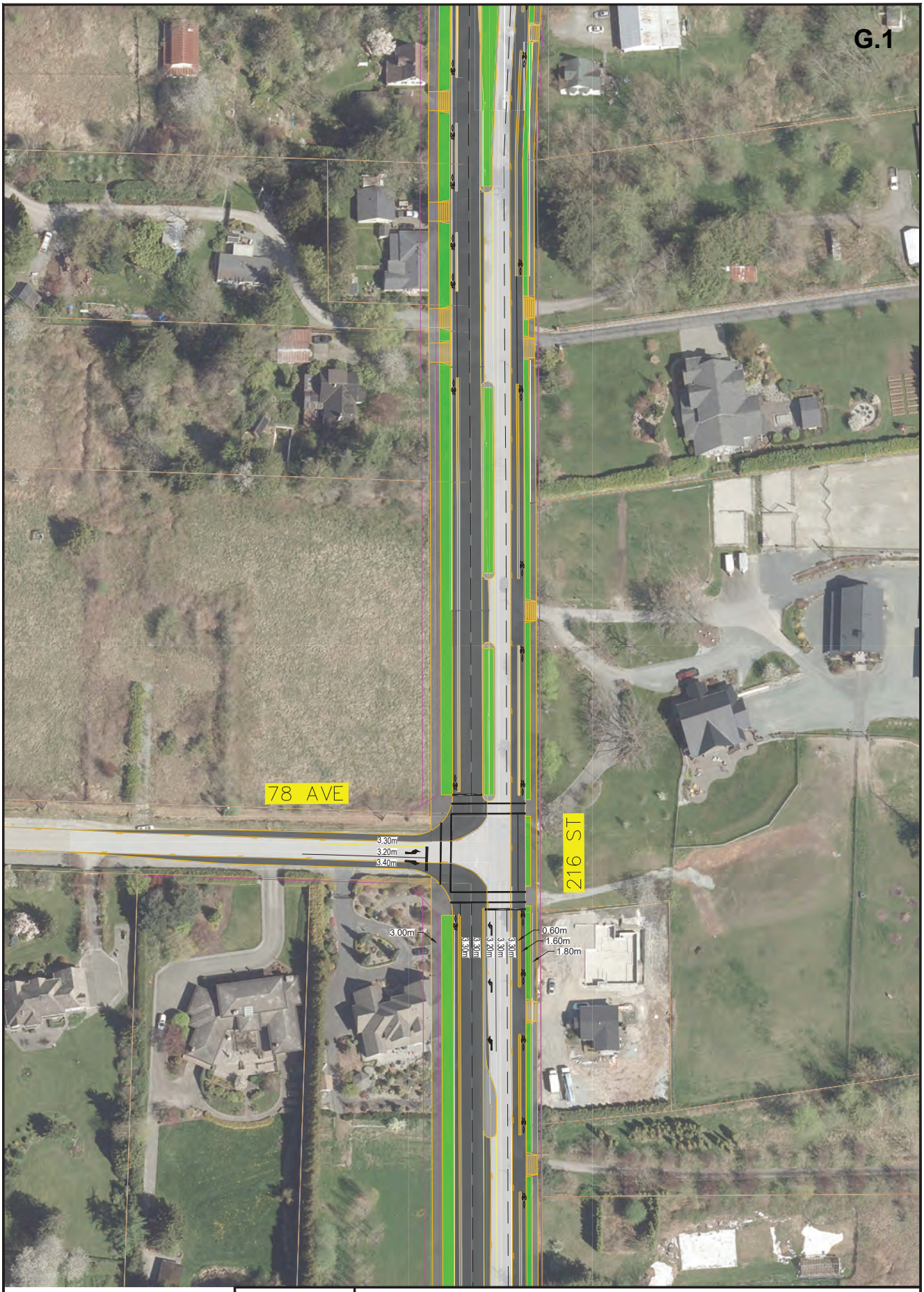
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Township of Langley

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

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216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No	
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Township of Langley Est.1873

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

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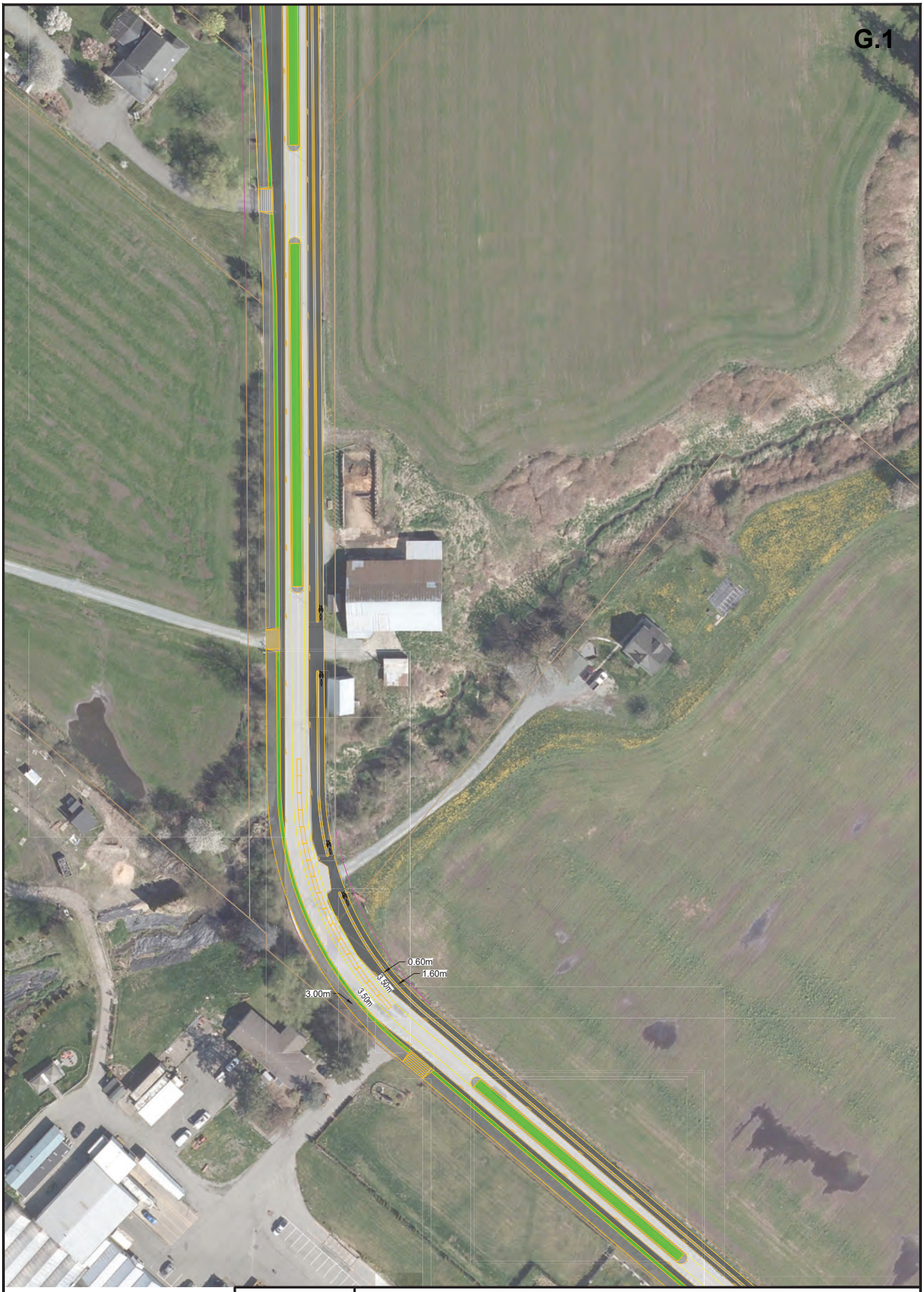
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Township of Langley
Est.1873

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 5 OF 8
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Township of Langley
Est.1873

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No	
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Township of Langley Est.1873

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No	
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The Corporation of the Township of Langley

Township of Langley Est.1873

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No	
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~~ATTACHMENT C~~



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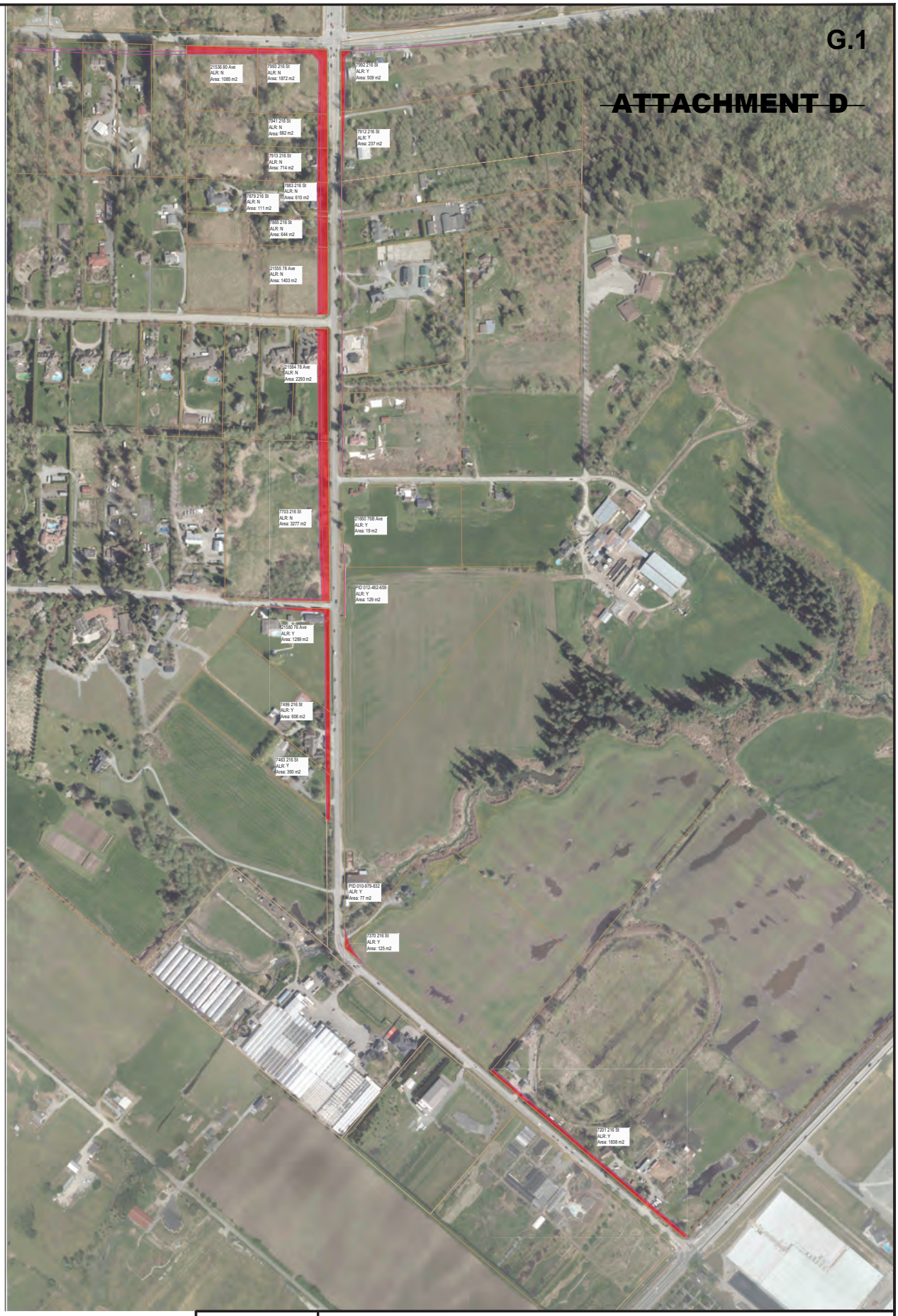
Township of Langley
Est.1873

216 ST WIDENING CONCEPT – OPTION 1
PROPERTY IMPACTS

FILE No	PLAN No
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REV.

~~ATTACHMENT D~~



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DATE:	DEC. 01, 2023
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The Corporation of the Township of Langley

Township of Langley
Est.1873

216 ST WIDENING CONCEPT – OPTION 2
PROPERTY IMPACTS

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 1 OF 1

REV.

~~ATTACHMENT E~~

PROJECT SUMMARY SHEET

7c. 216th Street/Glover Road Corridor, Langley Township

FINAL DRAFT



Existing Conditions

- Currently a designated provincial highway with several at-grade crossings.
- Railway runs very close to Glover Rd with limited sight lines of the rail tracks.
- Fairly high traffic volumes with high train volumes resulting in significantly high cross product.
- Glover Rd crossing north of Springbrook is at a difficult angle with safety issues.
- Properties on both sides of roadway with significant tracts of ALR.
- Plans for significant development in neighbouring Willowbrook area.

Project Description

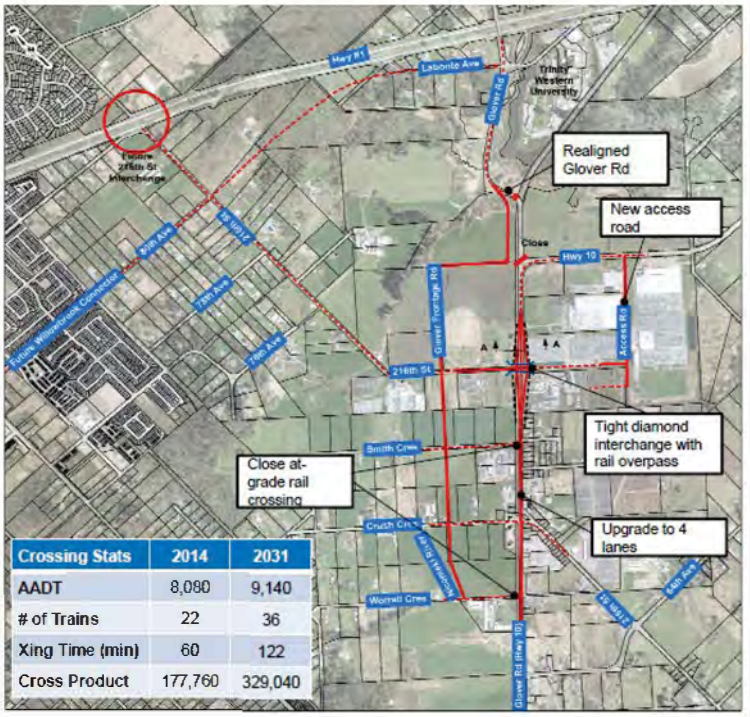
- Tight diamond interchange at 216th St with grade separation over rail tracks.
- Extend Glover Rd on west side of tracks to 216th St providing alternate corridor.
- Close Glover Rd segment between Springbrook and at-grade rail crossing to Trinity Western University.
- Remove intersection at Glover Rd and Springbrook providing free flow connection.
- Provide alternate property access for farms just east of Glover at 216th St.
- Extend four laning of Glover Rd from Mufford to 216th St.

Critical Challenges

- Impacts to ALR
- Property access to farms
- Complex structure
- Visually intrusive

Project Evaluation Summary

Account	Eval.	Comments
Construction Cost	$77	$77 million, does not include property costs.
User Benefits	$22.6	$22.6 million, primarily auto benefits and some truck benefits, provides a more reliable connection across the RBRC.
Social/Community	●	Not identified in Langley's Master Transportation Plan, but does provide network improvements. Eliminates train whistling, but attracts more through traffic.
Safety/Emerg. Access	●	Eliminates four road/rail conflicts and provides better emergency access to residential areas.
Property/Access	○	Significant impacts to adjacent properties including access to businesses.
GHG/Air Pollution	●	Increase in total vehicle kilometres travelled but reduction in vehicles idling at the at-grade crossings.
ALR	○	Significant impacts to ALR.



Crossing Stats	2014	2031
AADT	8,080	9,140
# of Trains	22	36
Xing Time (min)	60	122
Cross Product	177,760	329,040

Note: All costs in $ million 2015.
Property costs not included.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (SIVIA DEVELOPMENTS INC.) BYLAW NO. 6212

EXPLANATORY NOTE

Bylaw No. 6212 rezones land located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (SIVIA DEVELOPMENTS INC.) BYLAW NO. 6212

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sivia Developments Inc.) Bylaw No. 6212".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-219" after the words "Comprehensive Development Zone CD-218"
   b. Adding to Section 110.1 after the words "CD-218" the words "CD-219 – 4,000 m^2"
   c. Adding after Section 1118 "Comprehensive Development Zone CD-218" the following as Section 1119 "Comprehensive Development Zone CD-219"

COMPREHENSIVE DEVELOPMENT ZONE CD-219

Uses Permitted

1119.1 In the CD-219 Zone only the following *uses* are permitted and all other *uses* are prohibited:
   1) a*ccessory buildings* and *uses*
   2) *accessory home occupations* subject to Section 104.3
   3) *residential uses* in accordance with Section 1119.2

Residential Uses

1119.2 *Residential uses* shall consist of a maximum of 37 *townhouses* on lands zoned Comprehensive Development Zone CD-219.

Lot Coverage

1119.3 The maximum permitted *lot coverage* of *buildings* and *structures* shall not exceed 45% of the *lot area*.

Siting of Buildings and Structures

1119.4 *Buildings* and *structures* shall be sited in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

1119.5 The *height* of *buildings* and *structures* shall not exceed three (3) *storeys.*

Parking and Loading

1119.6 Parking and loading shall be provided in accordance with Section 107 and be in accordance with the provisions of the Development Permit.

Subdivision Requirements

1119.7 All lots created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1119.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and be in accordance with the provisions of the Development Permit.

Age-Friendly Amenity

1119.9 *Age-Friendly Amenity Areas* shall be provided in accordance with Section 111.5 and in accordance with the provisions of the Development Permit.

Development Permit Requirements

1119.10 A Development Permit shall be issued prior to issuance of a Building Permit.

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

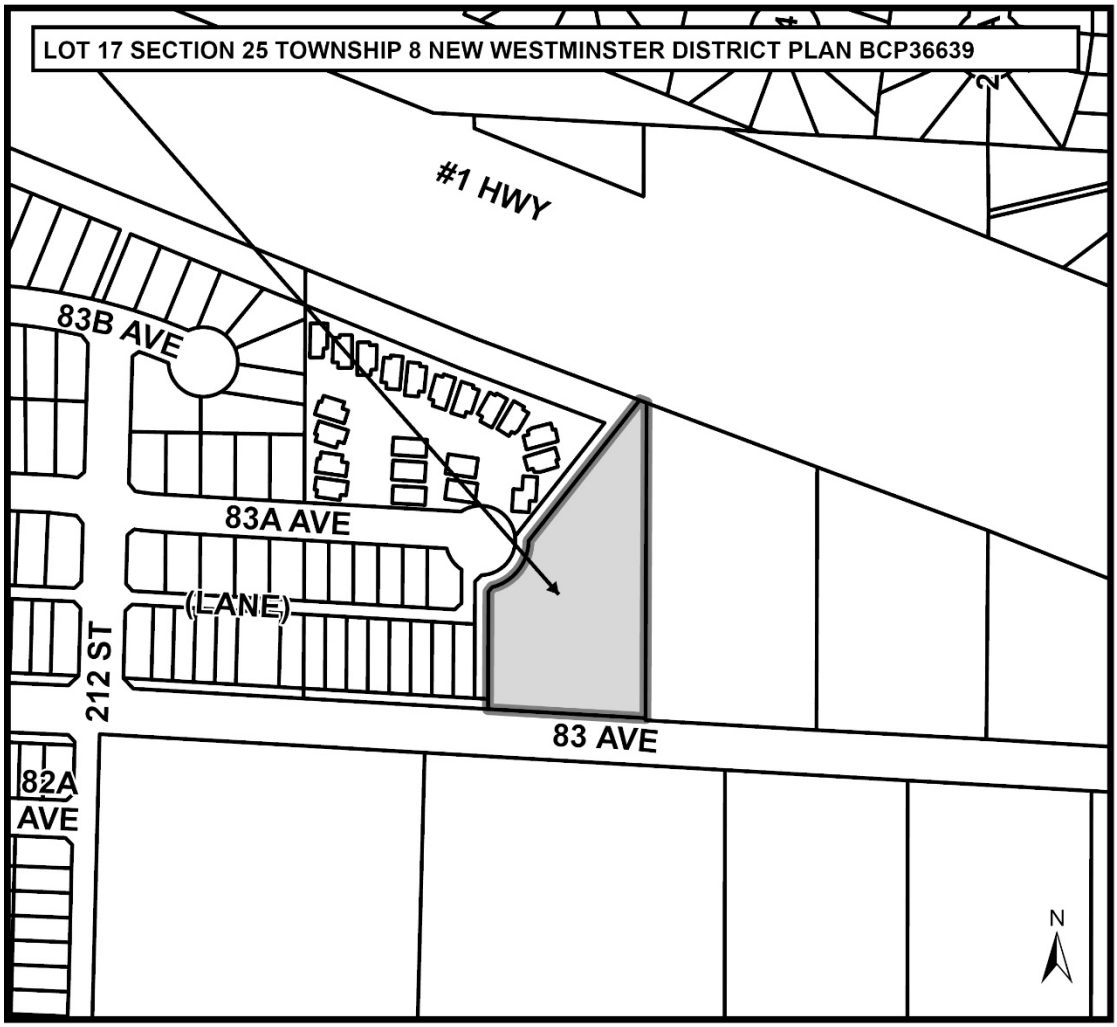
Lot 17 Section 25 Township 8 New Westminster District Plan BCP36639

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-219.

NOTICE WAS ADVERTISED the	4	day of	May	, 2026
READ A FIRST TIME the		day of		, 2026
READ A SECOND TIME the		day of		, 2026
READ A THIRD TIME the		day of		, 2026
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND TRANSIT the		day of		, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6212



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW NO. 6213

EXPLANATORY NOTE

Bylaw No. 6213 provides for the 2026 levying of rates for General Municipal, Fire, Police, Parks, Transportation, Regional Library and Greater Vancouver Regional District purposes.

The bylaw is a requirement of Section 197 of the *Community Charter*. The *Community Charter* states that this bylaw must be adopted after adoption of the Five-Year Financial Plan and must be adopted by May 15th of each year.

Sections 233 to 236 of the Community Charter outline the process for establishing an Alternative Municipal Tax Collection Scheme, including penalties to be applied in relation to payments made after specified tax due dates established by such bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW NO. 6213

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 the "Langley Annual Rates and Tax Collection Bylaw No. 6213.

2. The following rates are hereby imposed and levied for the year 2026:

a) For general purposes, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "A" of Schedule "A" attached.

b) For general purposes, on the value of land and improvements taxable for general fire purposes, rates appearing in Column "B" of Schedule "A" attached.

c) For general purposes, on the value of land and improvements taxable for general police purposes, rates appearing in Column "C" of Schedule "A" attached.

d) For purposes of the Parks Utility, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "D" of Schedule "A" attached.

e) For purposes of the Transportation Utility, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "E" of Schedule "A" attached.

f) For Library purposes, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "F" of Schedule "A" attached.

g) For the Greater Vancouver Regional District purposes, on the value of land and improvements taxable for hospital purposes, rates appearing in Column "G" of Schedule "A" attached.

3. The minimum amount of taxation upon a parcel of real property shall be One Dollar ($1.00).

4. On the second business day in July 2026, the Township Collector will add a 5% penalty to the current year's unpaid taxes, for each parcel of land and its improvements on the property tax roll for which taxes have not been paid. The unpaid taxes, together with the 5% penalty added, will be deemed taxes of the current year due upon those lands and improvements.

5. On the fourth business day in September 2026, the Township Collector will add an additional 5% penalty to the current year's unpaid taxes, for each parcel of land and its improvements on the property tax roll for which taxes have not been paid (exclusive of the 5% penalty authorized by section 4).

6. Where a penalty in accordance with section 4 would otherwise be applied, and a property owner is eligible and claims the current year home owner grant, to the Province of BC on or before September 3, 2026, the penalty of 5% will not be applied to the portion of the taxes which is equal to the current year home owner grant amount. If the home owner grant is claimed after September 3, 2026, all penalties in section 4 and 5 will apply to the home owner grant amount.

7. Pursuant to sections 235 and 236 of the *Community Charter*, the alternative municipal tax collection scheme shall apply unless a property owner makes an election under section 236 on or before July 2, 2026.

READ A FIRST TIME the	27	day of	April	, 2026
READ A SECOND TIME the	27	day of	April	, 2026
READ A THIRD TIME the	27	day of	April	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW NO. 6213

SCHEDULE A

Rates per $1,000 of Assessment Value

Property Class	Property Class Description	A General Purposes	B General Purposes - Fire	C General Purposes - Police	D Parks Purposes	E Transportation Purposes	F Library	G Metro Vancouver Regional District
1	Residential	0.7302	0.2981	0.4402	0.1637	0.2912	0.0820	0.05396
2	Utility	8.8754	3.6239	5.3503	1.9897	3.5395	0.9964	0.18885
3	Supportive Housing	0.7302	0.2981	0.4402	0.1637	0.2912	0.0820	0.05396
4	Major Industrial	1.2562	0.5129	0.7572	0.2816	0.5010	0.1410	0.18345
5	Light Industrial	1.3785	0.5629	0.8310	0.3090	0.5498	0.1548	0.18345
6	Business & Other	2.1311	0.8701	1.2847	0.4777	0.8499	0.2392	0.13219
8	Recreation/ Non Profit	1.1096	0.4531	0.6689	0.2487	0.4425	0.1246	0.05396
9	Farm	5.5251	2.2559	3.3306	1.2386	2.2034	0.6203	0.05396

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Maureen Bruce
Date: Thursday, April 16, 2026 12:12:25 PM

Please note the following response to Delegation Requests has been submitted at Thursday April 16th 2026 12:12 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  4/27/2026
- **Name of delegate or organization wishing to appear**
  Maureen Bruce
- **Topic**
  Attacks by an animal only include dogs. Would like to have cats added as there has been several attack by one cat in particular.
- **Purpose of presentation**
  Other
- **for other, describe here:**
  Change to existing bylaw on animal attacks
- **Desired resolution**
  The bylaw to include cats along with dogs when there are reported attacks.
- **Full name**
  Maureen Bruce
- **Email address**
  FOIPPAs.22(1)
- **Address**
  FOIPPAs.22(1)
- **Primary Phone**
  FOIPPAs.22(1)





Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 11, 2026
FROM:	INFORMATION TECHNOLOGY DIVISION	**FILE NO:**	0710-01
SUBJECT:	WI-FI AND MONITOR FOR THE DEREK DOUBLEDAY ARBORETUM		

The purpose of this memorandum is to provide Mayor and Council a final update on the implementation of Wi-Fi and monitor in the Rotary Interpretive Centre at the Derek Doubleday Arboretum.

On July 7, 2025, Council approved the option for a 1Gbps business internet service over copper/coaxial cable using existing Township conduit. The capital cost to provide a presentation monitor and Wi-Fi is $45,200, comprised of:

a) $3200 for the supply and install of a 65” 4K TV display,
b) $16,000 for the physical network infrastructure, and
c) $26,000 for the installation of internet service.

The annual operating cost for 1Gbps business internet service will be $2600.

Monitor

The 65” 4K professional display has been installed. The wall mounted TV includes a 25-foot HDMI cable to allow for the displaying of content from a laptop.

Wi-Fi

To provide Wi-Fi within the Rotary Interpretive Centre at the Derek Doubleday Arboretum, a physical network and the business internet service from a telecommunications provider are required.

The physical network infrastructure has been deployed. The installation of the internet service has been completed. Wi-Fi within the Rotary Interpretive Centre at the Derek Doubleday Arboretum became available for user groups on May 1, 2026.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 11, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	1855-35
SUBJECT:	BC FARM MUSEUM - COMMUNITY WORKS FUND		

The purpose of this memorandum is to update Mayor and Council on staff's review of potential Community Works Fund (CWF) support for the BC Farm Museum Association, following Council direction at the April 13, 2026 Regular Meeting.

Canada Community-Building Fund (CCBF)

The Canada Community-Building Fund, formerly known as the federal Gas Tax Fund, and recently rebranded as the Build Communities Strong Fund (BCSF) Community stream, is a permanent, indexed source of federal infrastructure funding delivered to municipalities through provinces and territories. Nationally, the program delivers over $2.5 billion annually to more than 3,700 communities. Under the renewed 10-year administrative agreement (2024 – 2034), British Columbia is expected to receive approximately $3.6 billion, including $1.7 billion for transit investments in Metro Vancouver.

In British Columbia, the CCBF is administered by the Union of BC Municipalities (UBCM) under a tripartite agreement between Canada, BC, and UBCM. Funding is delivered through three program streams:

1. Metro Vancouver Regional Fund

This stream provides funding for regional transportation investments within the Metro Vancouver Regional District and its member municipalities. Funding is allocated solely to TransLink for eligible regional transportation projects approved by the Metro Vancouver Regional District Board. This stream is not available to individual municipalities for direct allocation.

2. Strategic Priorities Fund (SPF)

The Strategic Priorities Fund is an application-based program available to local governments outside of the Metro Vancouver Regional District. The funding supports infrastructure and capacity-building projects that are large in scale, regional in impact, or innovative, and that align with the CCBF's national objectives. As the Township is a member municipality of the Metro Vancouver Regional District, it is not eligible for SPF funding.

3. Community Works Fund (CWF)

The Community Works Fund allocates funding directly to all local governments in BC based on a per-capita formula that includes a funding floor to ensure a reasonable base allocation for smaller communities. Funds are delivered twice annually, and local governments determine

which eligible projects to support based on local priorities. The CWF program is expected to deliver approximately $1.3 billion to local governments across British Columbia over ten years. Eligible project categories include roads, bridges, active transportation, public transit, drinking water, wastewater, solid waste, recreation, culture, tourism, and community energy systems, among 19 eligible categories.

The Township's future allocations are presented in the table below. Funds received are typically carried forward until allocated to projects approved by Council. The estimated balance remaining on hand at the end of 2025 is also provided. Staff have not received any information to date indicating that the federal suspension of gas tax collection will affect CWF allocations.

Carry Forward	Scheduled Transfers			
2025	2026	2027	2028	2029
$ 894,000	$ 492,166	$ 492,166	$ 511,582	$ 511,852

Allocations are typically received in two equal payments: one in July and one in December. In previous years, funding has been allocated to parks projects, intersection improvements, and paving projects.

Although the CWF does not include an application intake process, funding allocated to a municipality may be transferred to a private or non-profit entity where Council determines that the project is primarily for public use or benefit, taking into account public access, community benefit, and alignment with program outcomes. Should Council wish to consider transferring CWF funding from the Township to the BC Farm Museum Association, staff can provide further details regarding these requirements.

Other Grant Funding Opportunities

Staff have identified other funding opportunities that may be appropriate for the BC Farm Museum and will provide details to them:

- Canada Cultural Spaces Fund
- Canadian Heritage Legacy Fund
- Province of BC Community Gaming Grants
- Canadian Heritage Museums Assistance Program

Staff will also continue to monitor for new opportunities that may be appropriate as they become available.

Township of Langley

Est. 1873

SENIORS ADVISORY COMMITTEE

Wednesday, April 15, 2026 at 4:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
Councillor T. Baillie, Council Co-Chair

C. Archer, S. Bennett, P. Chhina, L. Fuller, S. Rai, P. Sutherland, and S. Tingley

Staff:
V. Burnett, Council and Committee Clerk
M. Gunn, Planner, Community and Policy Planning
A. Jensen, Manager, Strategic and Social Planning

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Councillor Baillie acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Seniors Advisory Committee – April 15, 2026

Moved by S. Rai,
Seconded by S. Bennett,
That the Seniors Advisory Committee approve the agenda and receive the agenda items of the April 15, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Seniors Advisory Committee – March 18, 2026

Moved by P. Sutherland,
Seconded by S. Bennett,
That the Seniors Advisory Committee adopt the Minutes of the March 18, 2026 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Report

Councillor Baillie noted that accessibility has an impact on seniors, and to be mindful of accessibility in your community.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Survey Preparation

A. Jensen discussed draft survey preparation, which consists of four phases:

Phase One – Context and Thematic Mapping

The committee was given a "Brain-Writing" exercise, with five minutes to list the top three pressures facing seniors today. Key themes for 2026 were shown as examples, these included financial strain, housing security, health access, and digital isolation.

Discussion ensued and the following concerns were identified as pressures facing seniors:

- Healthcare access, including long-term care and surgery wait times. Quality of long-term care available and lack of awareness regarding healthcare services.
- Digital isolation and lack of access to technology.
- Housing security and cost of living.
- Mobility and accessibility, including inaccessible crosswalks.
- Transportation, including public transit, HandyDART, taxis, and personal transportation devices (e-mobility devices, scooters, bikes, etc. – these pose safety challenges for those that are visually or hearing impaired.) Lack of parking and difficulties with pay parking.
- Social isolation.

Phase Two – The "Question Storm"

The committee was split into groups to discuss the following topics:

- Material Well-Being: Housing, food security, and transportation.
- Health and Physical Safety: Healthcare access and fear of scams.
- Social and Emotional Well-being: Isolation, sense of belonging, and "Age-Friendly" community participation.

F. WORK PROGRAM

Discussion ensued and the following potential survey questions were posed:

Demographic Questions:

- What is your household income?
- What percentage of your money goes to housing?
- Where do you live?
- How old are you?

Healthcare Questions:

- Can you afford to eat healthy foods?
- Do you have extended healthcare coverage?
- Do you currently have a family physician or nurse practitioner, and if not, how long have you been without one?
- How would you personally rate your physical and or mental health?
- Do you know where to go for help when your health needs change?
- Overall, how would you rate healthcare access for seniors in the Township of Langley?
- What do you think is the most important improvement needed to support healthcare access for seniors locally?
- Have you visited an emergency department in the past year because you could not access a healthcare appointment? How do you get to healthcare appointments?

Financial and Social Questions:

- How many generations live in your home? Can you afford accessibility modifications?
- Can you afford to update your digital footprint?
- Can you afford transportation?
- Do you find yourself avoiding social interactions that may involve the use of technology?
- What does retirement look like for you?
- What are your anxieties around aging alone?
- Do you find it difficult living in an increasingly individualistic society?

Phase Three: Critical Review and Culling

The committee will review the questions at the next meeting with the goal of eliminating jargon, removing bias, and identifying items that are actionable.

Phase Four: Logistics and Next Steps

Final Considerations:

Demographics - Which factors (age, community, income bracket, etc.) are essential for Township data?

F. WORK PROGRAM

Distribution Strategy - Who is distributing and collecting printed copies and digital surveys?

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

I. NEXT MEETING

Date: Wednesday, May 20, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 4:00pm

J. TERMINATE

Moved by L. Fuller,
Seconded by P. Sutherland,
That the meeting terminate at 5:33pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

JOINT SCHOOL DISTRICT NO. 35 / MUNICIPAL LIAISON COMMITTEE

Wednesday, April 22, 2026 at 1:30pm
Township of Langley Civic Facility
Salmon River Committee Room

MINUTES

Present:

School District No. 35:
Trustee Joel Neufeld
Trustee Sarb Rai
Brian Iseli, Secretary Treasurer
Mal Gill, Superintendent

Township of Langley:
Councillor Steve Ferguson (Chair)
Councillor Tim Baillie
Jason Winslade, General Manager
Corene Quin, Recording Secretary

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Joint School District No. 35 Municipal Liaison Committee
April 22, 2026

Moved by Trustee Rai,
Seconded by Councillor Baillie,
That the Joint School District No. 35 Municipal Liaison Committee adopt the agenda, as amended, and receive the agenda items of the April 22, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Joint School District No. 35 Municipal Liaison Committee
January 28, 2026

Moved by Trustee Neufeld,
Seconded by Councillor Baillie,
That the Joint School District No. 35 Municipal Liaison Committee adopt the minutes of the January 28, 2026 meeting.
CARRIED

C. PRESENTATIONS

D. ITEMS FOR DISCUSSION

1. Letter from Mayor on Community Development Proposals – SD35

School District #35 initiated a discussion regarding recent correspondence received. Councillor Fergerson presented a letter sent to Candy Ashdown, School District #35 from Mayor Woodward, Township of Langley. A review of the letter was provided referencing how Council and School District can work together on initiatives benefitting neighbourhoods.

2. Project Black Feather Funding – SD35

Michael Morgan of School District #35 presented before Council on February 24, 2026, requesting letter of support for funding to continue Project Black Feather Funding. Council endorsed the project, and a letter requesting funding has been sent by Township of Langley and City of Langley. School District #35 would like to know the timeline and if funding has been approved. TOL to provide update.

E. OTHER BUSINESS

1. Smith Neighbourhood – SD35

B. Iseli reported that the construction of the middle school and secondary school in the Smith Neighbourhood are on time and on budget. The two schools are scheduled for September 2027.

He further reported that Langley Secondary School and R.E. Mountain are approved for future expansions.

2. Glenwood Elementary School – TOL

Councillor Baillie reported approval for two new SpeedFinder Smiley Face Radar Signs to be installed at Glenwood Elementary to monitor school zone speed control.

3. Education on Gardening – TOL

Councillor Baillie suggested student educational programs on how to grow vegetables for healthier lifestyle choices. Container gardening is becoming more attractive for small living spaces. LEPS no longer has funding for the learning garden at Double Day Arboretum. SD35 to follow up with administration staff regarding previous suggestion and request.

E. OTHER BUSINESS

4. Next Meeting Date
Recommended that the Joint School District No. 35 / Municipal Liaison Committee select the third Wednesday in January as a possible date for the next meeting in January 2027.

F. NEXT MEETING

Date: TBD
Location: School Board Office
Time: 1:30pm to 3:30pm

G. TERMINATE

Moved by Trustee Neufeld,
Seconded by Trustee Rai,
The Joint School District No. 35 Municipal Liaison Committee meeting terminate at 2:15 pm.
CARRIED

CERTIFIED TRUE AND CORRECT:

_____ _____

Co-Chair Co-Chair

TransLink
400 – 287 Nelson's Ct
New Westminster, BC V3L 0E7
Canada
778.375.7500
South Coast British Columbia
Transportation Authority

May 1, 2026

20338 - 65 Avenue
Langley, BC
V2Y 3J1

Re: South of Fraser East Area Transport Plan – Phase 1 Public Engagement Results and Next Steps

Dear Mayor and Council,

TransLink has recently completed the first phase of public engagement for the South of Fraser East Area Transport Plan, which focuses on North Delta, City and Township of Langley, the City of Surrey, and the City of White Rock. We have prepared the attached memo, which provides a high-level summary of the public engagement results, for Council awareness.

If you have any questions, please contact governmentrelations@translink.ca.

Sincerely,

Matt Craig
Director, System Planning
TransLink – Transportation Planning & Policy Division

Addendum:

Memo on South of Fraser East Area Transport Plan – Phase 1 Public Engagement Results and Next Steps

TO: Mayor and Council

FROM: Matt Craig, Director, System Planning, TransLink

DATE: April 28, 2026

SUBJECT: South of Fraser East Area Transport Plan – Phase 1 Public Engagement Results and Next Steps

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PURPOSE

TransLink launched the South of Fraser East Area Transport Plan (ATP) last fall and conducted the first round of public engagement in February 2026. As the first phase of the South of Fraser East ATP process comes to a close, TransLink is providing an update on the planning process, a summary of what we learned from public engagement, and an outline of the next steps – including the potential for a Council presentation this spring.

BACKGROUND: ***An opportunity to understand and prioritize transportation investments***

The purpose of the South of Fraser East ATP planning process is to identify and prioritize actions focused primarily on the local transit network, including transit priority infrastructure. The ATP also considers active and safe streets as they relate to walking, cycling, and micro-mobility. The plan will also include recommendations around the Major Road Network and regional goods movement.

Out of scope are detailed implementation decisions about transportation operations (e.g., scheduling) and matters of regional significance (e.g., funding sources, transit fares), including parallel planning processes relating to specific rapid transit projects such as Surrey Langley SkyTrain project.

The South of Fraser East ATP is an opportunity to advance the goals and objectives of *Transport 2050* and *Access for Everyone* at the sub-regional level (i.e., the municipalities within the study area). Compared to those regional documents, the ATP will provide more local detail and specific strategies and actions on how the objectives would be achieved (e.g., service improvements at the route level).

When completed, the South of Fraser East ATP will be a primary input to the development of future Investment Plans, guiding the prioritization of future investments in transit and the regional transportation network over the next 15 years.

The South of Fraser East ATP planning process, which began in late 2025, is expected to take approximately two years to complete, with the adoption of the final plan expected in late 2027.

TransLink will continue to work closely with local, regional, and provincial partner staff throughout the planning process, primarily through the Technical and Senior Advisory Committees that were created late 2025.

ENGAGEMENT: ***First phase completed and key themes brought up by residents***

The first round of South of Fraser East ATP public engagement was launched in February 2026, comprised of an online survey and extensive community and interest holder engagement. The outreach approach was focused on reaching equity-deserving groups including older adults, low-income individuals, persons with disabilities, residents who are not fluent in English, students, and urban Indigenous communities. To do this we "met people where they were" via pop ups, community events, in-person presentations and meetings, and providing opportunities online for those unable to attend in-person. This included several focus sessions with equity-deserving groups, such as the Langley Seniors in Action group and the Township of Langley Senior Advisory Committee. In total we completed 34 engagement events, having close to 950 in-person interactions.

With regards to the online survey, there were more than 21,290 visits to the South of Fraser East ATP survey website, and nearly 2,430 completed surveys submitted. The online survey also included a map-based question where respondents left nearly 550 geo-located comments. Out of the 2,400 respondents who identified where they live, 336 were Township of Langley residents.

Specific to engagement with First Nations, the ATP study area includes the traditional and unceded territories of several Indigenous Nations including q̓iċəy̓ (Katzie First Nation), q̓ʷɑ:ńƛ̓əń (Kwantlen First Nation), máthxwi (Matsqui First Nation), and se'mya'me (Semiahmoo First Nation). ATP engagement to date has occurred both through Nation staff and Chiefs (with support from TransLink's Indigenous Relations team).

Below are the key themes of what we learned through engagement as areas for improvement. The detailed engagement results are still being compiled. If there is interest for a more detailed presentation of the results, please contact our Government Relations team at GovernmentRelations@Translink.ca. We would be pleased to present them to Council in May or early June.

Key themes from engagement

- More direct transit connections to key local and regional destinations would make transit a more convenient and attractive way to travel.
    - In particular, more continuous east-west routes would be helpful
    - Key local destinations mentioned include shopping centres, employment areas, post-secondary institutions, and hospitals
    - Regional destinations mentioned include the Tsawwassen Ferry Terminal, Downtown Vancouver, as well as the Tri-Cities area
- Having more bus services that connect to the future Surrey Langley SkyTrain stations would be valuable.
- More transit connections are needed to fill in the network gap and serve areas that have experienced or will experience a significant amount of residential growth
- Increasing bus service levels during peak periods, as well as in the evenings, early mornings, and weekends would make transit a more convenient option.
- Finding ways to minimize buses from getting stuck in traffic would improve transit reliability.
- Safer walking environments and infrastructure (e.g. well-lit pathways, safe pedestrian crossings, and more streets with sidewalks), as well as higher transit frequencies would encourage more people to walk to transit.

- More separated bike paths, well-maintained bike infrastructure, and safe bike parking at the end of their trip would encourage people to cycle to transit.

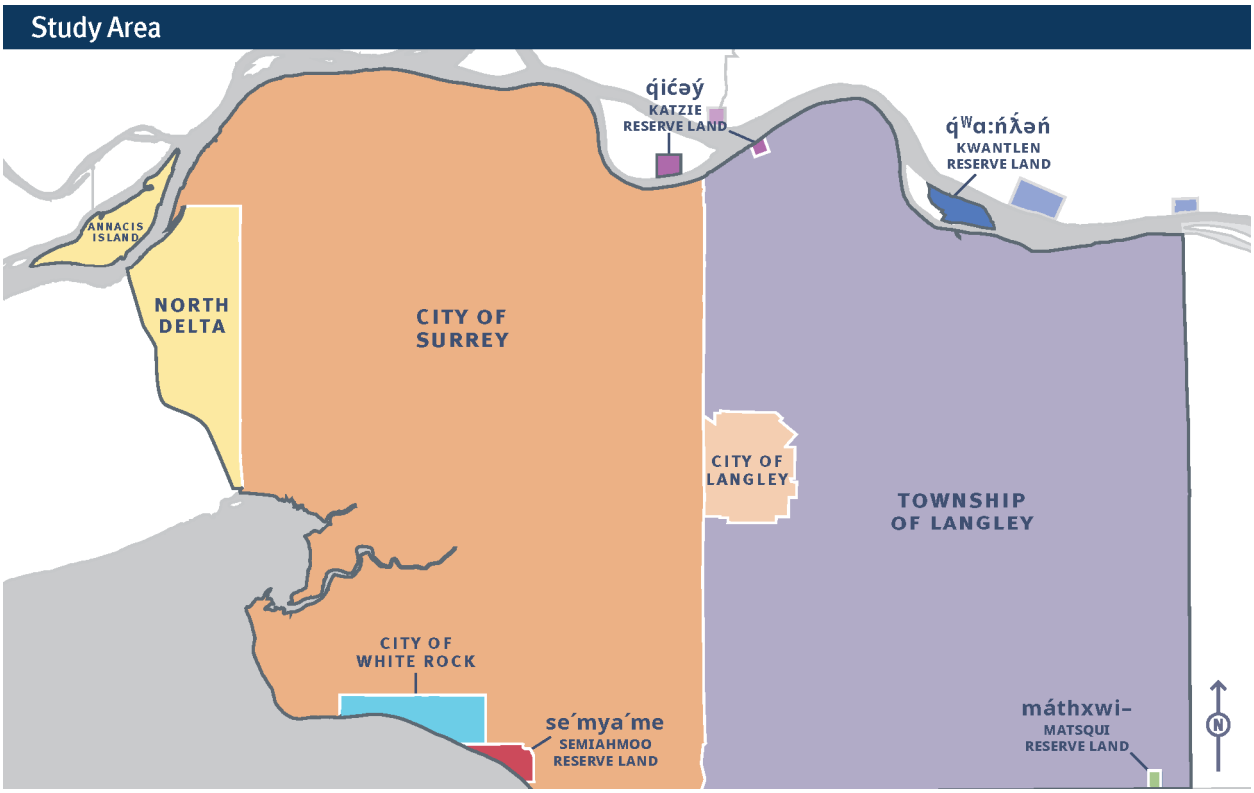
NEXT STEPS: ***Continuing engagement with local partners and developing recommendations.***

The remainder of the 2026 will be focused on the next phase of work (Phase 2) – developing the South of Fraser East ATP actions and recommendations that will help to advance *Transport 2050* and *Access for Everyone* goals and objectives. The development of the strategies and actions will be informed by what we've learned through Phase 1 interest holder and public engagement, our network analysis, and previous customer feedback.

Phase 2 will also include continued collaboration with municipal staff through the South of Fraser East ATP Technical and Senior Advisory Committees, ongoing engagement with First Nations, and another round of engagement with interest holders and the public (occurring approximately Q1 in 2027). After the second round of engagement, it is anticipated that the South of Fraser East ATP project team will present the engagement results at a Council meeting.

ATTACHMENT
Attachment A: South of Fraser East ATP Study Area

Attachment A: South of Fraser East ATP Study Area



From: Shelley Werk <Shelley@prostatecanada.ca>
Sent: Monday, April 27, 2026 2:04 PM
Subject: Join us in lighting up for Prostate Cancer Awareness

External email. Verify sender and confirm content is safe.

Good afternoon

September is Prostate Cancer Awareness month and we are asking landmarks across Canada to light up in blue for 1 day, 1 week or all month to support the #1 cancer in Canadian men.

Last year we had over 200 landmarks and over 300 homes light up with us, please join us.

We have over 60 Support groups across the country with over 20 of them in Ontario alone.

Please see our website for more information www.lightupinblue.ca and our foundation website www.prostatecanada.ca

Thank you

Shelley Werk, *Donor Relations*

Prostate Cancer Foundation Canada

Direct | 604.574.4012 Toll-free | 1.877.840.917

#107-17825 64th Avenue, Surrey, BC V3S 1Z3 Canada

shelley@prostatecanada.ca | prostatecanada.ca

if you have already received a Light up in Blue request for 2026, please disregard this email

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY SIGN BYLAW 2012 NO. 4927

A Bylaw for the Regulation of Signs Erected on Private Property Within the Township

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY MEMO

Township of Langley Sign Bylaw 2012 No. 4927 is enacted generally incorporating the content of the previous bylaw and amendments with minor changes and to include regulations to allow for electronic changeable signs and provisions to allow for third party development signage.

Township of Langley Sign Bylaw 2005 No. 4402 and all amendments thereto are hereby repealed.

Amending Bylaw 5068 – adopted April 28, 2014
Bylaw 2014 No. 5068 amends the Township of Langley Sign Bylaw to ensure consistency with the informative intent of the Fort Langley Community Plan and specifically the general building design guidelines.

Amending Bylaw 5035 – adopted January 11, 2016
Bylaw 2015 No. 5035 amends Township of Langley Sign Bylaw 2012 No. 4927 by deleting the following sections: 2.6 2) g); 3.6 1) to 6); 4.2 4); 5.2 4); 6.2 4); 7.2 4); and 8.2 5) And inserting the following reference: *"For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*" And deleting references to "Election signs" in the following sections: 4.3 2), 6.3 2), 7.3 3) and 8.3 2).

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

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Sign Bylaw 2012 NO. 4927

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY SIGN BYLAW 2012 NO. 4927

A Bylaw for the Regulation of Signs Erected on Private Property within the Township

WHEREAS pursuant to Section 8(4) of the *"Community Charter"*, Council may regulate the erection, placing, alteration, maintenance, demolition and removal of signs.

AND WHEREAS pursuant to Section 908 of the "*Local Government Act*", Council may regulate and prohibit the number, size, type, form, appearance and location of signs.

AND WHEREAS it is deemed necessary and desirable:

- to state the Township's Sign regulations in a manner which is simple to understand and apply;
- to enable a person, business or organization to communicate information, clearly identify their location and to indicate, where appropriate, the types of commodities, services, or entertainment manufactured, sold or provided at these locations;
- to strike a balance between an aesthetic and clutter free community and effective communication of information by means of Signs;
- to enhance compatibility of Signs with other permitted land uses;
- to address public safety through regulation of the design, construction and location of Signs;
- to provide for effective enforcement of Sign regulations; and;
- to recover the costs incurred by the Township in regulating Signs through permit fees and an effective enforcement system for bylaw infractions;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

PART 1 - ADMINISTRATION

1.1 TITLE

This Bylaw may be cited for all purposes as “The Township of Langley Sign Bylaw 2012 No. 4927”.

1.2 DEFINITIONS

In this bylaw:

“Awning” means a fixed in place or retractable shelter supported entirely from the exterior wall of a building and composed of non-rigid materials except for the supporting framework.

“Building Face or Wall” means the total area of a wall of a building including openings in one place or direction.

“Building Inspector” means the Manager, Permits, Licence & Inspection Services for the Township and any successor in title to the position and their delegates.

“Bylaw Enforcement Officer” means the Manager of Bylaw Enforcement for the Township and their delegates.

“Canopy or Marquee” means:

a) A roof-like shelter extending from part or all of a building face but does not include the eaves projection of a roof, or,

b) An independent freestanding roof-like shelter supported on posts and open on all sides.

“Copy” includes the letters, characters, numbers or graphics which make up the messages on a Sign, but does not include background colour.

“Erected” means attached, altered, built, constructed, reconstructed, enlarged or moved, and shall include the painting of Signs but does not include Copy changes on any changeable Copy Sign.

“Farm” means a Lot classified for taxation purposes on the Municipal Tax Roll as “Farm Class”.

“Highway” means every Highway within the meaning of the Highway Act and every road, street, lane or right- of -way designed, or intended for, or used by the general public for the passage of vehicles and every place or passage -way owned or operated by the Municipality for the purpose of providing off-street parking or for the use of pedestrian or cycle traffic, and includes the roadway, shoulder, boulevard, ditch, sidewalk and whatever lands lie between the property lines adjacent to the Highway.

“Lane” means a Highway of less than 9 metres in width which provides a secondary means of public vehicular access to abutting Lots.

"Lot" means any parcel, block or other area in which land is held or into which land is subdivided.

"Lot Line" means a property line defining the borders of a Lot

"Owner" means an "owner" or an "occupier" as these terms are defined in the Community Charter.

"Premises" means an area of land including its building and appurtenances.

"Private Property" means all land and the surface of all water within the Township of Langley except for highways.

"Person" means and includes an association, corporation, firm, individual, organization, partnership, party, society or trust company.

"Roof Line" means the top edge of the roof or the top of the building face, whichever forms the top line of the building silhouette. In the case of buildings with pitched roofs, the roof shall be at the eaves level.

"Sign" means a structure, device or visual display which contains information and where the intent is to attract the attention of persons for the express purpose of the communication of that information.

"Sign Abandoned" means any Sign which no longer serves its previously intended purpose, or which is not maintained as required by this bylaw.

"Sign, Accessory Home Occupation" means a Sign identifying the name of an Accessory Home Occupation Business pursuant to the Township of Langley Zoning Bylaw No. 2500 as amended.

"Sign, Area" means the total Area within the outer edge of the borders of a Sign, and in the case of a Sign without borders, the total Area within the shortest line circumscribing the letters, numbers, figures or other symbols, devices or representations comprising the message of the Sign. In the case of a double faced Free Standing Sign, the Sign Area means the total Area of both faces.

"Sign, Awning" means a Sign Erected on the side of the surface of an Awning and which does not project vertically or horizontally beyond the limits of such Awning.

"Sign, Balloon" means an inflated three dimensional device which is affixed or anchored to the ground or a structure and which contains information and where the intent is to attract the attention of persons for the express purpose of the communication of that information.

"**Sign, Canopy"** means a Sign Erected on a Canopy or marquee and which projects no more than 0.3 m (1 ft) from the face of the Canopy or marquee.

“Sign, Electronic Changeable” means a Sign on which the Sign Area can be changed automatically by means of the electronic switching of lamps or Illuminated tubes or similar technology.

“Sign, Manual Changeable” means a Sign on which the Sign Area can be changed manually through the use of attachable letters, numbers and pictorial panels.

“Sign, Clearance” means the vertical distance from the lowest point of the Sign to the elevation of the finished grade adjacent to the Sign.

“Sign, Development” means a Sign advertising a new Commercial, Industrial, or Multiple Family residential development or a group of Lots for sale within a new subdivision and may include but will not be limited to the name, nature, and particulars of a new development project, the names of the Owners, the contractors, the sub-contractors, and professional advisors and logos or symbols identifying the project.

“Sign, Directional” means a Sign serving solely to designate the direction to a place or area within a Lot.

“Sign, Election” means a Sign promoting a political candidate, political party, or political cause prior to an Election.

“Sign, Fascia” means a Sign affixed or painted parallel to the face of a building.

“Sign, Flashing” means a Sign containing an intermittent or Flashing light source, or which includes the illusion of intermittent or Flashing light by means of animation, or an externally mounted intermittent light source but does not include an Electronic Changeable Sign.

“Sign, Freestanding” means a Sign which is entirely self supporting and is neither attached or nor forms part of a building.

“Sign, Identification” means a Sign which contains no advertising other than the name, address and number of a building, institution or person and to the activity carried on in the building or institution or the occupation of the person.

“Sign, Illuminated” means a Sign designed to emit or reflect any artificial light, either directly from a source of light incorporated in or connected with such Sign, or indirectly from an artificial source, so shielded that no direct illumination from it is visible elsewhere than on the Sign and in the immediate proximity thereof.

“Sign, Maximum Height” means the vertical distance measured from the highest point of the Sign or Sign Structure to the average elevation of ground immediately adjacent to the Sign as established by the Building Inspector.

“Sign, Non-Accessory” means a Sign which directs attention to a business, commodity, service or entertainment, not exclusively related to the Premises at which the Sign is located, or to a business, commodity, service or entertainment which is conducted, sold or offered elsewhere than on the Premises at which the Sign is located.

"Sign, Projecting" means a Sign which is Erected on and projects from the building face of a building by more than 0.3 m (1 ft), and is normally at right angles to the building face.

"Sign, Public Service Information" means any Sign intended primarily to convey information of general interest to the community such as time, temperature, date, weather, news, traffic control etc.

"Sign, Real Estate" means a Sign which contains information indicating that a property or Premises on which it is located is for sale, lease or rent.

"Sign Roof" means a Sign Erected upon the roof of a building.

"Sign, Structure" means any structure which supports, has supported, or is intended to support a Sign including a decorative cover.

"Sign, Temporary" means a Sign which is permitted for a limited period of time as specified in this bylaw.

"Sign, Third Party Development" means a Development Sign located on a parcel other than that which it advertises.

"Sign, Vehicle" means a Sign Erected on or attached to a vehicle where the principal purpose of the vehicle is to serve as a Sign or a Sign Structure.

"Sign, Window" means a Sign painted on or attached to or installed on a window for viewing from outside the premise. The Sign Area must not cover more than 25% of the window area facing a single elevation within its own individual unit.

"Street" means a Highway which is greater than 9 m in width. For the purposes of calculating the number of Signs permitted or the maximum area of Signs, permitted on a Lot, Provincial Highway No. 1 shall not be considered a Street.

"Township" means the Corporation of the Township of Langley, and where the context requires, means the geographical area under the jurisdiction of the said Corporation.

"Zone" means the zoning designation established pursuant to the Township of Langley Zoning Bylaw 1987 No. 2500, as amended and includes all Industrial properties regulated by a Land Use Contract.

"Zone, Commercial" means all Commercial Zones established pursuant to Section 600 and "Commercial" component of all Comprehensive Development Zones established pursuant to Section 900 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Commercial properties regulated by a Land Use Contract.

"Zone, Industrial" means all Industrial Zones established pursuant to Section 700 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Industrial properties regulated by a Land Use Contract.

"Zone, Institutional" means all Institutional Zones established pursuant to Section 800 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Institutional properties regulated by a Land Use Contract.

"Zone, Multi-Family" means all Multiple Family Residential Zones established pursuant to Section 500, all Residential Mobile Home Park and Residential Float Home Zones established pursuant to Section 400 and the "multiple family residential" component of all Comprehensive Development Zones established pursuant to Section 900 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Multi-Family residential properties regulated by a Land Use Contract.

"Zone, Rural" means all Rural Zones established pursuant to Section 200 and Suburban Residential Zones SR-1, SR-2, established pursuant to Section 300 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Rural properties regulated by a Land Use Contract.

"Zone, Single and Two Family" means Suburban Residential Zone SR-3 established pursuant to Section 300, all Residential R and CRE Zones established pursuant to Section 400 and the "single family and two family residential" component of all Comprehensive Development Zones established pursuant to Section 900 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Single and Two Family residential properties regulated by a Land Use Contract.

1.3 APPLICATION OF BYLAW

1) This Bylaw regulates the erection of Signs on Private Property within the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all properties regulated by a Land Use Contract.

2) No Owner of a Lot shall erect, permit to be Erected or cause to be Erected any Sign on the Lot unless such Sign is in conformity with this bylaw.

3) **"Prohibited Signs"**, Signs that are not specifically permitted in this bylaw are hereby prohibited, and without limiting the generality of the forgoing, the following Signs are specifically prohibited:

    a) Flashing Signs.

    b) Vehicle Signs.

    c) Roof Signs.

    d) Balloon Signs.

    e) Any other Sign not specifically permitted under this Bylaw.

4) A Sign lawfully in existence at the time of adoption of this bylaw, although the Sign does not conform to the provisions of this bylaw, may continue to be used, provided it is maintained in a structurally sound condition, but may not be rebuilt, reconstructed, altered or moved, unless in conformity with the provisions of this and all other applicable bylaws of the Township and except

as provided in Section 911 of the *"Local Government Act".*

5) If any portion of this bylaw is found to be in conflict with the provisions of any other bylaw of the Township, the bylaw which establishes the more restrictive standard shall apply.

6) **"Exempt Signs",** The following Signs are exempt from the provisions of this bylaw including the requirement to obtain a permit:

    a) Official notices required to be maintained or posted by law, or government order, sale or regulation.

    b) Government Signs for control of traffic and other regulatory purposed, street Signs, danger Signs, railroad crossing Signs and Signs of public service companies indicating danger and aids to service or safety which are Erected by or on the order of a public officer in the performance of his public duty.

    c) Canadian, Provincial, and Municipal flags.

    d) Memorial plaques, cornerstones, historical tablets and such markers.

    e) Neighbourhood Watch and Block Parent Signs displayed in the window of a residence.

    f) Permanent subdivision entry Signs which identify a single family subdivision (i.e. "Forest Hills"), authorized by the Approving Officer as a condition of subdivision, notwithstanding the other requirements of all applicable bylaws.

7) A Sign located on a corner Lot within a triangle formed by intersecting property lines abutting two highways and a line drawn between points on the property lines at a distance of 7.5 m (25 ft) from the intersection shall comply with the provisions of the "Township of Langley Highway and Traffic Bylaw 2010, No. 4758" as amended, with respect to construction or placement of Signs in this area.

8) The following operations related to any Sign shall not require a permit, provided the Sign is in conformity with this bylaw and other applicable regulations:

    a) Painting, repairing, cleaning or other normal maintenance and repair of a Sign not requiring structural change.

1.4 VARIANCES

Variances to the provisions of this bylaw may be considered in accordance with the Development Variance Permit process outlined in Section 922 of the *"Local Government Act",* and in accordance with applicable bylaws of the Township.

1.5 AUTHORITY TO REGULATE

1) The Building Inspector and or Bylaw Enforcement Officer and their respective designates may enter any Lot, building or Premises at any reasonable time for the purpose of administering this bylaw.

2) The Building Inspector and or Bylaw Enforcement Officer and their respective designates has the authority to order the painting, repair, alteration, clean-up or removal of Signs which have become deteriorated, dilapidated, abandoned or which constitute a hazard to the public safety.

3) The Building Inspector may order the correction of any work which is being or has been improperly done under a permit.

4) The Building Inspector may order the cessation of work that is proceeding in contravention of this bylaw by the placing of a "Stop Work Order" on the building, Sign or elsewhere as appropriate on the Lot on which the contravening work is taking place.

1.6 PENALTIES

1) Every person who commits an offence against this bylaw is liable to a fine and penalty not exceeding $10,000.00 and costs, or in default of payment thereof.

2) Where an offence against this bylaw is of a continuing nature, each day the offence continues shall be a separate offence.

3) All persons who commit an offence against this bylaw shall be subject to a Bylaw Offence Notice for offences in the amount prescribed in the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 as amended.

1.7 VALIDITY

Should any clause, section or provision of this bylaw be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the bylaw as a whole or any part thereof other than the clause, section or provision so declared to be invalid.

1.8 REPEAL

"Township of Langley Sign Bylaw 2005, No. 4402" and all amendments thereto are hereby repealed.

PART 2 – PERMITS, FEES & CONSTRUCTION

2.1 PERMIT REQUIREMENTS

1) Except as provided in sections 2.6 of this bylaw, every Owner, before erecting a Sign, or permitting a Sign to be Erected on a Lot shall obtain a sign permit in accordance with the provisions of this bylaw.

2) No permit for erection of a Sign shall be issued until:

    a.) A full and complete application has been submitted;

    a) The proposed work set out in the application conforms to this bylaw and all other applicable bylaws of the Township; and

    b) The applicant for the permit has paid the prescribed fee and submitted to the Township any required damage deposit.

3) Every application for a permit shall be in the form required by the Building Inspector, signed by the Owner or an authorized agent of the Owner and accompanied by a plan or plans drawn to scale, which include the following information:

    a) The structural and foundation details;

    b) The materials and specifications of the Sign;

    c) The size and location of all existing Signs on the Premises;

    d) The proposed location of the Sign in relation to the boundaries of the Lot upon which it is to be situated;

    e) The dimensions, maker's name and weight of the Sign and, where applicable, the dimensions of the wall surface to which it is to be attached;

    f) The dimensions and weight of the Sign's supporting members;

    g) The Clearance and Maximum Height of the Sign;

    h) Where the Sign is to be attached to the face of an existing building, a current photograph of the face of the building to which the Sign is to be attached;

    i) The estimated cost of the Sign including the cost of the Sign support Structure and the cost of installation;

    j) Any proposed lighting for the Sign;

k) Colour documentation where applicable (with proposed rendering);

l) Key Plan of site showing all existing and proposed buildings, structures, and Signs located on the subject property;

m) Mass of Sign and its associated construction;

n) Any other information required by the Building Inspector to establish compliance with this bylaw, the Building Code and all other applicable enactments including other Township of Langley Bylaws.

4) Where the site conditions or the size of the complexity of a Sign warrant it, the Building Inspector may require professional design and field review by a professional engineer registered in British Columbia to ensure compliance with the B.C. Building Code and all other applicable enactments respecting safety.

2.2 PERMIT FEES

1) Except as provided in subsection 2.2. 2), a permit fee shall be payable for issuance of a permit at the time the permit application has been approved and ready to issue.

2) No permit fee shall be payable for exempt Signs and for Signs which do not require a permit.

3) Permit fees and damage deposits shall be assessed in accordance with Appendix “A” to the “Langley Building Bylaw 2008 No. 4642”, as amended.

2.3 PERMIT CONDITIONS

1) Every permit is issued upon the following conditions and such other conditions as the Building Inspector in his or her discretion may impose to ensure compliance with this bylaw:

a) The work shall commence within two months from the date of issuance of the permit.

b) The work shall not be discontinued or suspended for a period of more than two months.

c) The work shall be completed within six months from the date of issuance of the permit.

d) The permit shall lapse in the event that any of the above conditions are not met.

e) An additional fee shall be paid if the permit is renewed.

f) Neither the acceptance of the drawings, plans and specifications, the granting of a permit, the undertaking of inspections by the Building Inspector, shall in any way relieve the Owner from full responsibility for carrying out the work, or

having the work carried out, in accordance with the requirements of all applicable bylaws of the Township and any other applicable enactment.

g) Any Owner of a property for which a permit is issued must be responsible for the cost to repair or replace any damaged Township property, either directly or indirectly, as a result of the works under the permit.

2.4 CONSTRUCTION SPECIFICATIONS

1) No Sign, nor any guy, stay or attachment thereto shall be Erected on rocks or trees, nor in such a manner as to interfere with any and or all utility services, whether overhead or underground.

2) Except for light weight ornamental home or Farm Identification Signs, or to Signs Erected in accordance with Part 9 of this bylaw, no Sign shall be suspended by chains or other devices that will allow the Sign to swing due to wind action. Signs shall be anchored to prevent any movement that would cause wear on supporting members or connections.

2.5 INSPECTIONS

1) Except as specified in section 2.6, the Owner shall give at least 24 hours notice to the Building Inspector of a request for inspection of the work:

   a) After the forms for footings and/or foundations are complete but prior to placing any concrete therein, and;

   b) After the Sign is complete and ready for final inspection.

2.) Where required, surveys, engineering reports and any other documentation deemed necessary by the Building Inspector must be provided prior to an inspection being requested.

2.6 NO PERMIT OR INSPECTIONS REQUIRED

1) Signs specified in section 1.3 6) as exempt Signs do not require a permit or inspections.

2) The following Signs may be Erected without obtaining a permit or requesting an inspection, but must adhere to all other regulations contained in this bylaw:

   a) No trespassing Signs,

   b) No dumping Signs;

   c) Window Signs;

   d) Signs warning the public of the existence of danger, of a duration appropriate to the circumstances;

   e) Real Estate Signs;

f) Event Signs in the Institutional Zones;

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g) For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 20154 No. 5034;

h) Farm produce Identification Signs in Rural Zones.

PART 3 – GENERAL SIGN REGULATIONS

3.1 APPEARANCE

1) Compatibility – The form and character of each permanent Sign shall be compatible with the architectural form of the principal building on the Lot on which the Sign is located.

2) Landscaping – A permanent Freestanding Sign shall have a landscaped Area around its base the Area of which equals or exceeds the total Area of the Sign and Sign Structure. Landscaping shall be in the form of shrubs and plants as in accordance with Section 111 of the Township's Zoning Bylaw 1987 No. 2500 and any development permit requirements where applicable.

3) No Sign shall project above the Roof Line, Building Face, or Canopy on which it is Erected.

4) No Sign suspended under a Canopy or Roof overhang shall be greater than 0.6 m^2 (6.5 ft^2) in Area.

3.2 MAINTENANCE

Every Sign and the area surrounding the Sign shall be maintained at all times in a sightly and structurally sound condition. Maintenance work may include, but is not limited to the replacement of defective parts, painting, re-painting, cleaning, or other acts required for the maintenance of the Sign and the area surrounding the Sign.

3.3 ABANDONED SIGNS

When a Sign no longer correctly directs to, or advertises a bona fide business, lessor, Owner, activity conducted, or product available, the Owner of the Premises shall remove the Sign within seven days of cessation of the business, activity or availability of the product, and in no event later than 14 days from the date of the receipt of notice from the Building Inspector and or a Bylaw Enforcement Officer ordering such removal.

3.4 TRAFFIC SAFETY

1) No Sign shall, by reason of its location, colour or intensity of light, create a hazard to the safe, efficient movement of vehicular and other traffic.

2) Signs shall be located in such a manner that visibility is not restricted at the intersections of roadways on Private Property (private roadways), at the intersections of private roadways with Highways and in compliance with the setback requirements for corner Lots contained in the "Township of Langley Highway and Traffic Bylaw 2010 No. 4758 and amendments thereto.

3) No Sign shall be placed in such a manner as to obstruct any door opening, passageway, fire escape, walkway, vehicular driveway or similar feature.

4) No Sign shall have the shape and colour of a traffic control device referred to in the Motor Vehicle Act, except those Signs specifically intended for traffic control.

5) Where a Sign projects over a pedestrian area such as a sidewalk patio or walkway, no part of the Sign shall be less than 4.3 m (14 ft) above the finished grade to the lowest point of the Sign.

6) Provincial Highway No. 1 shall not be considered a Street for the purposes of calculating the number of Signs or the maximum Area of Signs permitted in this bylaw.

7) Where a Sign projects over a vehicular traffic area such as a parking lot or driveway, no part of the Sign shall be less than 5 m (16.4 ft) above the finished grade below the Sign.

3.5 SIGNS ON HIGHWAYS

No Sign shall be Erected on, within or above a highway, except as otherwise provided in other Township bylaws. Where such provision is made, and a Sign, or portion thereof is Erected so as to project either in whole or part over a Highway, the Owner of the Sign Structure shall obtain a Highway Use Permit in accordance with the provisions of the Township's Highway and Traffic Bylaw 2010 No. 4758.

3.6 ELECTION SIGNS

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For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

3.7 REAL ESTATE SIGNS

On-site Real Estate Signs may be Erected in all Zones, provided that:

1) On any Lot with an area of 2.02 ha (5.0 acres) or less in a Rural, or Single Family and Two Family Zone only one such Sign may be Erected and it shall not exceed 0.6 m^2 (6.5 ft^2) in Area;

2) On any Lot with an area greater than 2.02 ha (5.0 acres) in a Rural, or Single Family and Two Family Zone only two such Signs may be Erected with each such Sign not to exceed 3 m² (32 ft²);

3) On any Lot in an Institutional, Commercial and Industrial Zone the combined area of such Signs fronting each Street shall not exceed 1.3 m² (14 ft²), and

4) The Signs are removed within 7 days of the lease, rental or unconditional sale of the property to which the Signs refer.

3.8 DEVELOPMENT SIGNS

1) Development Signs may be Erected provided that:

   a) The total Area of such Signs shall not exceed 1% of the area of land contained within the project to which the Signs refer to a maximum area of 20 m² (215.3 ft²) along each Street frontage and up to a maximum of 30 m² (323 ft²) for the projects fronting more than one Street.

   b) Only two sandwich board Signs with a maximum Area of 0.55 m² (6 ft²) for each face of each Sign and a total Area for each Sign not exceeding 1.1 m² (12 ft²) shall be permitted, and such Signs shall only be displayed on the property during those hours when the project sales office on site is open for business.

   c) No more than two Third Party Development Signs may be permitted per development, to a maximum total Area of 6 m² for each Sign.

      i. Third Party Development Signs are not permitted in Single and Two Family Zones and Multifamily Zones.
      ii. No more than two Third Party Development Signs are permitted to be located on a single parcel.

   d) The display of Development Signs shall be limited to that period of time during which a project sales office is on site or to a maximum time period of one year, whichever is less.

   e) A Freestanding Development Sign or Non-Accessory Development Sign shall be limited to a Maximum Height of 4.5 m (14.8 ft).

3.9 ELECTRONIC CHANGEABLE SIGNS

1) An Electronic Changeable Sign may only be installed as part of a Freestanding Sign located within a commercial, industrial or institutional zone.

2) An Electronic Changeable Sign Area shall not exceed 30% of the allowable Sign Area.

3) An Electronic Changeable Sign shall not display more than one message at any given time.

4) The complete message is required to be revealed within a maximum time frame of two seconds, and the complete message is required to be displayed in its entirety for a minimum time frame of seven seconds before the message is changed or repeated.

PART 4 - SIGNS PERMITTED IN RURAL ZONES

4.1 SIGNS IN RURAL ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Rural Zone provided that a Sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Identification or Accessory Home Occupation Sign in the form of a fascia or Freestanding Sign, provided such Sign shall not exceed 3 m² (32.3 ft²) in Area for a fascia Sign or 6 m² (64.6 ft²) in Area for a free standing Sign.

4.2 SIGNS IN RURAL ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Rural Zone without a Sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) must comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

5) Farm produce Identification Signs provided that:

   a) The Signs must only advertise farm produce for sale on a Farm within the Township;

   b) The advertised produce must have been grown on the subject Farm;

   c) A maximum of two on-site Signs shall be permitted on each Street on which the Farm borders;

   d) No Sign may exceed 3 m² (32.3 ft²) in Area;

   e) Signs may not be Erected more than seven days prior to the advertised product being ready for sale;

   f) Signs shall be removed at the end of the harvest season or within two days of ceasing to sell the produce being harvested, whichever comes first, and

g) Notwithstanding sub-sections 4.2 5) f) and g), no Sign may remain in place for more than 90 days in any calendar year.

4.3 ADDITIONAL REQUIREMENTS

1) No Sign may be directly Illuminated, and where indirectly Illuminated from an artificial source, shall be so shielded that no direct illumination from the source is visible other than on the Sign and in the immediate proximity thereof.

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2) The maximum height and width of any freestanding sign shall be 2.5 m (8.2 ft.) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

PART 5 – SIGNS PERMITTED IN SINGLE AND TWO FAMILY ZONES

5.1 SIGNS IN SINGLE AND TWO FAMILY ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Single and Two Family Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Identification or Accessory Home Occupation Sign in the form of a Fascia or Freestanding Sign, provided such a Sign shall not exceed 0.6 m^2 (6.5 ft^2) in Area, and the Sign shall not change the residential appearance or character of the dwelling or neighbourhood in which it is located.

2) Development Signs as specified in section 3.8.

5.2 SIGNS IN SINGLE AND TWO FAMILY ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Single and Two Family Zone without a Sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m^2 (2.2 ft^2) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

5.3 ADDITIONAL REQUIREMENTS

1) No Sign shall be Illuminated

2) Except for Development Signs and Election Signs the Maximum Height and width of any Freestanding Sign shall be 1.8 m (6 ft).

PART 6 - SIGNS PERMITTED IN MULTI-FAMILY ZONES

6.1 SIGNS IN MULTI-FAMILY ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Multi-Family Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Identification or Accessory Home Occupation Sign in the form of a Fascia or Freestanding Sign, provided such a Sign shall not exceed 0.6 m² (6.5 ft²) in Area, and the Sign shall not change the residential appearance or character of the dwelling or neighbourhood in which it is located.

2) Development Signs as specified in section 3.8.

6.2 SIGNS IN MULTI-FAMILY ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Multi -Family Zone without a sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

6.3 ADDITIONAL REQUIREMENTS

1) No Sign may be directly Illuminated, and where indirectly Illuminated from an artificial source, shall be so shielded that no direct Illumination from the source is visible other than on the Sign and in the immediate proximity thereof.

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2) The maximum height and width of any freestanding sign shall be 2.5 m (8.2 ft.). *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

PART 7 – SIGNS PERMITTED IN INSTITUTIONAL ZONES

7.1 SIGNS IN INSTITUTIONAL ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in an Institutional Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Freestanding Sign fronting each Street abutting a Lot, provided that:

    a) The maximum Area of each Freestanding Sign shall not exceed 1.5% of the Area of the Lot upon which the Sign is located, to a maximum of 6 m² (64.6 ft²) and subject to the maximum dimensions stipulated in section 7.3 3),

    b) The minimum distance between Freestanding Signs on the same Lot shall be 50 m (164 ft), and

    c) Any Electronic Changeable Sign portion is in conformance with the requirements of section 3.9 of this Bylaw.

2) A Non-Illuminated religious emblem may be Erected as a Roof Sign.

3) Fascia, Canopy and Projecting Signs, provided that the total Area of such Signs shall not exceed 0.3 m² for each lineal metre (ft² per ft) of building face on which they are Erected, minus the Area of an emblem Erected under the provisions of subsection 7.1 1) b).

4) On-site Directional Signs not more than four in number and not exceeding a combined total Area of 3 m² (32.3 ft²), identifying the location and nature of a building, structure or use which is not readily visible from the Street serving such building, structure or use, provided that each Sign is not more than 0.9 m²(10 ft²) in Area.

5) Development Signs as specified in section 3.8.

7.2 SIGNS IN INSTITUTIONAL ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in an Institutional Zone without a Sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

5) Signs pertaining to an event or cause of a civic, philanthropic, educational or religious nature, provided that:

    a) Such Signs may not be Erected more than seven days prior to an event and must be removed within two days after the completion of such event.

    b) Such Signs shall not exceed 6 m² (64 ft²) in Area.

7.3 ADDITIONAL REQUIREMENTS

1) No Sign shall be permitted within 15 m (49.2 ft) of any Lot in a Rural, Single and Two Family or Multi-Family Residential Zone.

2) Except as in accordance with section 3.9, no Sign may be directly Illuminated, and where indirectly Illuminated from an artificial source, shall be so shielded that no direct illumination from the source is visible other than on the Sign and in the immediate proximity thereof

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3) The maximum height and width of any freestanding sign shall be 3.7 m (12.0 ft.). *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

PART 8 – SIGNS PERMITTED IN COMMERCIAL AND INDUSTRIAL ZONES

8.1 SIGNS IN COMMERCIAL AND INDUSTRIAL ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Commercial or Industrial Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Freestanding Sign each Street abutting a Lot, provided that:

    a) A Freestanding Sign shall not exceed an Area of 1.0% of the lot area on which the Sign is located, to a maximum of 20 m^2 (215.3 ft^2) and subject to the maximum dimensions stipulated in section 8.3 2.).

    b) The minimum distance between Freestanding Signs on the same Lot shall be 50 m (164 ft).

    c) Any Electronic Changeable Sign portion is in conformance with the requirements of Section 3.9 of this Bylaw.

2) Fascia, Canopy, Awning and Projecting Signs, provided the total Area of such Signs shall not exceed 0.6 m^2 for each lineal metre (2 ft^2 per ft) of building face on which they are Erected.

3) On-site Directional Signs not more than four in number and not exceeding a combined total Area of 3 m^2 (32.3 ft^2), identifying the location and nature of a building, structure or use which is not readily visible from the Street serving such building, structure or use, provided that each Sign is not more than 0.9 m^2(10 ft^2) in Area.

4) Temporary Signs identifying or advertising a new business subject to the following conditions:

    a) Such Signs for any new business may only be in place for a maximum period of 30 days on any Premises;
    b) Such Signs may have a maximum combined Area of 6 m^2 (64 ft^2) on any Premises.

5) One Non-Accessory Sign, provided that:

   a) The combined total Area of Signs displayed on a single Premises does not exceed the total Area permitted under sections 8.1 1) a) and b) of this bylaw.

   b) In no case shall a Non-Accessory Sign exceed 6 m² (64 m²) in Area.

8.2 SIGNS IN COMMERCIAL AND INDUSTRIAL ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Commercial or Industrial Zone without a Sign permit, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) Window Signs advertising a special event or sale.

2) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

3) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

4) On-site Real Estate Signs as specified in Section 3.7.

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5) For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

6) Non-Accessory farm produce Identification Signs, in accordance with Section 4.2 (5) of this Bylaw.

8.3 ADDITIONAL REQUIREMENTS

1) No Sign shall be permitted within 15 m (49.6 ft) of any Lot in a Rural, Single and Two Family or Multi-Family Zone.

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2) Except for development signs as specified in sections 3.8, the maximum height and width of any freestanding sign shall be 7.6 m (24.9 ft).
For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034

3) All Signs within the Fort Langley Development Permit Area designated in an Official Community Plan bylaw shall comply with the provisions of Part 9 (Special Design Area).

PART 9 – SPECIAL DESIGN AREA

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9.1 FORT LANGLEY

Signs within the Heritage Conservation Area designated in Section 5.1 of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fort Langley Community Plan) Bylaw 1987 No. 2527 must conform to the general building design guidelines set out in that section.

READ A FIRST TIME the	25	day of	June	, 2012
READ A SECOND TIME the	25	day of	June	, 2012
READ A THIRD TIME the	25	day of	June	, 2012
RECONSIDERED AND ADOPTED the	09	day of	July	, 2012

"JACK FROESE" Mayor "SUSAN PALMER" Deputy Township Clerk