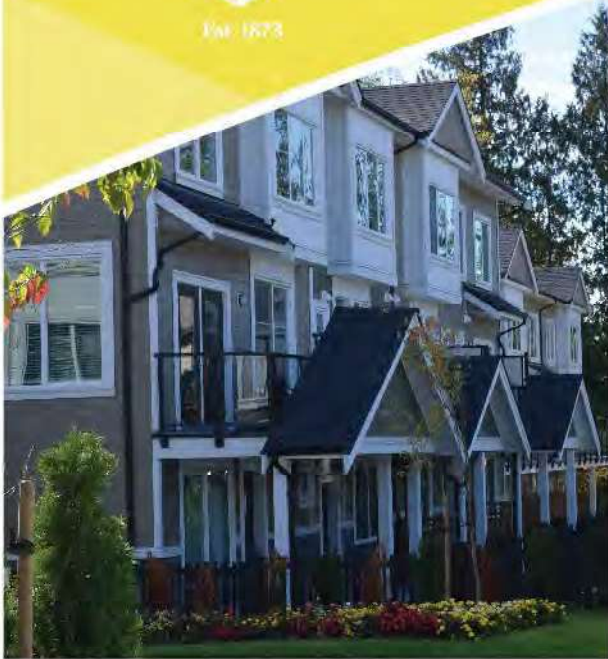


Township of  
Langley



Est. 1873



# Willoughby

## Neighbourhood Plan

Bylaw No. 5335

### Williams



Adopted October 1, 2018



\$20



*THE CORPORATION OF  
THE TOWNSHIP OF  
LANGLEY*

**Schedule W-10  
Willoughby Community Plan**

**Williams Neighbourhood Plan**

**Bylaw No. 5799**



**AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800  
 AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW NO. 5799**

Adopted by Council XXXX

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**AMENDMENTS**

BYLAW NO. / NAME	MAP / TEXT CHANGE	DATE OF ADOPTION



# WILLIAMS NEIGHBOURHOOD PLAN

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# introduction





This Williams Neighbourhood Plan sets out the vision, goals and policies that will shape growth and development in Williams neighbourhood over the next 20 years and beyond. It provides an overall development framework for the neighbourhood and establishes policies related to land use, parks and open space, greenways and pedestrian connections, place making and identity, mobility and transportation, utilities, financial strategy and implementation.

## 1.1 CONTEXT

The Williams Neighbourhood Plan, which forms part of the Willoughby Community Plan, which in turn forms part of the Township of Langley Official Community Plan (OCP; see Figure 1.1), provides a detailed land use plan to guide change, growth and development in the area. The Williams neighbourhood is a distinct part of Willoughby, and contributes to the building of a sustainable, complete community.



## 1.2 PURPOSE

The Williams Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees. The Plan is based on a strategy of ‘completeness’ and livability, complementing other neighbourhoods plans in Willoughby, to establish key employment centre lands adjacent to the 216 Street interchange that supports the community, and to include a range of housing, commerce, recreational and public spaces that provide physical and social environments where residents can live, learn, work and play.

An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.



Figure 1.1 | Township of Langley Planning Framework

### 1.3 PLAN AREA

The Williams Neighbourhood Plan area encompasses 110 hectares (274 acres) and is located in the northeastern portion of Willoughby in the Township of Langley. The Williams neighbourhood is within close proximity to community parks, trails and other amenities and services, and is immediately adjacent to Highway #1 with a full interchange and overpass (at 216 Street) that provides convenient access to Walnut Grove, and other areas in the Township, the Region and points beyond. It is generally bounded by 212 Street (west), Highway #1 (north), 216 Street (east) and 76 Avenue (south). The Williams Neighbourhood Plan area is delineated in Figure 1.2.



Figure 1.2 | Williams Neighbourhood Plan Area

## 1.4 PLAN PROCESS

The planning process for the Williams Neighbourhood Plan followed the project Terms of Reference, endorsed by Council. Public participation and engagement, along with detailed policy, technical, design and planning analysis, were integrated and informed the neighbourhood planning process throughout. Early in the Neighbourhood Plan process, a series of Community Dialogue Sessions, a Neighbourhood Team meeting, a design workshop (participation from Township of Langley staff, consultants and the Neighbourhood Team) and members of the public contributed to the development of initial urban design options for the Williams neighbourhood.

Through additional Neighbourhood Team meetings and four public open houses, which corresponded with key Steps of the planning process, there were various opportunities for focused and interactive community consultation, input and feedback. The Technical Team also met regularly throughout the plan development process to review and integrate input and feedback received from the broader community and property owners within the Williams area, and refine planning and design concepts, up until the final version of the plan was complete (see [Figure 1.3](#) on the page opposite for plan process details).



**STEP 1**

**ASSETS, OPPORTUNITIES & CHALLENGES**

- ✓ Endorsed by Council and formed the Neighbourhood Design Team
- ✓ Prepare Watercourse Classification Study
- ✓ Conduct background technical review and Technical Team Workshop (#1)
- ✓ Raise awareness of the project and the engagement process through Community Dialogue Sessions
- ✓ Gather input on issues, opportunities & big ideas with stakeholders and organizations through a Neighbourhood Design Team Workshop (#1)
- ✓ Held Public Open House (#1)

**STEP 2**

**VISION, GOALS & PRINCIPLES**

- ✓ Prepare Design Brief, Technical Backgrounder and other supporting documents
- ✓ Conduct Technical Team Workshop (#2)
- ✓ Identify initial neighbourhood design ideas with the Neighbourhood Team Design Charrette (#2)
- ✓ Present ideas from Charrette at a Public Open House (#2)



**STEP 3**

**CONCEPT OPTIONS**

- ✓ Gather technical input and feedback on draft neighbourhood concepts through a Technical Team Workshop (#3)
- ✓ Review and gather feedback on draft neighbourhood concepts through a Neighbourhood Team Workshop (#3)
- ✓ Present refined versions of the draft neighbourhood concepts at a Public Open House (#3)

**STEP 4**

**PREFERRED LAND USE CONCEPT**

- ✓ Gather technical input and feedback on the Preferred Land Use Concept through a Technical Team Workshop (#4)
- ✓ Present Preferred Land Use Concept at a Public Open House (#4)
- ✓ Engineering Services Plan

**STEP 5**

**COUNCIL CONSIDERATION OF PROPOSED PLAN**

- ✓ Finalized Land Use Plan and prepared Williams Neighbourhood Plan
- ✓ Bylaw consideration by Council
- ✓ Finalize Engineering Services Plan



Figure 1.3 | Williams Neighbourhood Plan Process



# 2. background and planning context





This section provides an overview of the main physical attributes and policy framework that has informed and guided the preparation of this Williams Neighbourhood Plan.

## 2.1 SITE PLANNING CONTEXT

### 2.1.1 LAND USE CONTEXT

Within the Williams neighbourhood, the predominant existing land use is rural residential and some established single family estates on small acreage parcels. The neighbourhood is bordered by the urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing parcels of land range from 0.17 to 13.92 hectares (0.42 acres to 34.92 acres) in size, with more than three-quarters having a lot size of between 0.8 and 1.0 hectares (2 and 2.5 acres). This evolving subdivision pattern dates from over a century ago.

### 2.1.2 ENVIRONMENTAL CONTEXT

#### Geotechnical and Hydrogeological Conditions:

One of the defining features of the Williams area is the terrain, specifically the Willoughby Escarpment, that skirts along the southern edge, adjacent to the Milner Valley. The highest elevation in the Williams neighbourhood is along the western edge. From there, the elevation for most of the Williams area gently and generally declines in an easterly and south easterly direction. A key exception in the Williams area is south of 78 Avenue, where the elevation change is more abrupt and contributes to the most visible part of the Willoughby Escarpment from the Milner Valley, with nearly a 70 metre vertical fall from 212 Street in the southwest corner of Plan area to the confluence of 76 Avenue and 216 Street in the southeast corner. The combined orange, yellow and green colour shades and 5 metre contour lines, as illustrated on the Map in Figure 2.1, highlights this change in the terrain.

#### Aquatic Resources:

As part of the planning process for the Williams neighbourhood, the Township updated its information pertaining to watercourse locations and watercourse classifications, in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the Neighbourhood Plan. There are a number of Class 'B' (yellow coded) watercourses and other wetted features in the Williams area, which provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into the two Guy Creeks; one that drains northward and the other that drains southward.

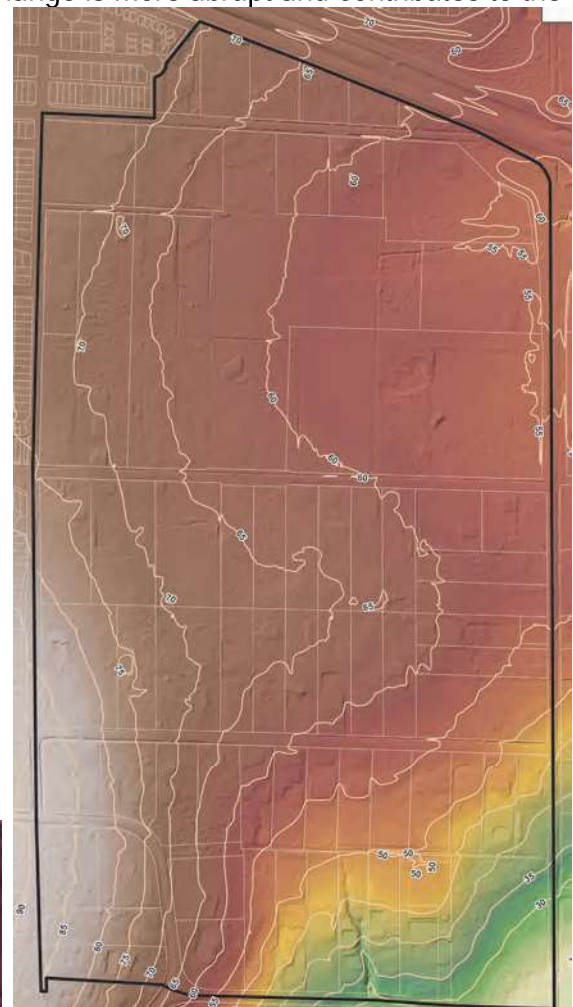
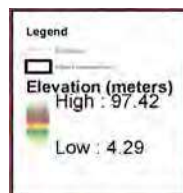


Figure 2.1 | Elevation in Williams

**Vegetation and Forest Tree Canopy Cover:**

The Williams neighbourhood habitat primarily consists of forests and grassland areas. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to historic agriculture activities and more recently, suburban 'estate' development. As outlined in the Township's Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the priority habitat for the Township's ecosystem yet is determined to be the least common habitat type found in the Township. Through the Williams neighborhood planning process, a small coniferous forest was identified as having the potential for preservation through establishment of a future Wildlife Habitat Patch along an upper portion of the Willoughby Escarpment in the southwest corner of the plan area.

**2.1.3 HERITAGE CONTEXT**

The community of Willoughby falls within the asserted traditional territories of the Coast Salish peoples that encompasses the Township and other neighbouring municipalities within the region. Although Willoughby would have been relatively remote from the earliest known transportation routes and navigable streams within the greater vicinity, early Willoughby residents have recalled reports of First Nations lithic material being found along the upper ridges of Yorkson Creek. The original woodlands that characterized Willoughby may also have provided refuge for cultural activities of the Coast Salish peoples for a time; however, the forest fires of the early nineteenth century, and subsequent logging and land clearing associated with late nineteenth century settlement would have destroyed any potential evidence of such activities. The neighbourhood of Williams defines the eastern edge of Willoughby, a historically expansive rural area located to the north-west of the original Hudson's Bay Company farmlands that were cultivated in the 1830s.

During the late 1800s, Willoughby's gently rolling hills rising to the west of the flat prairie farmlands of Langley Prairie attracted European settlers that gradually moved farther to the west. Although Willoughby's poor soils, relative isolation and woodland scrub forests provided for subsistence farming only, the area gained value as a place where people with modest means could settle, and by 1890 all the land in the area had been pre-empted.

These settlers established a small community centered on Alexander Road (208 Street) and Scholes Road (83 Avenue), and by 1921 the growing community had its first post office. Several community and commercial buildings came to define this centre built to serve the primarily rural population, including a church, community hall, school, and general store.

The Williams neighbourhood, bounded by the Trans-Canada Highway to the north, 76 Avenue to the south, 212 Street to the west, and 216 Street to the east, has three historic roads within its boundaries that formed part of Willoughby's early transportation infrastructure. Townline Road (216 Street) remains the central north-south spine running along the divide between Milner's agricultural lands and the Willoughby Escarpment to the west. Williams Road (78 Avenue) was built in 1927 and named after the A.J. (Bert) Williams, a local landowner in the area. The eastern end of McLarty Road (80 Avenue) which ran from what is now 196 Street to 216 Street was named after Peter McLarty who had large land holdings in Willoughby, west of the Williams neighbourhood.

From its inception to well into the modern era, the rural nature of the area came to define Willoughby as a place characterized by function and necessity. Many of the early buildings located on 208 Street that defined it as a community have been restored as a tribute to the area's early history, and although Willoughby remains centred on the historic corridor of 208 Street, the area is in a process of rapid densification and the small mixed farms that historically defined it are largely gone. Willoughby today is a mixture of new urban development and undeveloped rural land, with a new Willoughby Town Centre at its centre to support the changing needs of its new residential populations of which Williams forms a part.

### 2.1.4 MOBILITY CONTEXT

#### Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of one north-south corridor along 216 Street and a partial along 212 Street, and three east-west corridors along 76 (Morrison Crescent), 78 and 80 Avenues not being a complete through road. The local road network has served the rural nature of the area and historically has not had a direct route to the north over or onto Highway #1. Currently main access to Willoughby Town Centre in Yorkson is on 80 Avenue, and access to Highway 10 (Glover Road) is from 216 Street. The remaining road network in the Williams area is characterized by a disconnected grid street network that serves large blocks. Significant improvements are planned to the road network with the construction of the 216 Street interchange, the 80 Avenue Extension and 212 Street Connector that will improve north-south and east-west connections.



**Transit Overview:**

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Willoughby area, from Langley Centre and Langley South. The Carvolth Transit Exchange located at 202 Street and 86 Avenue provides transit service both east and west, connecting Township residents to other transit hubs in the region such as the Lougheed Skytrain Station in Burnaby and points east to Abbotsford. Public transit service is currently not provided within the Williams neighbourhood. However, it is anticipated as development occurs service could likely serve the area, possibly along 80 Avenue and the 212 Connector.

**Pedestrian and Cycling Facilities:**

Currently, dedicated cycling facilities (i.e., bicycle lanes or multi-use pathways) are not available in the Williams neighbourhood. The Township's Cycling Plan, adopted in 2015, defines cycling facilities and identifies on- and off-street community and recreational cycling facilities along all arterials in the Williams neighbourhood (80 Avenue, 212 Street Connector, and 216 Street). In addition to this key component of the cycling network, there are numerous opportunities to incorporate greenways and cycling routes through the Neighbourhood Plan.

Walking is the most fundamental form of transportation. Due to the current rural nature of the Williams neighbourhood, there are partial to no pedestrian facilities within the area, such as sidewalks. There is a need, as the neighbourhood develops, to improve the cycling and pedestrian infrastructure.

**2.1.5 INFRASTRUCTURE CONTEXT**

The availability and capacity of municipal infrastructure will influence the cost and feasibility to develop the Williams neighbourhood. Stormwater management, sewer, water, and energy systems have all been assessed.

**Stormwater Management:**

The existing drainage system in the Williams neighbourhood is consistent with a rural environment and consists primarily of open ditches and driveway culverts located along roadways and some property lines. Tributaries of two Guy Creeks, one in the north and another in the south of the Plan area, eventually drain to Salmon River through a culvert under Glover Road. Rainwater management facilities in many forms will be required to support the development. 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 networks will be employed to protect both Guy Creek systems and manage flood risk within the planned neighbourhood and downstream.

**Water:**

The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to properties in the Plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

**Sanitary Sewer:**

Given its rural character, the Williams Neighbourhood Plan area does not include any existing sanitary sewer infrastructure. Existing lots are serviced by individual septic systems. Any development will require infrastructure improvements, including upsizing or other upgrades, in order to accommodate changes in the sanitary sewerage loading for the area. Existing sanitary sewer system connections are located along 212 Street in the Yorkson neighbourhood; one at 77A Avenue and the other at 83 Avenue. Two pump stations and associated sanitary force mains, along with additional sanitary sewer conveyance systems will need to be installed as development occurs.

**2.1.6 ENERGY CONTEXT**

The general topography of the Williams area includes south-facing slopes that are ideal for implementing energy conservation and greenhouse gas emission management measures through neighbourhood, street and block patterns and design, and the siting of buildings and other features that optimize energy performance. The implementation of policies and guidelines that promote the conservation and efficient use of energy in buildings and the reduction of building generated greenhouse gas emissions (GHGs) will contribute to the development of an energy efficient and sustainable neighbourhood and community.



## 2.2 POLICY FRAMEWORK

### 2.2.1 METRO VANCOUVER REGIONAL GROWTH STRATEGY

The Metro Vancouver Regional Growth Strategy (RGS) establishes an integrated land use and transportation framework to encourage a concentration, mix and balance of jobs and housing to support transit use and walking and to preserve natural open spaces and agricultural lands. The RGS designates the Williams area as 'General Urban' and 'Mixed Employment'. The General Urban designation includes residential and supportive, local commercial uses and services. Mixed employment accommodates a range of light and heavy industrial uses, as well as stand-alone office and retail uses that are not suitable for Urban Centre locations.



### 2.2.2 OFFICIAL COMMUNITY PLAN

In 2016, Township of Langley Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the municipality as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. As defined in the OCP, the spatial structure of the Township is to consist of a series of urban communities, that are shaped into a sustainable urban pattern and built environment, and based on the design principles of centres, walkability and viable transit.

The planning and policy concept of complete communities is at the core of the OCPs policy framework. This framework requires a mix of land uses, 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. Lastly, this policy framework also seeks investment in and support for a range of alternative modes of transportation such as pedestrian and cycling trails and transit routes which connect one place within the community to another. This approach to community building will create urban environments where resources are used efficiently, provide residents the opportunity to walk or bike to services at least some of the time, and where there is enough concentration of people that providing transit is a practical and feasible solution.





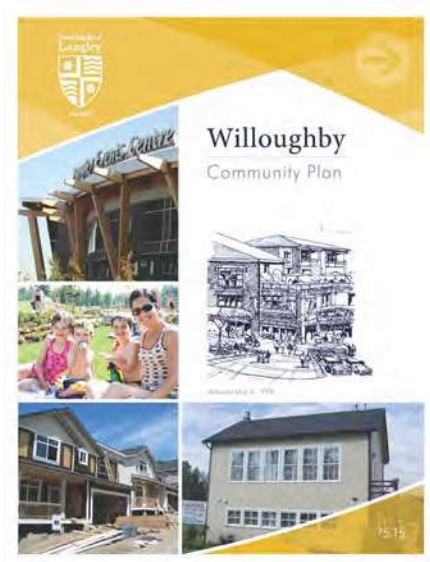
As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods and serve as the policy manifestation of a complete community.

Centres take on different forms yet offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers, and serve as important neighbourhood 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 communities and neighbourhoods. The cohesive and integrative spatial arrangement and pattern of the different components in centres help create synergies among land uses and environmental features, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

Centres come in various shapes and sizes and serve somewhat different purposes. Some centres can be residential focused, others can be employment dedicated, and still others can be recreation, arts and culture focused. The underlying feature for all types of centres is a mix of uses. Mixing uses is not simply a matter of varying land use on a block-by-block basis and in close proximity, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mixed use approach establishes neighbourhood focal points, which help to create a sense of place and contribute to place making.

### 2.2.3 WILLOUGHBY COMMUNITY PLAN

The Willoughby Community Plan is part of the OCP. It contributes to the overarching land use policy framework for the Williams Neighbourhood Plan and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial, and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Williams Neighbourhood Plan.



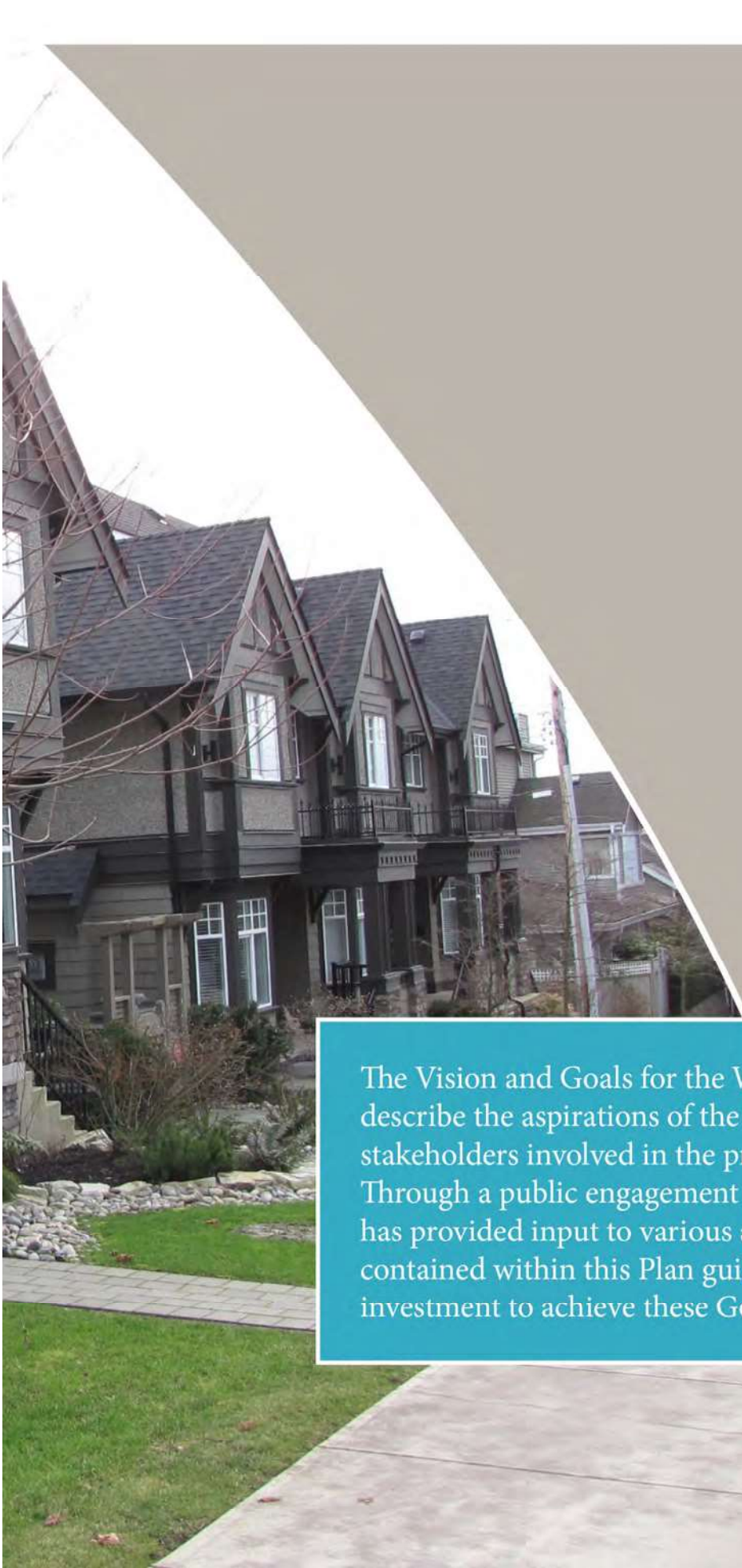
The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is defined primarily by current or proposed grid roads and supporting green space. Each neighbourhood within the Willoughby area is intended to be of sufficient size to support a variety of land use elements such as an elementary school and neighbourhood park, neighbourhood convenience shopping, and a mix of housing with a range of densities, which may also include supporting employment opportunities. As well, neighbourhoods are intended to be well-linked, providing for pedestrian and bicycle movements within green corridors.

Another key policy feature of the Willoughby Community Plan that informs the planning and guides the spatial structure of the Williams neighbourhood is escarpment and viewscape preservation and enhancement. The policy goal is to protect the scenic and ecological resources associated with lands characterized by steep slopes, ridgelines and Agricultural Land Reserve edge transition areas, also known as the Willoughby Escarpment, in a manner that allows for carefully designed, low-impact and integrated development. This poses a challenge for the Williams area as the Escarpment broadens out topographically (less steep terrain relative to other parts of the Escarpment), the most visible portions are not in the Agricultural Land Reserve (as with other neighbourhood areas to the southwest), and much of the Escarpment is void of trees, particularly high value trees such as evergreen, coniferous species.

The Willoughby Community Plan delineates predominantly two distinct land uses in Williams: an employment area in the north portion (north of 80 Avenue), and a residential area in the south portion (south of 80 Avenue). The Community Plan also includes a significant greenway network within the Williams area and connections to adjacent neighbourhoods and the Willoughby community more broadly.



# neighbourhood vision and goals



The Vision and Goals for the Williams Neighbourhood Plan describe the aspirations of the Township of Langley and all the stakeholders involved in the process of preparing this Plan. Through a public engagement process, a range of contributors has provided input to various aspects of the Plan. The policies contained within this Plan guide development and strategic investment to achieve these Goals and realize the Vision.

# Neighbourhood Vision and Goals

Designing a neighbourhood begins with a Vision Statement and a set of goals that set a direction for Neighbourhood Plan policies. The Vision Statement and Goals represent the aspirations of the neighbourhood and are an outcome of community input and feedback, policy and technical analysis, and best planning practices.

## 3.1 VISION STATEMENT

The Vision Statement, that was developed in consultation with property owners and the broader community, describes the desired future state of the neighbourhood and serves as an inspiring declaration for the Williams neighbourhood. All of the Goals, policies, and guidelines set forth in this Neighbourhood Plan contribute to the realization of this Vision.

**'The Williams neighbourhood is a vibrant, walkable and connected community that maintains its natural assets and views. As a gateway to the Township and Willoughby community, it provides jobs close to home while maintaining a family friendly, front porch neighbourhood. Green spaces blend the neighbourhood into adjacent agriculture lands and a mix of affordable and accessible housing for families, individuals, and those wanting to age in place is offered.'**

## 3.2 GOALS

Goals are broad statements that provide direction for the development and implementation of the detailed policies and guidelines of the Neighbourhood Plan. They express a common understanding of how to ultimately realize the Vision for the neighbourhood and are intended to influence and guide

### Goal 1:



#### Gateway into the Township

Use the 216 Street Interchange at Highway 1 as a gateway to the Township and the Willoughby community.

### Goal 3:



#### Affordable and Accessible Homes

Provide a mix of affordable and accessible housing to suit people in all stages of life.

### Goal 2:



#### Good Jobs Close to Home

Maximize the amount of employment lands to generate attractive jobs for the Willoughby community and beyond.

### Goal 4:



#### Local Shops and Services

Support some shops and services within a 5 to 10 minute walk from homes, without taking away from the Willoughby Town Centre.

**Goal 5:**



**Sustainable Transportation**  
Support a walking community that builds on the network of greenways and plans for potential future transit service.

**Goal 9:**



**Natural Areas**  
Respect the environment by preserving important areas, stands of trees, view-sheds (to the valley and from Glover Road), and wildlife habitat where feasible.

**Goal 6:**



**Respectfully Transition Between Uses**  
Use land use patterns, roads, and community greenways to provide good quality buffers and transitions between land uses.

**Goal 10:**



**Remembering Our History**  
Incorporate history into neighbourhood design elements.

**Goal 7:**



**Connected Streets That Move People and Goods**  
Enhance the road capacity on arterials and provide a fine-grain grid network that encourages walking and cycling for local trips.

**Goal 11:**



**Energy Efficiency**  
Incorporate energy efficient design into the street, block and lot patterns, as well as building orientation that facilitates solar optimization and takes advantage of the south sloping conditions.

**Goal 8:**

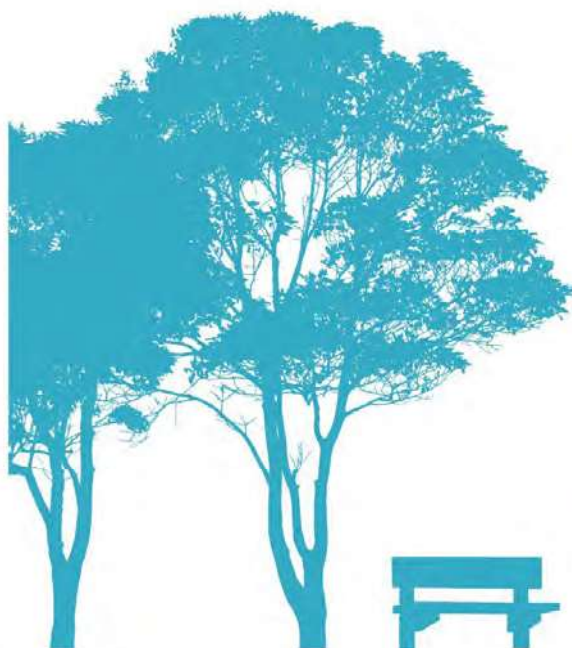


**A Learning Community**  
Create good multi-modal and land use connections between the Williams Neighbourhood and local universities.

**Goal 12:**




**An Implementable Plan**  
Develop a plan that is readily implementable.






neighbourhood  
urban design  
concept



This section of the Plan defines the urban design concept for the Williams neighbourhood. The built environment for the neighbourhood includes several “building blocks” that together establish the spatial arrangement and character of human settlement. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these series of building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, a cornerstone of the Township of Langley Official Community Plan.





# Neighbourhood Urban Design Concept

## 4.1 NEIGHBOURHOOD DESIGN CONCEPT

Williams is the most eastern neighbourhood in the Willoughby community and is strategically located for businesses, employees and future residents. Located on the eastern terminus of the Willoughby Escarpment and west of the University District, Williams' hillside setting offers superb views of the Milner Valley, Mount Baker and vistas beyond. The Williams area benefits from key transportation linkages to Willoughby, Walnut Grove, University District, and other Township communities, and serves as an important gateway to the Township.

Based on the Plan's Vision and Goals, the Williams neighbourhood urban design concept, also referred to as the neighbourhood spatial structure, establishes a mixed-use, pedestrian/cyclist-friendly, transit-supportive, front porch neighbourhood. The urban design concept accommodates housing and employment areas within this 'peripheral' setting, preserves and enhances the natural environment and integrates with existing and future development in adjacent neighbourhoods and rural/agricultural areas as well as the community beyond.

The Employment District, the Transition District and the Mixed-Use + Residential District are the key geographic areas that define the spatial structure of the Williams neighbourhood area (See Figure 4.1 - opposite page). The physical arrangement of these three Districts provides the broad organizations of the area in terms of uses and activities, yet also provides the framework that guides finer spatial scales and informs, among other neighbourhood structure aspects, District specific features. These features or 'building blocks' and their arrangement and distribution, shape the built character and directly influence the everyday lives of residents, business owners, employees, and students in terms of where they work, shop and participate in recreation activities, as well as their everyday travel choices. These 'building blocks' include:

- ✓ **Block structure and street patterns** provide the urban framework, or 'bones,' of the neighbourhood;
- ✓ **Street design characteristics** and their configuration within the street right of way, such as sidewalks, medians and curbs, roadway width, pavement and surface materials, street trees and landscaping, are among the many physical elements that contribute to the character and sense of place;
- ✓ **Lot patterns and building placement**, along with size and shape, establish the 'grain' of the neighbourhood fabric and the 'rhythm' of the development along the street and other public spaces that contribute to defining the physical character of a place;
- ✓ **Building forms and types**, including the scale of structures and architectural characteristics, can provide places with distinct identities;
- ✓ **Vegetation, landscaping, natural features and open spaces** are neighbourhood features that integrate and accommodate nature to enhance neighbourhood livability; and
- ✓ **Distinctive place elements** are neighbourhood amenities such as play fields, trails and greenways, schools and other public spaces that further complement neighbourhood 'assets' and experiences.

Benefiting from these strategic opportunities and context, Williams will ultimately become a distinct neighbourhood in the Willoughby community and is projected to accommodate approximately 11,000 residents in 5,770 dwelling units at full build out.

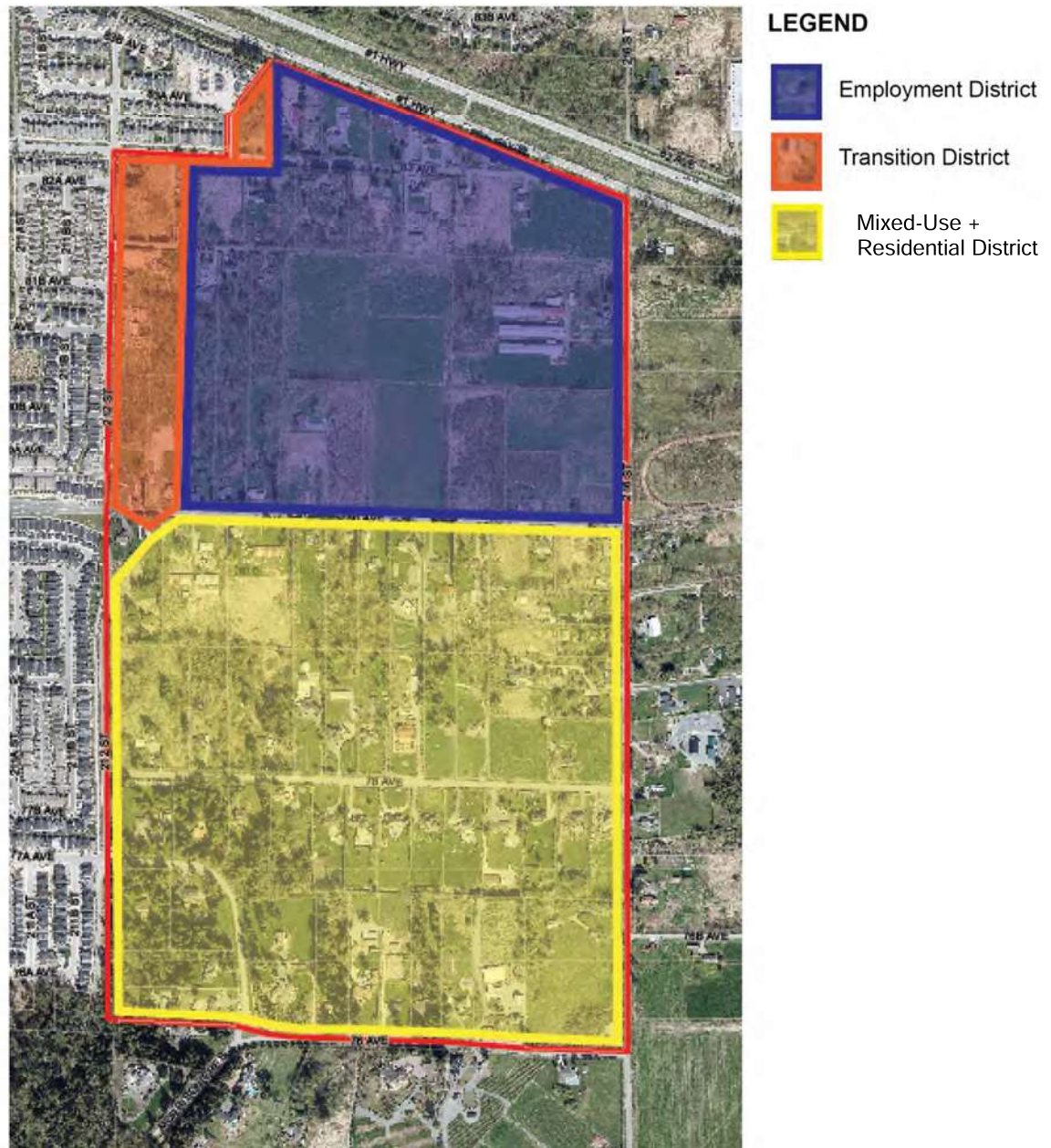


Figure 4.1 | Neighbourhood Urban Design Concept

### 4.1.1 EMPLOYMENT DISTRICT

The Employment District is a strategic location within the Williams neighbourhood, the Willoughby community, and the broader municipality; This District is located adjacent to the Trans-Canada Highway #1 and the 216 Street Interchange, providing business/employers and employees with direct access to the broader municipality, as well as the Metro Vancouver region, Fraser Valley, and areas beyond.

The Employment District accommodates a range of light industrial, office, business and employment (no retail sales) uses that will be an attractive place to invest and operate a business, that will provide jobs close to home, and that will contribute to the development of a complete community in both the Williams and the broader Willoughby area. Uses in this District will also include those that meet the needs of the working and travelling public such as a combined gasoline and electric vehicle charging station and overnight accommodations, as well as small-scale restaurants and convenience stores provided they are accessory and ancillary to and incorporated with principal uses. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

#### Policies:

1. Develop an interconnected arterial, collector, industrial and local road network that conforms to the hierarchy of roads in the Employment District as conceptually delineated in the Williams Circulation Concept Plan on Map 3. Required roads within the Employment District include:
  - a. 214 Street (Collector Road, connecting 80 and 81 Avenues)
  - b. 81 Avenue (Collector Road, connecting 214 and 216 Streets)
  - c. 214 Street (Industrial Road, connecting 81 and 83 Avenues)
  - d. 83 Avenue (Industrial Road, connecting with 214 Street)
2. Terminate 83 Avenue at approximately the shared boundary between the Employment District and neighbouring Yorkson neighbourhood and Transition District to prevent vehicle and goods movement traffic between these areas. Limit the length and extent of 83 Avenue within the Employment District, both east and west, as accessed from 214 Street, and predicated on land consolidation, to accommodate the maximum amount of space for watercourse compensation areas.
3. Provide pedestrian and bicycle multi-use pathways and greenways along both retained portions and repurposed portions of 83 Avenue between 212 and 216 Streets.
4. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed in Policy #1 above, to/from 216 Street and 80 Avenue in the Employment District, in order to limit mobility interruptions along these high-volume arterial routes.
5. Design a Watercourse Compensation Area in the Employment District area of Williams, as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m<sup>2</sup> (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange)

through another reconstructed stream channel, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m<sup>2</sup> (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15 metre wide planted buffer on both sides of the ordinary high water mark of the reconstructed channel, shall be identified and designed as part of the development of lands in the Employment District between 80 and 83 Avenues, with the goal of balancing functional compensation space and contiguous development space within the Employment District. Also, compensation of existing pond[s] will require additional watercourse channel and result in an extension of this minimum length. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

6. Incorporate drainage infrastructure, in the form of a detention pond, and a sanitary force main pump station, in the design and layout of the Employment District.
7. Prepare a Comprehensive Development Plan (CDP), at the expense of the development proponent, for each application, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District. The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing. Each subsequent development applicant/proponent shall prepare an update version of the CDP.

#### 4.1.2 TRANSITION DISTRICT

The Transition District provides a linear band of single family forms of residential development along 212 Street and 83 Avenue, followed eastward by rowhomes and townhomes, a greenway and environmental conservation areas that combine to create a multi-feature transition between existing residential areas in the Yorkson neighbourhood and the Employment District in north Williams.

##### Policies:

1. Provide for a combination of rear-loaded single family lots, fronting 212 Street and 83 Avenue, as well as rowhomes and townhomes uses east and south of said single family lots, in the Transition District.
2. Design block perimeters and block face lengths that result in a street network with high connectivity, that balances pedestrian and bicycle comfort and mobility, emergency and courier vehicles and resident automobile access and movement.
3. Layout the block, lots, lanes and local road patterns in the Transition District with a maximum block size length of 160 metres between street intersections and on average between 140 and 150 metres, measured between the outside curb faces of two cross streets. In other words, there should be a minimum of 3 east/west streets along the 212 Street frontage to serve the Transition District. At a minimum, 2 of these public streets should extend into the multi-family land use

designation a minimum of half the distance, not including a cul-de-sac nor other road terminus feature. Provide a Pedestrian Link from 212 Street, the full length of one side of the street extension, and connected with the Creek Greenway to the east, which runs along the Watercourse Compensation Area on the west side of the Employment District.

4. Design and orient the lotting pattern in blocks for housing developments with Single Family Mixed Residential Land Use Designation, so that the largest roof area of buildings is oriented directly south and within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis. Provide evidence of compliance as part of a subdivision application submission.
5. Provide development site dimensions for multi-family development in the Transition District to accommodate a building footprint, that conforms to the Plan policies, relevant zoning provisions and other development requirements, and a building roof area of a sufficient scale and optimal orientation, as outlined in Policy #5 above, for roof-top photovoltaics and adequate energy supply generation. Provide evidence of compliance as part of a subdivision application submission.
6. Design buildings in the Transition District to incorporate a pitched roof, to orient and site the largest surface area of said pitched roof to be south facing, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to maximize solar gains in the winter and minimize in the summer. Provide evidence of compliance as part of a subdivision application and/or as part of a zoning amendment application, in advance of any other development permit area application or building permit.

#### **4.1.3 MIXED-USE + RESIDENTIAL DISTRICT**

The Mixed-Use + Residential District includes a combination of development forms that incorporate a range of commercial/residential mixed-use, medium density apartment and townhomes, and low density rowhome and single family uses. Include in this District urban parks, a forested view park, trails and neighbourhood greenways, and nature conservation and watercourse compensation areas that provide fish and wildlife habitat as well as contribute to the protection, restoration and enhancement of the 'treed' character of the Willoughby Escarpment. A combined elementary/middle school and neighbourhood park campus and other public amenities will contribute to establishing a highly-livable and dynamic residential neighbourhood.

##### Policies:

1. Provide a variety of development forms and housing types that incorporate a range of commercial/residential mixed-use, medium density apartment and townhomes, and low density rowhome and single family uses.
2. Incorporate an array of public amenities in the design of the Mixed-Use + Residential District that includes urban parks, a forested view park, trails and neighbourhood greenways, nature conservation and watercourse compensation areas that provide fish and wildlife habitat as well as contribute to the protection, restoration and enhancement of the 'treed' character of the Willoughby

Escarpment, a combined elementary/middle school and neighbourhood park campus and others that will contribute to establishing a highly-livable and dynamic residential neighbourhood.

3. Design neighbourhood blocks that result in a street pattern with high connectivity, that incorporates pedestrian and cyclist comfort and mobility, transit accessibility (where appropriate), freight delivery and commercial loading, and automobile movement.
4. Develop an interconnected arterial, collector, local road and lane network that conforms to the hierarchy of roads in the Mixed-Use + Residential District as conceptually delineated in the Williams Circulation Concept Plan on **Map 4**. Required roads within the Mixed-Use + Residential District include:
  - a. 212 Street (Arterial Road, connecting 80 and 74B Avenues (Smith Neighbourhood Plan))
  - b. 214 Street (Collector Road, connecting 80 and 76 Avenues)
  - c. 215 Street (Local Road, connecting 80 and 76 Avenues)
  - d. 216 Street (Arterial Road, connecting 80 and 76 Avenues)
  - e. Morrison Crescent (Collector Road, connecting 79 and 76 Avenues)
  - f. 79 Avenue (Collector Road, connecting 212 Street/80 Avenue intersection and 216 Street)
  - g. 78 [realigned] to 77A Avenue (Collector Road, connecting 212 and 216 Streets)
  - h. 76 Avenue (Collector Road, connecting 212 and 216 Streets)
5. Establish a 'High Street' shopping area in the Mixed-Use + Residential District with its centre being situated at the intersection of 214 Street and 79 Avenue. The High Street shall extend north to 80 Avenue, south to the 78A Avenue alignment, west to the 213 Street alignment, and east to the 214B Street alignment and shall incorporate on-street, 45 degree diagonal parking. Prohibit access to off-street parking (residential and commercial), freight delivery and commercial loading facilities along the High Street areas; Incorporate service access lanes, approximately 8.5 metres wide at a mid point along the length of the block, including wayfinding signage, to provide for access to said features.
6. Provide continuous (except for Service Lanes and Pedestrian Links), ground-oriented, pedestrian focused commercial uses on the ground floor of all buildings along the 'High Street', as described in Policy #5 as Mandatory Commercial Street Frontage. Primary pedestrian entrances at finished grade that provide access to residential uses above may be located along Mandatory Commercial Street Frontage areas provided that they are modest in size and carefully designed to avoid dominating the commercial character of the street. Provide continuous weather protection (canopies, awnings) for pedestrians on building façades with no gaps wherever possible. Design commercial entrances that are slightly recessed at grade of the adjoining sidewalk to prevent door swing from impeding the through-movement zone of the adjacent sidewalk.
7. Provide a public square space on each of the four corners of 214 Street and 79 Avenue. The dimensions and shape of the corner public square spaces are determined by a combined elongated diamond-shaped, square-shaped and circular-shaped, 2-dimensional template. The elongated diamond-shaped portion of the 2-dimensional template stretches from the centre of the intersections of 80 (southside) and 78 (northside) Avenues at 214 Street. The width of the elongated diamond-shaped portion of the dimensional template is 10 metres beyond the inside

face of curb at 78 Avenue, on both sides of 214 Street. The centre of the circular-shaped portion of the dimensional template is located at the inside face of curb at the southwest corner of 78 Avenue and 214 Street, and its radius is 10 metres. The square-shaped portion of the dimensional template is 25 metres on each side and is located adjacent to and oriented by the inside edge of the sidewalk at the northeast corner of 78 Avenue and 214 Street.


8. Provide continuous (except for interruptions by Mid-Block Service Lanes and Pedestrian Links), ground-oriented, pedestrian focused, commercial, civic/assembly, and/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. Incorporate a minimum of 1 storey of office or employment living uses above the first storey, unless the employment living on the ground floor is two stories (e.g., townhouse configuration), and then residential apartments above that.
9. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along all other frontages identified as Residential Street Frontage. Incorporate a useable (a minimum 2 metres for all terrace floor space dimensions), covered, elevated, single-storey height front terrace at the main entrance, that presents to the public street.
10. Configure the pedestrian scale block and local road patterns with a maximum block size length of approximately 180 metres and maximum block size depth of approximately 60 metres, between two street cross-sections or intersections, measured between the inside curb faces of two cross streets. Blocks that front arterial streets must adhere to this maximum block size length or depth and incorporate Mid-Block Services Lanes that align perpendicular to the arterial street, terminate before the arterial street, and extend and connect with the arterial street greenway through a Mid-Block Pedestrian Link.
11. Provide Mid-Block Pedestrian Links perpendicular through the block length, approximately in the middle of the block and Lanes with on-street/on-lane vehicle parking, vehicle travel both directions, as well as cycling and pedestrian facilities. These Mid-Block Pedestrian Links should bisect the length of a block to achieve a fine-grained grid pattern with Pedestrian Link corridors set at approximately 90 metre intervals (i.e., , this is intended to achieve a sub-block pedestrian access grid that is up to 180 metres length on any one side and 80 to 90 metres on adjoining sides).
12. Design Mid-Block Pedestrian Links so that they are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is available every 90 metres along the block and street structure





# land use



A photograph of a yellow house with a white picket fence and garden plants. The house has a gabled roof with white trim and a large window with white shutters. The fence is white with a decorative post. The garden has various green plants and flowers.

This section of the Plan defines the land use designations and corresponding policies that will guide growth and change in the Williams area over the next 20 to 25 years. The designations include residential and commercial, as well as an important new employment area in the form of a Business Park to provide jobs and opportunities for business development.

## 5.1 OVERVIEW

The neighbourhood Vision and Goals for the Williams area are embodied in the Williams Land Use Plan (see Map 1). The Land Use Plan identifies the residential and employment land use designations in the Neighbourhood Plan area, as well as future transportation corridors, protected areas, trails, parks, and other community amenities and infrastructure. The land use policies describe in detail the location, types, and density of uses for the Williams area. The designations and policies, which represent a balanced outcome of public input and feedback, technical analysis, existing policy and best planning practices, will be used to guide the development approvals process through to full build out of the neighbourhood.

## 5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations in the Land Use Plan (see Map 1). Included in each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Also included are general and specific policies for land use. General policies that apply across multiple designations are provided in Section 5.3. Policies unique to individual designations are provided in Sections 5.4 to 5.9. If there is a conflict between a general policy and a specific policy in a land use designation, the specific policy shall take precedence.

## 5.3 GENERAL LAND USE POLICIES

The following policies apply across multiple land use designations in the Williams neighbourhood.

### Policies:

#### **All Land Use Designations:**

1. Obtain a Development Permit in accordance with Section 488 (1) (a), (b), (e) and (f) of the Local Government Act (LGA) for development on lands, which includes both subdivision and within the Williams neighbourhood as outlined by the Development Permit Areas on Map 4 and Map 4A of the Willoughby Community Plan, in order to achieve quality, resilient design.
2. Obtain a Development Permit in accordance with Section 488 (1) (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the vicinity of the urban/Agricultural Land Reserve edge in the Williams neighbourhood as outlined by the Development Permit Areas on Map 4 of the Willoughby Community Plan, for the protection of farming (Development Permit Area 'I'). Incorporate appropriate subdivision design, building setbacks and landscape buffers for lands along the east and south portions of the Williams neighbourhood that are adjacent to the Agriculture Land Reserve boundary in order to clearly establish the edge between the urban and rural areas, to enhance the viability of farming on adjacent agricultural lands, and mitigate and minimize the impacts of farming on urban lands. Variations to the buffer size will be considered when the retention of buildings of historic or heritage value are preserved.
3. Consider lower densities for developments, as applicable, in cases where they cannot be achieved due to site constraints (e.g., topography or riparian setback requirements). Maximum permitted density may not be achievable on all properties.

4. Ensure development and infrastructure projects build with the slope to minimize cut and fill excavations and to help preserve the natural topography of this hillside and escarpment. Also, buildings should be 'stepped' on sloping sites to reduce the height and massing of the development and reduce the need for retaining walls, wherever possible, in order to establish a complementary, pedestrian-friendly streetscape and to support site and neighbourhood design efforts to retain and enhance the treed character of the Willoughby Escarpment.
5. Design appropriate building transitions between different land uses and distinct building types that are respectful of views, densities, traffic, and noise. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications.
6. Provide for inclusion of electric vehicle charging infrastructure as part of residential, commercial, industrial and institutional developments to contribute to a sustainable transportation network.

#### **Residential Land Use Designations:**

7. Provide for a variety of housing forms, sizes, floor layouts and tenures within the Williams Neighbourhood Plan area to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
  - a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, apartments, secondary suites, coach homes, lock-off suites.
  - b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with 'master' bedrooms on the ground level.
  - c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.
  - d. Include a diversity of non-market housing choices to assist in achieving housing affordability through the provision of non-market rental housing, supportive housing, women's second stage housing, to name a few, as well as a variety of forms of housing such as co-housing and family-friendly housing that include dwelling units with three plus bedrooms; and
  - e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.
8. Calculate the land area density on the basis of gross developable land area where the minimum and/or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.
10. Calculate development density for lands designated as Medium Density Townhouse, Medium Density Apartment, High Density Apartment, High Density Mixed Use, based on Floor Space Ratio (FSR), as defined by the Township of Langley's Zoning Bylaw, in relation to developable land area. Land area (undevelopable 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’s Official Community Plan, Bylaw 1979 No. 1842, as amended from time to time), 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.

11. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.
12. Incorporate appropriate and responsive site design, and building separation distances and setbacks to accommodate a continuous evergreen, coniferous tree row, that integrates with other site design requirements for street fronting dwelling units and comprised of retained and/or new tree plantings, along the south property line of a development site that it shares with a public street, in the Mixed-Use + Residential District. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard.
13. Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road corridor), in the preparation of Comprehensive Development Plans (CDPs; Policy 1 and 2, Sub-Section 11.4) and for all proposed developments, south of 80 Avenue.
14. Require new single family home developments, including accessory residential uses, on fee-simple lot developments for land designated Single Family Mixed Residential to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:
  - a. Retain existing significant trees, especially evergreen, coniferous trees. Provide new trees in front, side, and rear yard spaces, with appropriate soil volumes.
  - b. Incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g., front porch neighbourhood with modest 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. Design all public facing building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Incorporate structural thermal breaks for architectural elements that extend or protrude from the dominant portion of the building face to limit thermal bridging and support building energy efficiency.
- e. Integrate, as part of building design, screening measures (e.g., horizontal louvers, vertical baffles, awnings, brise-soleils, shutters, screens, overhangs) of exterior glazing on all south and west facing elevations of the building to contribute to the prevention of overheating of the interior of the residence during the summer seasons.
- f. Provide a strong street presence by through street facing buildings that include usable, modestly elevated above finished grade, covered front porches for single family, duplex and row-home development, and covered terraces for dwelling units on the ground-floor of townhomes, as well as other design elements that support social interaction. Single family dwellings shall not back onto a public road.

## 5.4 SINGLE FAMILY MIXED RESIDENTIAL (10 UPA)

The Single Family Mixed Residential designation accommodates a variety of compact lot, single family and character compatible housing on a variety of lot sizes (as defined in the Township of Langley Zoning Bylaw) such as semi-detached (duplex), manorhomes and rowhomes, as well as accessory forms of housing such as secondary suites and coach homes.

This variety of housing types are intended to primarily accommodate street-oriented housing with rear lane access in order to maximize parking opportunities, provide a high-quality pedestrian environment, and improve energy efficiency through the siting and alignment of homes. The accessory forms are to provide opportunities for rental housing, particularly for students in the nearby university. Policies specific for this designation are as follows:

### Policies:

1. Provide for a variety of compact lot, single family housing and compatible housing forms on a variety of lot sizes (e.g., semi-detached, manor homes, and rowhomes) at minimum densities as defined as Residential Compact Lot Zoning schedules in the Township of Langley Zoning Bylaw, for all Plan areas designated Single Family Mixed Residential on [Map 1](#).
2. Foster the development of accessory housing including secondary suites or coach homes (CL{CH}; defined in the Township of Langley Zoning Bylaw) with a single family home.
3. Design street, block and lot patterns that incorporate lanes, that provide access rear-loaded, off-street parking uses, in order to maintain a strong, pedestrian-oriented streetscape and front porch character in the neighbourhood.
4. Ensure that a diversity of housing is provided, as encouraged by the Township's Housing Action Plan, by limiting the quantity of any one type of the housing provided in the Single Family Mixed Residential Land Use Designation to no more than 50 percent of the total number of dwelling units for any development, and that at least 3 housing types (R-CL, R-CL{A}, R-CL{B}, R-CL{RH}, R-CL{MH}, R-CL{SD}), with each one comprising a minimum of 25 percent of the total number of dwelling units, are included for any and all development. An accessory residential use, in the form of a secondary suite a coach home, are not part of these percentage calculations.

5. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 0.8 metres, for all principal residential uses/dwelling units. The covered porch is permitted to project by up to 1.0 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.
6. Minimize the front yard setbacks in order to create a pedestrian-oriented street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.
6. Protect the privacy and livability of individual dwelling units and between developments through an appropriate transition of building height and massing, landscaping and sound attenuation.
11. Incorporate the development of rowhomes on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, provided that the rowhouse developments are designed in a single row, fronting a road and serviced by a rear lane and that the design of each contains no more than four units.



## 5.5 TOWNHOUSE

The Williams Neighbourhood Plan includes the Rowhouse / Townhouse (15 UPA), Townhouse (22 UPA) and Low Density Apartment (1.4 FSR), in a four-storey stacked courtyard townhouse form, Land Use Designations. The three designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and 'empty nesters' and serve as a land use transition, in one situation, between predominantly low density, residential neighbourhoods and employment uses, and in another situation, between low density and medium density residential areas. The emphasis in the design of townhouse developments is on a ground-oriented, walkable, front porch neighbourhood character of the Williams neighbourhood, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear public lanes. Dwelling units that front a public street will have direct pedestrian access to/from said street, via a porch.

### 5.5.1 ROWHOUSE / TOWNHOUSE (15 UPA)

The Rowhouse / Townhouse designation accommodates both rowhouse and townhouse developments, where all units front and have direct pedestrian access from/to the public street. This designation is located in the northwest portion of the Plan area, between a predominately single family neighbourhood in the Yorkson area and the employment lands to the immediate east. This lower density multi-family designation will provide a land use, form and massing transition between these two land use conditions as well as a form of affordable, ground-oriented housing. Densities within this designation will range from a minimum 20 units per hectare (8 units per acre) to a maximum 37 units per hectare (15 units per acre). Policies specific to this designation are as follows:

#### Policies:

1. Provide for rowhouse or townhouse, as well as semi-detached dwellings on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw and duplexes, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density is 37 units per hectare (15 units per acre).
2. Limit the maximum height of buildings to three (3) storeys.
3. Establish block and street patterns that include a public lane or strata road and provide continuous on-street parking along the public street that is not interrupted by driveway let-downs.
4. Design buildings and dwelling units, to include:
  - a. Street-facing, pedestrian-oriented dwelling units that provide a useable, covered front porch at a main entrance that presents to the public street. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
  - b. Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road.
  - d. Rear entrances for all dwelling units in the form of 'swing doors' that are separate from other enclosed spaces, including vehicular parking (e.g., garages) and access points.





### 5.5.2 TOWNHOUSE (22 UPA)

The Townhouse Land Use Designation accommodates townhouse developments. This land use designation is approximately located at the northeast corner of 212 Street and 80 Avenue, and north of 83 Avenue, between predominately single family neighbourhoods in the Yorkson area and the Employment District in Williams. This townhouse designation provides affordable, ground-oriented housing for households with children, seniors and 'empty-nesters'. The Townhouse Strata land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Densities within this designation will range from a minimum 39 units per hectare (uph; 16 units per acre – upa) to a maximum 54 units per hectare (uph; 22 units per acre – upa). Policies specific to this designation are as follows:

#### Policies:

1. Provide for townhomes, including those with a primary bedroom on the ground floor, at a minimum density of 39 units per hectare (16 units per acre) to a maximum density of 54 units per hectare (22 units per acre), for all areas of the Williams Neighbourhood Plan that are designated Medium Density Apartment as delineated on **Map 1**
2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the Mid-Block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83 Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.
3. Design buildings and dwelling units fronting 212 Street, the 212 Street cul-de-sac, north of 80 Avenue, 83 Avenue and Mid-Block Greenway link between 83 Avenue and the Highway #1 Greenway in neighbouring Yorkson, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to those across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhome development), to include:
  - a. pedestrian-oriented, dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
  - b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
  - c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.

- d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.
4. Provide direct, publicly-accessible connections in the form of Pedestrian Links (see Section 6.2.5) through Townhouse developments – from public road to public road – in areas designated Townhouse Strata, in the approximate locations delineated on Map 1 to support pedestrian connectivity along 212 Street Corridor.



### 5.5.3 MEDIUM DENSITY TOWNHOUSE (1.4 FSR)

The Medium Density Townhouse Land Use Designation accommodates three-storey courtyard apartment developments and four-storey courtyard stacked townhouse developments. This land use designation is approximately located along the south side of the 78 / 77A Avenue corridor in the Mixed-Use and Residential District in Williams, where an increased grade change accelerates the area's descent down the Willoughby Escarpment into the Milner Valley. This Medium Density Townhouse designation accommodates 3-storey courtyard apartment and 4-storey stacked courtyard townhouse uses, that provide affordable, family housing. This land use designation is situated and adjacent to schools, neighbourhood and urban parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between medium density apartment and mixed-use developments to the north and lower density mixed residential land use conditions to the south. The maximum density is a gross floor area of 1.4 times the net developable lot area for all plan areas designated as Medium Density Townhouse. Policies specific to this designation are as follows:

#### Policies:

#### **Both Courtyard Apartment Development + Courtyard Stacked Townhouse Development:**

1. Provide for Courtyard Apartment and Courtyard Stacked Townhouse land uses where all buildings and structures together, including townhouse dwelling units with a primary bedroom on the floor with the main living area, have a maximum gross floor area of 1.4 times the net developable lot area for all areas of the Williams Neighbourhood Plan that are designated Medium Density Apartment as delineated on **Map 1**. As further defined:
  - a. A Courtyard Apartment building means a maximum three storey residential structure containing multiple, one-level dwelling units that are divided vertically and horizontally. The units at the ground floor of the development site, have both direct access to the finished grade, as part of an elevated terrace, and a common internal corridor connected to a common lobby entrance and the units on the second and third floors have a principal access via a common main lobby entrance and internal corridors, and exit stairs and elevator that are also connected to the below grade structured parking. A Courtyard Apartment building shall be situated on the development site, creating an elongated central courtyard, that is

either at finished grade or elevated, be of at least ten (10) metres depth, and oriented between the entire length of two buildings. A central courtyard is a common area; private common outdoor spaces must be considered additional space and shall not result in a reduction in the depth or length of the central courtyard. The central courtyard area shall be at a different elevation by at least 1.5 metres relative to the finished grade of public space (e.g., street, greenway, lane, sidewalk, Mid-Block Pedestrian Link, etc.), along with other landscaping measures, to provide privacy for the apartment dwellers use of this space.

- b. A Courtyard Stacked Townhouse building, for the purposes of this Neighbourhood Plan and for this Land Use Designation only, and notwithstanding the definition of 'Townhouse' in the Township of Langley Zoning Bylaw, means a maximum four storey residential structure containing multiple two-storey dwelling units that are divided vertically and horizontally – side-by-side and one on top of the other. Each of the two-storey dwelling units is divided by and shares one common (end unit) or two common (interior unit) sidewalls with a neighbouring unit(s), with an accompanying front and rear setback or separation distance from other buildings and dwelling units, as well as a common floor/ceiling (upper unity/lower unit respectively). A Courtyard Stacked Townhouse building shall be situated on the development site, creating an elongated central courtyard, that is elevated, and oriented between the entire length of two Stacked Townhouse buildings. A central courtyard is a common area; private common outdoor spaces must be considered additional space and shall not result in a reduction in the depth or length of the central courtyard. The space below the elevated central courtyard can be used for non-habitable uses such as off-street parking, mechanical features associated with the buildings, storage and similar.

An alternative, second version of a Courtyard Stacked Townhouse building, for the purposes of this Neighbourhood Plan and for this Land Use Designation only, and notwithstanding the definition of 'Townhouse' in the Township of Langley Zoning Bylaw, means a maximum four



storey townhouse residential structure containing multiple three-storey dwelling units that are divided vertically – side-by-side – that is situated and oriented above a one-storey lock-off suite (interior integrated) or secondary suite (exterior independent), depending on the exit/entrance/access arrangements. Each of the three-storey townhouse dwelling units is divided by and shares one common (end unit) or two common (interior unit) sidewalls with a neighbouring unit(s), with an accompanying front and rear setback or separation distance from other buildings and dwelling units, as well as a common floor/ceiling (upper unity/lower unit respectively) in relation to the one-storey lock-off or secondary suite. This version of the Courtyard Stacked Townhouse building shall be situated on the development site, creating an elongated central courtyard, that is elevated, and oriented between the entire length of two Stacked Townhouse buildings. A central courtyard is a common area; private common outdoor spaces must be considered additional space and shall not result in a reduction in the depth or length of the central courtyard. The space below the elevated central courtyard can be used for non-habitable uses such as off-street parking, mechanical features associated with the buildings, storage and similar.

2. Conceal all off-street parking uses, providing for the vehicle and bicycle parking needs generated by the principal use(s), hidden from view and located entirely below the finished grade of the development site and/or within the massing of the principle use buildings and hidden from view within the building by active uses (e.g., dwelling units, indoor amenity spaces, group children's day care space), and/or in the case of an elevated central courtyard structure, below said structure.
3. Design, orient and site buildings such that the longest wall length is facing south, and the south building face is oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west, lines of latitude, in order to provide optimal passive and active solar design performance of the building, including the application of solar (photovoltaic) panels. Buildings shall have a south facing wall length that is approximately equal to or greater than the buildings average depth (on the true east-west lines of latitude). Provide a sloped roof surface with the largest portion orienting to the south to provide optimal and potential use of photo-voltaic and other solar energy sequestration technologies. These building orientation and design features shall take precedence over other site planning approaches such as the orientation of the front elevation of buildings to all public streets on corner lots.
4. Confine and align below finished grade structures – off-street parking, storage, mechanical, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion shall be confined to building separation area only and not below front, rear and side lot line setback areas (as defined by the Township's Zoning Bylaw) in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth, soil drainage and rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.
5. Provide a minimum and consistent building separation distance of 10 metres between all Courtyard Apartment and Courtyard Stacked Townhouse buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern and to communicate a pedestrian scale. This space will establish a common central courtyard space for the development. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Link, as indicated on **Map 1** and **Map 3**, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

6. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume, including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space. Specific emphasis for sufficient spaces for medium- and large-sized trees shall be placed on all south property lines that abut a public street or lane, where at a minimum but not limited to, a row of trees that are complementary to the required street trees along the streetscape.
7. Incorporate functional window overhangs, specifically for south and west facing glazing, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

#### Courtyard Apartment Development:

8. Limit the average maximum length (longest building wall) of the building to 65 metres and on average between 50 and 60 metres where there is more than one Courtyard Apartment building on a development site.
9. Limit the maximum height of apartment development to three (3) storeys (storey being defined by the Langley's Zoning Bylaw).
10. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s)
11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental. Specifically, require apartment development to provide a minimum twenty percent (20%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.
12. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles, scooters and other micromobility devices (e.g., electric kick scooter, electric unicycles).

13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

14. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Links, Greenways, and to other publically-accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment and townhouse uses and associated private, elevated and landscaped terrace spaces. To ensure a degree of privacy, while maintaining visual surveillance these ground floor apartment and townhouse units should be defined through grade, elevated separation, and is still universally accessible, of between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m<sup>2</sup> covered and usable terrace that is partially recessed into the building massing. The terrace can project up to a maximum of 1.5 metres into the required building setback and separation distances (including the central courtyard). A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated with both grade changes and variety of landscaping elements.

#### Courtyard Stacked Townhouse Development:

15. Design stacked townhouse buildings with a rectangular footprint and with a maximum length (longest building wall) of 40 metres. A maximum of 15 metres can be added to the buildings maximum length provided that the outcome is shown to provide an improved building / development design that incorporates increased tree retention and sets aside spaces (terra firma), with adequate area, soil volume and drainage to accommodate medium- to large-trees, specifically spaces that are directly visible from adjacent public spaces to the development site. However, the maximum average building length of a multi-building development is 50 metres.
16. Limit the maximum height of stacked townhouse development to four (4) storeys (storey being defined by the Langley's Zoning Bylaw).
17. Create stacked townhouse developments that contribute to a desirable neighbourhood / streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual main entrance porches, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial (e.g., medium and large trees) size throughout the site and, vehicular and bicycle off-street parking facilities accessed from a public lane.

18. Provide for a range of townhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life. Specifically, incorporate, for all townhouse developments, a minimum of ten percent (10%) of the townhouses that are three-plus bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and built-in closet/storage space, bathrooms large enough for parent and child, and balconies/terraces and private outdoor open space as an extension of living places and visible from the kitchen.
19. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume, including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space. Specific emphasis for sufficient spaces for medium- and large-sized trees shall be placed on all south property lines that abut a public street or lane, where at a minimum but not limited to, a second row of trees that are complementary to the required street trees along the streetscape.
20. Design buildings and dwelling units fronting public streets and lane, Mid-Block Pedestrian Links, strata drive aisles, conservation and watercourse compensation areas, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable townhouse complex and neighbourhood, to include:
  - a. A useable (a minimum 2 metre dimension; a minimum 6 m<sup>2</sup> area), covered, elevated (0.6 to 0.8 metre from finished grade), single-storey height front porch at the main entrance, for all dwelling units; and
  - b. Direct and convenient connections, for both upper and lower dwelling units, for pedestrian through an on-site network of sidewalks, pathways, and other passageways from the main entrance of each and every dwelling unit to an adjoining public pedestrian facility (sidewalk, greenway, path and trail). These pedestrian connections will be independent of a public lane and strata/private drive aisle.
21. Provide each dwelling unit with an independent person swing door entrance/exit that serves as the front door and connects directly to/from finished grade of the development site or the elevated central courtyard, depending on whether it is an upper or lower unit. Those lower dwelling units that front a public street should include a second independent person swing door entrance/exit that serves as the back door and connects directly to elevated central courtyard.
22. Demonstrate subtle building/architectural design variations for townhouse units along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting greenways, Mid-Block Pedestrian Links and public trails should be of similarly high quality as those fronting public streets.

23. Provide treed landscaped areas between and at the end of townhouse buildings, that contain the principle residential uses, that consistently (dimensions) and ubiquitously (space) extends between the public street, and private travel/drive aisles or public lane or interior courtyard. The treed landscaped area should accommodate existing/new trees, understory plantings, seating, pathways and low-level nighttime lighting only (e.g., No off-street parking, including visitor, nor utility kiosks, surface drainage facilities/infrastructure, to name a few). Where feasible, extend the treed landscaped areas between buildings to the outside face of the curb in the public boulevard of the adjacent streetscape. The treed landscaped areas for this Section of the Plan are separate and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.





## 5.6 APARTMENT

The Williams Neighbourhood Plan includes Medium Density Apartment (1.9 FSR) and High Density Apartment (2.4 FSR) Land Use Designation that is adjacent to the High-Density Mixed Use Land Use Designation – the 'High Street'— as well as schools, parks and other amenities. The emphasis is on apartment developments that contribute to a walkable and front porch neighbourhood character, providing a compatible development form and scale to the adjacent mixed-use commercial / residential 'High Street' area, and ensuring active streetscapes and good relationships between public and private spheres. Off-street parking will be concealed below finished grade and accessed via an integrated rear public lanes. Ground floor apartment units that front a public street or other public space (e.g., Mid-Block Pedestrian Link) will have direct pedestrian access to/from said public street or other public space and include a front, elevated entry terrace. The entrances to all other apartment units will be accessed through a central entrance lobby, fronting a public street.

### 5.6.1 MEDIUM DENSITY APARTMENT (1.9 FSR)

The Medium Density Apartment Land Use Designation accommodates four-storey apartment developments. This land use designation is situated between 78 and 79 Avenues, between low density apartment and stacked townhome developments to the south – down the Willoughby Escarpment – and high density apartment and mixed use development to the north – up the Willoughby Escarpment. Furthermore, the Medium Density Apartment Land Use Designation serves as the home to the centrally located neighbourhood park and schools and other neighbourhood amenities, and also provides a land use, form and massing transition between lower and higher density forms of development. The maximum density is a gross floor area of 1.9 times the net developable lot area for all Williams Neighbourhood Plan areas designated as Medium Density Apartment. Policies specific to this designation are as follows:

#### Policies

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 1.9 times the net developable lot area for all permitted uses, for all plan areas designated Medium Density Apartment as delineated on **Map 1**.
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 entirely below the finished grade of the development site. However, where grade/elevation changes exist on the development site that results in partial or full exposure of this structured parking feature on the downhill side, active uses (e.g., dwelling units, indoor amenity spaces, group children's day care) will be applied to conceal and hide the off-street parking portion of the structure. For the purposes of this Section of the Plan, accessory off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

3. Design, orient and site buildings such that the largest roof area is facing directly south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position the largest portion of the roof directly south to maximize all-season solar sequestration. This design requirement shall take precedence over other site planning approaches such as the orientation of the front elevation of buildings to all public streets on corner lots.
4. Limit the average maximum length (longest building wall) of the building to 65 metres and on average between 50 and 60 metres where there is more than one building on a development site.
5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern and to communicate a pedestrian scale. This space will establish a common central courtyard space for the development and is to accommodate soft and hard landscaping incorporates pathways, trees and plantings, including in planters, a variety and plentiful seating, lighting, covered areas, water fountain features and other appropriate design elements to accommodate gathering space. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Link, as indicated on **Map 1** and **Map 3**, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.
6. Limit the maximum height of apartment development to four (4) storeys (storey being defined by the Langley's Zoning Bylaw).
7. Confine and align below grade structures – off-street parking, storage, mechanical, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion shall be confined to building separation area only and not below front, rear and side lot line setback areas (as defined by the Township's Zoning Bylaw) in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth, soil drainage and rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Links, Greenways, and to other publically-accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s)
9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume, including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space. Specific emphasis for sufficient spaces for medium- and large-sized trees shall be placed on all south property lines that abut a public street or lane, where at a minimum but not limited to, a second row of trees that are complementary to the required street trees along the streetscape.
10. Provide individual exterior entrances for ground floor apartment dwelling units on all sides of the building and include a pedestrian connection/path to a public streets and lanes, greenways, a central courtyard, and a Mid-Block Pedestrian Link. To ensure a degree of privacy, while maintaining visual surveillance, these ground floor apartment units should be defined through grade, elevated separation and/or is universally accessible, between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m<sup>2</sup> covered and usable terrace that is partially recessed into the building massing. The terrace can project up to a maximum of 1.0 metre into the common central courtyard. A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated, through hard and soft landscaping with horizontally and vertically layered features.
11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental. Specifically, require apartment development to provide a minimum twenty percent (20%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

12. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles, scooters and other micromobility devices (e.g., electric kick scooter, electric unicycles).
13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.
14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

### 5.6.2 HIGH DENSITY APARTMENT (2.4 FSR)

The High Density Apartment Land Use Designation accommodates six-storey apartment developments. This land use designation is situated in the northwest and northeast corners of the Mixed Use + Residential District, adjacent and south of 80 Avenue. The High Density Apartment Land Use Designation areas serve as development 'bookends' to the mixed-use 'High Street' areas. These high density apartment lands provide ease of access to future public transit, commercial services, parks and schools, and other neighbourhood amenities. The maximum density is a gross floor area of 2.4 times the net developable lot area for all Williams Neighbourhood Plan areas designated as Medium Density Apartment. Policies specific to this designation are as follows:

#### Policies

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 2.4 times the net developable lot area for all permitted uses, for all plan areas designated Medium Density Apartment as delineated on **Map 1**.
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 entirely below the finished grade of the development site. However, where grade/elevation changes exist on the development site that results in partial or full exposure of this structured parking feature on the downhill side, active uses (e.g., dwelling units, indoor amenity spaces, group children's day care) will be applied to conceal and hide the off-street parking portion of the structure. For the purposes of this Section of the Plan, accessory off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

3. Design, orient and site buildings such that the largest roof area is facing directly south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position the largest portion of the roof directly south to maximize all-season solar sequestration. This design requirement shall take precedence over other site planning approaches such as the orientation of the front elevation of buildings to all public streets on corner lots.
4. Limit the average maximum length (longest building wall) of the building to 65 metres and on average between 50 and 60 metres where there is more than one building on a development site.
5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern and to communicate a pedestrian scale. This space will establish a common central courtyard space for the development and is to accommodate soft and hard landscaping incorporates pathways, trees and plantings, including in planters, a variety and plentiful seating, lighting, covered areas, water fountain features and other appropriate design elements to accommodate gathering space not to be used for. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Link, as indicated on [Map 1](#) and [Map 3](#), or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.
6. Limit the maximum height of apartment development to six (6) storeys (storey being defined by the Langley's Zoning Bylaw).
7. Confine and align below grade structures – off-street parking, storage, mechanical, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion shall be confined to building separation area only and not below front, rear and side lot line setback areas (as defined by the Township's Zoning Bylaw) in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth, soil drainage and rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Links, Greenways, and to other publically-accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s)
9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume, including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space. Specific emphasis for sufficient spaces for medium- and large-sized trees shall be placed on all south property lines that abut a public street or lane, where at a minimum but not limited to, a second row of trees that are complementary to the required street trees along the streetscape.
10. Provide individual exterior entrances for ground floor apartment dwelling units on all sides of the building and include a pedestrian connection/path to a public streets and lanes, greenways, a central courtyard, and a Mid-Block Pedestrian Link. To ensure a degree of privacy, while maintaining visual surveillance, these ground floor apartment units should be defined through grade, elevated separation and/or is universally accessible, between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m<sup>2</sup> covered and usable terrace that is partially recessed into the building massing. The terrace can project up to a maximum of 1.0 metre into the common central courtyard. A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated, through hard and soft landscaping with horizontally and vertically layered features.
11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental. Specifically, require apartment development to provide a minimum twenty percent (20%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

12. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles, scooters and other micromobility devices (e.g., electric kick scooter, electric unicycles).
13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.
14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

## 5.7 HIGH DENSITY MIXED USE (2.5 FSR)

The High Density Mixed Use Land Use Designation provides opportunities for the integration of street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, civic facilities and personal services, along with apartment residential uses – including seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area. The High Density Mixed Use Land Use Designation also accommodates for predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new 'High Street'. Policies specific for the High Density Mixed Use Land Use Designation are as follows:

### Policies:

1. Create an off-arterial, contiguous, 'High Street' oriented, mixed-use commercial, residential, and recreational space on lands with a High Density Mixed Use Land Use Designation as delineated on **Map 1**. All buildings and structures together must not exceed a gross floor area of 2.5 times the net developable lot area for all permitted uses.
2. Incorporate mixed-use buildings in this designation to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area.
3. Require locally-serving commercial uses, such as financial institutions, retail stores, convenience stores, an 'anchor' grocery store, an 'anchor' pharmacy, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés

with space for outdoor/patio dining, employment living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit – child-care, liquor store, and fitness centre – excluding service stations, gas bars, vehicle servicing, drive-throughs. Encourage the provision child-care facilities within the High Density Mixed Use Land Use Designation. Also, accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands), outdoor patio dining, and public gathering/seating areas and serve as a key destination for the neighbourhood.

4. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of 1,000 m<sup>2</sup> (~10,764 ft<sup>2</sup>) or less. This maximum floor-space size does not apply to the one [1] anchor grocery store use, as well as pharmacies, fitness centres, and childcare.
5. Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.
6. Locate business, medical and professional offices on the second storey above retail and service commercial uses located on the first storey and/or in separate, stand alone buildings specifically for office uses only. Provide said office space on the second storey of a minimum of twenty-five percent (25%) of the equivalent amount of floor area dedicated for other commercial uses that are provided on the first storey. The office space component must be built in conjunction with the retail commercial space component of a building.
7. Accommodate and incorporate one (1) grocery use/establishment, with a maximum size of 4,500 m<sup>2</sup> (~48,440 ft<sup>2</sup>) that serves residents of the neighbourhood and community, as part of the first development/, subject to other provisions of this Plan, on lands in the High Density Mixed Use Land Use Designation.
8. Design a combination of mixed-use commercial/residential buildings, and commercial/institutional/residential buildings in the High Density Mixed Use Land Use Designation, that provide:
  - a. a minimum of four storeys in height and a maximum of six storeys in height. 'Step back' along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height.
  - b. rectangular, generally, and trapezoidal shaped buildings, or one side of an 'L' shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.
  - c. the longest wall length of a building (s) that is oriented south and the largest, unencumbered roof area of a building(s) that is south facing and oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal



passive and active solar design performance of all buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

- d. a maximum lot coverage of sixty percent (60%) where a minimum of seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred percent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use. For an apartment or office use, one hundred percent (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.
- e. concealed parking access, as well as off-street loading spaces, will be provided via a lane network. No off-street vehicle parking, loading spaces or manoeuvring drive aisles shall be permitted in the areas between the street travel lanes and/or on-street diagonal parking where provided on the 'High Street' (portions of 214 Street and 79 Avenue) and the front building face of buildings. For clarity 'front building face' refers to that part of the exterior wall of a building along the front building elevation that orients one direction.
- 'Front building face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.
- f. a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing and purpose-built rental. Specifically, require apartment (mixed-use or stand alone buildings) development to provide a minimum twenty percent (20%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.
- g. individual exterior entrances for buildings with ground floor apartment dwelling units that are visible from and with pedestrian paths to public streets, greenways, trails, or Mid-Block Pedestrian Links. To ensure a degree of privacy while maintaining visual surveillance, most ground floor apartment units should be defined through grade separation (a minimum 0.6 metres from finished grad), with half being universally accessible. Exterior entrances will be accompanied with minimum 9 m<sup>2</sup> covered terraces, at least 2 metres deep, that are partially

recessed into the building massing. Covered terraces are permitted to project up to 1.7 metres into setback or separation distances, provided they are: open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; limited to a single storey, not exceeding 4.0 metres measured from the terrace floor to the underside of the terrace ceiling; and provided with a hose bib faucet. A hard surface pathway, sufficiently sized to accommodate access for emergency services and separate from a driveway space, should be provided from the terrace steps or accessible ramp to the public sidewalk. Separation of private terrace space from quasi-public and public space shall be clearly delineated by multi-level planter boxes constructed with cast-in-place concrete and masonry materials/finishes.

- h. below grade structures, that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.
- i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.
- j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.
- k. 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-exiting stairs, outdoor, rooftop gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social and shared home-office space spaces, and should comprise a minimum of three (3.0 m<sup>2</sup>) square metres per dwelling unit.
- l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of forty percent (40%) – for the building overall to reduce heat gain and loss through the

building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., seventy-five percent [75%]) and deemed a priority for transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

- m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial uses.
  - n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publically-accessible spaces – (e.g., public roads and lanes, trails and pathways). 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).
9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares and other public spaces.
10. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern, and communicate a pedestrian scale. Separation distances will serve as both Mid-Block Pedestrian Links and abundantly landscaped garden spaces, except where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township’s Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.



## 5.8 BUSINESS PARK

The lands with a Business Park Land Use Designation are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue as well as 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality office and business uses, including a mix of light manufacturing, distribution warehousing, office, research and development and similar uses. The interface and transition between Business Park Land Use Designation and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with business park development. Policies specific to this Business Park Land Use Designation are as follows:

### Policies:

1. Encourage and provide for a range of employment and business activities in the Business Park Land Use Designation as delineated on **Map 1**. Uses can include warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, distillery and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.
2. Design distinctive buildings to emphasize the gateway functionality of the area, along the 216 Street and 80 Avenue corridors that signifies the entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces.
3. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.



4. Contain all business and employment activities wholly enclosed within buildings with no open storage.
5. Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of south-facing exposure, and are part of site planning and building design.
6. Provide the business population with sidewalks, pathways and other facilities, as part of site design of development and road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.
7. Locate business and professional offices, mini-storage – including multi-storey formats – micro-breweries, technical and educational, and instructional and recreational (e.g., first aid training, martial arts and dance studios, trampoline, climbing, go-karts, skate, ice rinks) types of uses along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.
8. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.
9. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.
10. Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.
11. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, 'big box' building designs that exhibit little façade interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.
12. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.
13. Include secure, weather-protected bicycle parking for employees.
14. Incorporate a 6 metre wide Interface Buffer, in addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attenuation fence in between lands designated for Townhouse Strata (north of 83 Avenue) and Business Park.

## 5.9 CONSERVATION AREAS

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies and guidelines, as stipulated in the Township of Langley Official Community Plan. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on **Map 1** of this Plan, one Conservation Area has been identified that accommodates and includes a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows

### Policies:

1. Protect, enhance and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes based on the Township's Streamside Protection and Enhancement Areas (SPEAs), as described in the Township of Langley Official Community Plan (OCP).
2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.
3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.
4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

## 5.10 WATERCOURSE COMPENSATION AREAS

The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and re-establish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs), as delineated in the Langley Official Community Plan. This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- Improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- Retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the 'treed' character of the Willoughby Escarpment;
- Reduce and eliminate the need for culverts and other vehicular crossings of the watercourses associated with the riparian compensation areas;
- Contribute to a buffer between residential and employment uses for the northern Guy Creek
- promote groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.

The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse.



Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows:

Policies:

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.
2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in **Map 1** and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.

3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m<sup>2</sup> (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel, as depicted in **Map 2**, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m<sup>2</sup> (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be identified and designed as part of the development of lands in the Employment District between 80 and 83 Avenues. Also, compensation of existing pond[s] will require additional watercourse channel and result in an extension of this minimum length. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.
4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m<sup>2</sup> (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

An additional Watercourse Compensation Area, with a total of approximately 5,849 m<sup>2</sup> (required compensation for existing ponds) and a 15 metre wide planted buffer on either side of a stream channel (not including the channel itself and areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered and will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream channels in the south portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in **Map 1** and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.



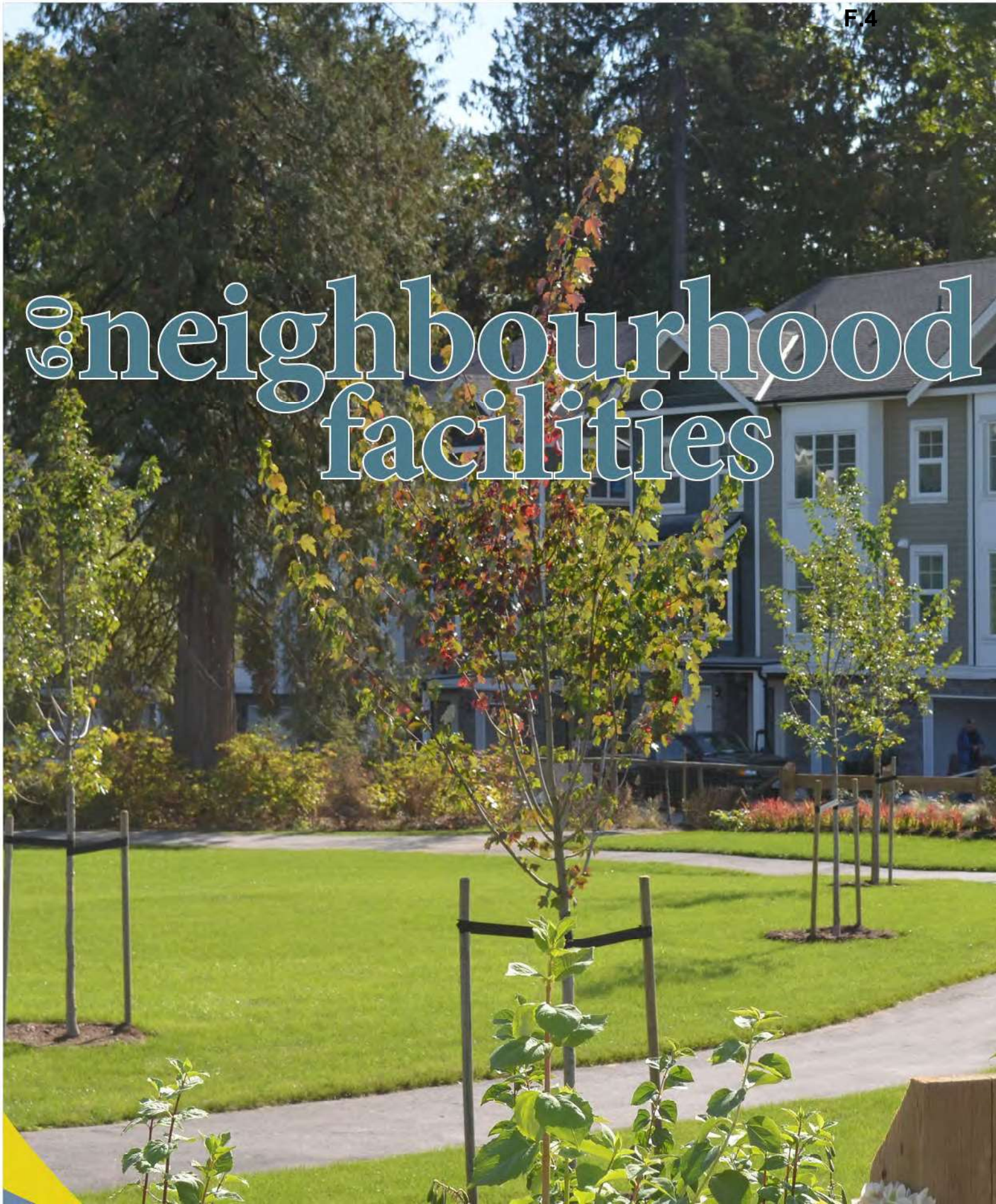
6. Complete at the time of development the watercourse relocations and compensations as depicted in **Map 1** and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:
  - a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in **Map 1** and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m<sup>2</sup>; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in **Map 1** and delineated in policy above.
  - b. Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in **Map 1** and delineated in policy above.
  - c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
  - d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in **Map 1** and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways 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 compensation or other environmental sensitive areas. Tree removal shall be avoided and additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in **Map 1**.


## 5.11 HOUSING AND POPULATION ESTIMATES

At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 11,000 people in 5,770 dwelling units.



# neighbourhood facilities





This section of the Neighbourhood Plan details the components that will contribute to making the Williams area liveable and support the physical, mental, environmental, social and cultural health of the neighbourhood and the broader community.

# Neighbourhood Facilities

## 6.1 PARKS AND OPEN SPACES

This Plan establishes a network of parks and open spaces that contributes to a complete and livable neighbourhood in the Williams area. These parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike.



### 6.1.1 NEIGHBOURHOOD PARK

A Neighbourhood Park is to be accommodated in the initial phase of implementing and developing the Williams neighbourhood. This Neighbourhood Park will provide a variety of recreational opportunities, including sports fields, playgrounds and access to natural areas, along with an Elementary and Middle Schools. The intent of these policies is to provide direction to ensure that the Neighbourhood Park site, along with the Elementary and Middle Schools, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park-elementary-middle schools site is sufficient and appropriate for the needs of the users. Policies specific to a Neighbourhood Park are as follows:

#### Policies:

1. Provide a Neighbourhood Park (minimum 4 hectares [10 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 6.9 hectares (17 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on **Map 1**.
2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.
3. Ensure that the Neighbourhood Park and the adjoining Elementary and Middle Schools that comprise the joint park-elementary-middle schools site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

### 6.1.2 WILLIAMS VIEW PARK

The Williams View Park is at least 2 hectares (5 acres) in size and takes advantage of one of the highest points of the Willoughby Escarpment in the Williams area and one of the most visible from the Milner Valley. It is located in the vicinity of Morrison Crescent and 76 Avenue and provides public open space for the neighbourhood and community, within an urban forest space that is established through retention, restoration and enhancement.

The Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context. The View Park will help maintain and enhance the forest character of the Willoughby Escarpment from the Milner Valley and view opportunities to the valley below. The intent of these policies is to establish an important place-making feature that contributes to the character and identity of the Williams neighbourhood. Policies specific to the Williams View Park are as follows:

#### Policies:

1. Provide and develop the Williams View Park that is approximately 2 hectares (5 acres) in size and is in the vicinity of Morrison Crescent and 76 Avenue, as indicated on **Map 1**.
2. Prepare a Williams View Park design as conceptually illustrated in **Figure 6.1**, that has approximate dimensions of 100 metres by 200 metres, and includes extensive tree plantings, strategic view opportunities to the Milner Valley and Mount Baker, connections to the Arbour Ribbon, integration of informal adventure play grounds that provide a space for children to engage in unstructured play and exploration of their surroundings, outdoor exercise circuits and other compatible recreational activities.
3. Fund the Williams View Park through the Willoughby Greenway Amenity Policy.



**Figure 6.1** | *Williams View Park  
Illustrative Design*

### 6.1.3 URBAN PARKS

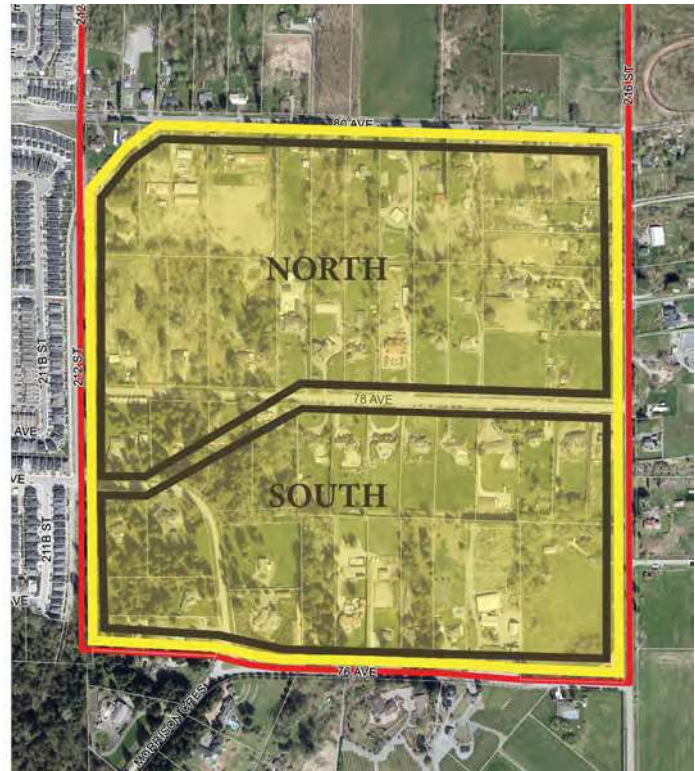
The two (2) Urban Parks in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, accessible, and soft and hard surface spaces, for children, youth and adults of all ages. The Urban Parks are intended to be small but inviting areas of public space incorporated into urban areas. This park space, along with the Neighbourhood Park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Urban Parks can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Urban Parks are as follows:

#### Policies:

1. Develop a minimum of two (2) Urban Parks located generally in the area indicated on **Map 1**, that is a minimum of 0.6 hectares (1.5 acres) in size.

2. Locate one of the Urban Parks within the High Street area, in the north section of the Mixed-Use + Residential District (see **Figure 6.2**). The High Street Urban Park shall:

- be bordered by a minimum of three public streets and immediately adjacent to the High Street Greenway. The fourth side must be bordered by storefronts, at finished grade, preferably occupied by restaurants and cafes with outdoor patios;
- incorporate seamless connections between the streetscape and the park area;
- maximize building entrances, dwelling unit terraces and balconies, windows facing directly toward the park; and
- provide on-street vehicle and food truck parking.



**Figure 6.2 | 'North' and 'South' Sections within the Mixed-Use + Residential District**

3. Locate one of the Urban Parks within the Townhouse development area, in the South section of the Mixed-Use + Residential District (see **Figure 6.2**). This Urban Park shall:

- be bordered by a minimum of three public streets, one of which can be a lane, and immediately adjacent to a Street Greenway;
- incorporate seamless connections between the streetscape / lanescapes, and the park area;
- maximize building and dwelling unit entrances, dwelling unit terraces, balconies and porches facing directly toward the park; and
- provide on-street vehicle and food truck parking.

4. Design the Urban Parks from both a large-scale perspective (e.g., part of the parks and open space network of the neighbourhood and community) and a micro-perspective that provides everyday 'episodic' activities (e.g., a walking through enroute to another destination).
5. Incorporate a creative framework of an inclusive urban park (accessible + offered to all), a green urban park (integration of nature, natural materiality, and a significant tree canopy), a blue urban park (maximizing access to water settings, interactive waterplay, and visible management of rainwater), a sensory urban park (immersing all five senses), a neighbourly urban park (all-season weather protection, abundant seating and lounging opportunities that support socializing), an active urban park (supporting exercise and mobility), and a playable urban park (offering opportunities for all-age creativity and play) in the park design process.
6. Consider design features and elements for Urban Parks such as a central lawn with a possible focus point in the middle; pedestrian walkways and paths [natural steppingstone, wooden boardwalk]; various water elements [ponds, falls, fountains, play table, corridors, visible rainwater management spaces]; significant quantity of trees, specifically, but not exclusively, around the perimeter, native plantings, and other green design measures; abundant and variety of seating and lounging areas including some with a variety heights and sizes of tables; variations in grade; natural and programmed child play areas; youth spaces [hammocks, maze, labyrinth]; combination of high, mid and low level, whimsical and colourful, and safety lighting; canopies, open pavilions and other garden structures; grassed mounds and other climbing / jumping features; massive boulder for informal seating and play; and other features that enhance and support social interaction, relaxation, informal gathering, quiet contemplation, and unstructured recreation.
7. Fund the Urban Parks, both land and features, through the Willoughby Greenway Amenity Policy.



### 6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m<sup>2</sup> (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

The intent of these policies is to facilitate the establishment of a Wildlife Habitat Patch for the provision of nature space, the preservation, restoration and enhancement of trees, the contribution to biodiversity, and for the purposes of ensuring ecological integrity and the strengthening of connections between natural areas and public connections and spaces. Policies specific to Wildlife Habitat Patch are as follows:

#### Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on **Map 1**.
2. Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch that is deemed most capable of supporting wildlife in an urban setting.
3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.
4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.
5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Willoughby Greenway Amenity Policy.



### 6.1.5 NEIGHBOURHOOD FORESTED MEWS

The Neighbourhood Forested Mews is a former and decommissioned municipally-owned street and/or road right-of-way that is currently not used for vehicular traffic, has had unnecessary utility infrastructure removed and all asphalt, concrete and other surface material removed, as relevant. The area has been reassigned and replaced with pedestrian-accessible, forested open spaces. The Neighbourhood Forested Mews will contribute unique 'place making' feature for neighbourhood design in the low-density residential areas in Williams. This concept provides an opportunity to meet one of the planning principles and design features in Williams that supports integrating natural features and systems into new neighbourhoods to create a sense of place and to preserve and enhance the 'treed' character of the Willoughby Escarpment, while at the same time, creating a pedestrian-oriented, public amenity-rich neighbourhood. Policies specific to the Neighbourhood Forested Mews are as follows:

#### Policies:

1. Provide and develop the Neighbourhood Forested Mews at the locations as indicated on **Map 1**. The Neighbourhood Forested Mews will encompass the entire width – approximately 20 metres – of the existing dedicated public right of way.
2. Incorporate appropriate soils along the Forested Mews to support long-term, stable rooting for trees as well as rainwater detention and nutrient holding capacity.
3. Retain and include new trees, with a focus on coniferous, evergreens, and integrate a 3.0m wide shared-use, asphalt trail.
4. Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).
5. Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.
6. Require development to fund the removal and/or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.
7. Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.
8. Fund the 3.0 metre wide shared-use trail through the Willoughby Greenway Amenity Policy.

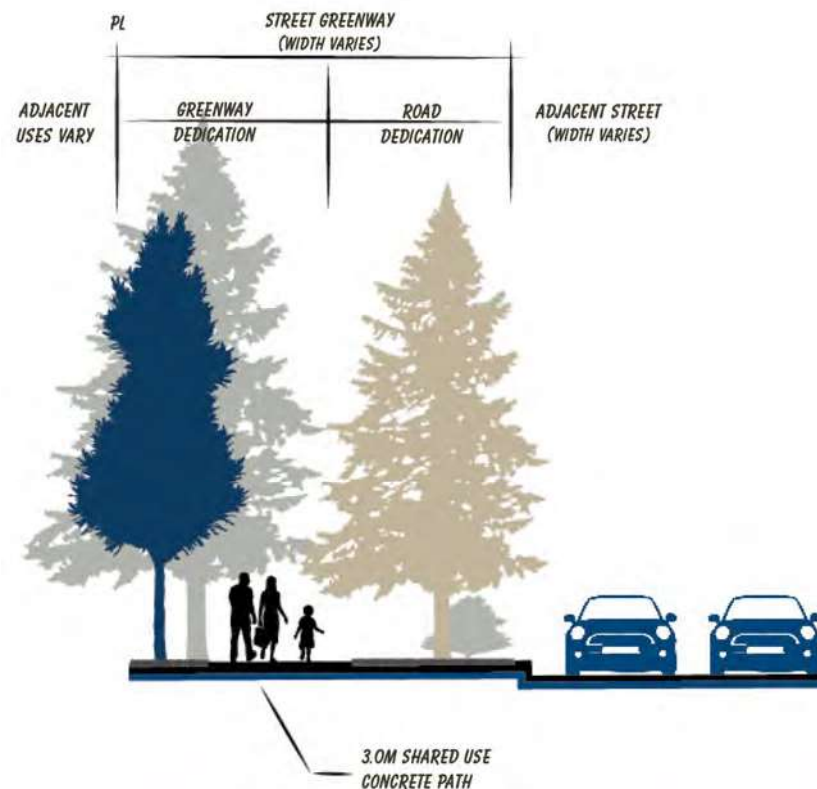
## 6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

The network of greenway and pedestrian connections in Williams is an important component of the mobility network for both pedestrians and cyclists and a key recreational amenity. Along with the sidewalk and cycle lane network described in Section 8, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous pedestrian connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on [Map 1](#).

### 6.2.1 STREET GREENWAYS

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to street greenways are as follows:

**Figure 6.4 | Street Greenway Illustrative Design**



Policies:

1. Provide contiguous Street Greenways in the locations identified on [Map 1](#);
2. Construct Street Greenways in accordance with the standards provided in [Table 6.1](#) and illustrated in [Figure 6.4](#);
3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees;

4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users;
5. Provide safe street crossings for pedestrians and cyclists at key intersections; and
6. Fund Street Greenways through the Willoughby Greenway Amenity Policy.

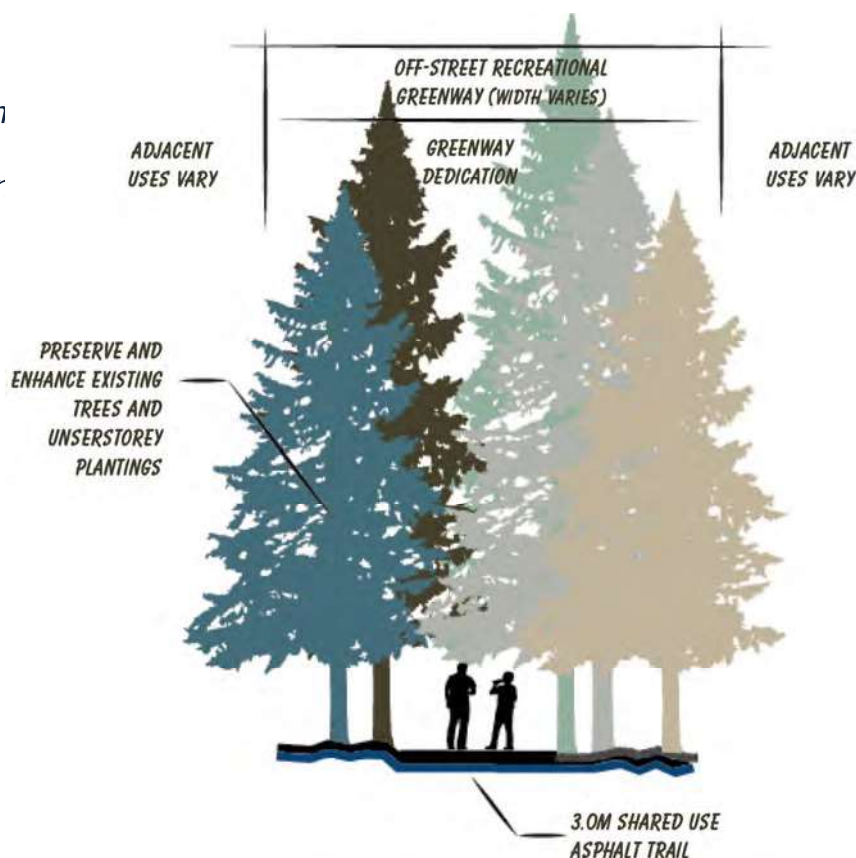
### 6.2.2 OFF-STREET RECREATIONAL GREENWAYS

Off-Street Recreational Greenways are trails that provide pathway connections between other pedestrian and cycling facilities. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to off-street greenways is as follows:

#### Policies:

1. Provide Off-Street Greenways in the locations identified on [Map 1](#).
2. Construct Off-Street Greenways in accordance with the standards provided in [Table 6.1](#) and illustrated in [Figure 6.5](#).
3. Fund Off-Street Greenways through the Willoughby Greenway Amenity Policy.

**Figure 6.5 | Off-Street Recreation Greenway Illustrative Design**



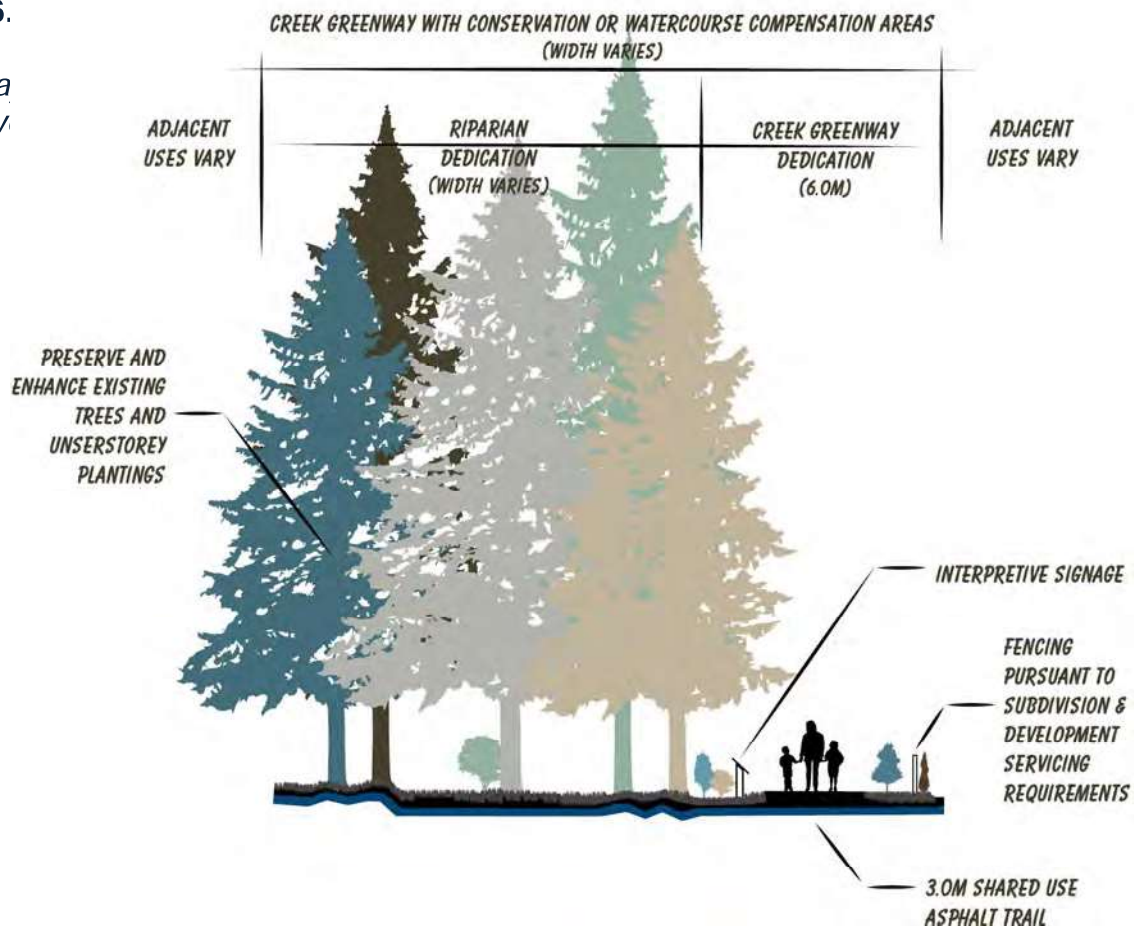
### 6.2.3 CREEK GREENWAYS

Creek Greenways are off-street trails that run adjacent to existing watercourses, Conservation and Watercourse Compensation Areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to creek greenways are as follows:

Policies:

1. Provide Creek Greenways in the locations identified on **Map 1**.
2. Construct Creek Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.6**.
3. Locate Creek Greenways generally adjacent to the Conservation Areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the outer edges of the Conservation Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.
4. Build appropriate 'connections' where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.
5. Fund Creek Greenways through the Willoughby Greenway Amenity Policy.

**Figure 6.**  
*Creek  
Greenway  
Illustrative  
Design*



### 6.2.4 ENHANCED SIDEWALKS

Enhanced sidewalks are suitable in areas where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on **Map 1**.
2. Construct Enhanced Sidewalks in accordance with the standards provided in **Table 6.1**.
3. Fund Enhanced Sidewalks through the Willoughby Greenway Amenity Policy.

### 6.2.5 PEDESTRIAN LINKS

Pedestrian Links are to be provided to connect through developments and subdivisions, to and from greenways and trails, schools and bike routes within and outside the plan area as well as through areas where public access along a road is widely spaced. The location for the Pedestrian Links, as shown on **Map 1**, is not intended to be interpreted literally but approximately. The intent of these policies is to secure, through development, additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connections with adjacent neighbourhoods and destinations. Policies specific for the Pedestrian Links are as follows:

Policies:

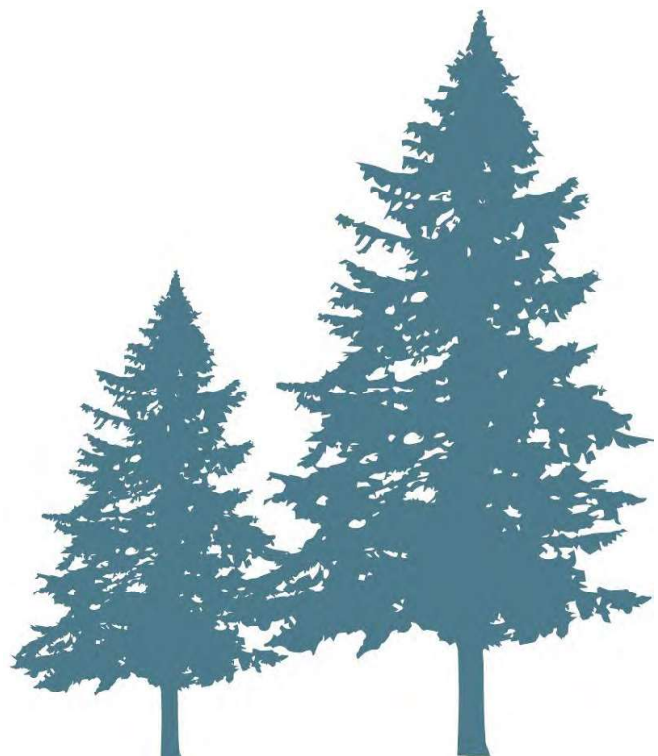
1. Provide Pedestrian Links, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on **Map 1**.
2. Design entrances to Pedestrian Links, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a 'public' pathway.
3. Pedestrian Links are not funded through the Willoughby Greenway Amenity Policy.

### 6.2.6 GREENWAYS, PEDESTRIAN LINKS & ENHANCED SIDEWALK STANDARDS

Table 6.1 provides a summary of the Greenways, Pedestrian Links and Enhanced Sidewalk Standards.

**Table 6.1 | Greenways, Pedestrian Links, and Enhanced Sidewalk Standards**

TYPE	STANDARDS
Street Greenways	<ul style="list-style-type: none"> <li>• 4.5m wide dedication (5.5m wide dedication along 216 Street, between 76 and 80 Avenues)</li> <li>• 3.0m wide shared use, concrete pathway</li> </ul>
Off-Street Recreational Greenways	<ul style="list-style-type: none"> <li>• 6.0m to 10.0m wide dedication, depending on location</li> <li>• 3.0m wide shared use, concrete pathway</li> </ul>
Creek Greenways	<ul style="list-style-type: none"> <li>• 3.0m wide shared use, asphalt trail located in the outer 6.0m of the required riparian area</li> </ul>
Pedestrian Links	<ul style="list-style-type: none"> <li>• 3.0m wide shared use concrete pathway</li> </ul>
Enhanced Sidewalks	<ul style="list-style-type: none"> <li>• Within the road dedication</li> <li>• 2.0m wide buffer between the curb and sidewalk</li> <li>• 3.0m wide concrete sidewalk</li> <li>• 1.0m wide buffer between</li> </ul>



## 6.3 SCHOOLS

At present there are no public schools in the Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e., kindergarten to grade 5), 220 middle school students (i.e., grades 6 to 8), and 251 senior high school students (i.e., grades 9 to 12). In consultation with the Langley School District, it has been determined that Williams neighbourhood will need to accommodate an elementary school and a middle school.

A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

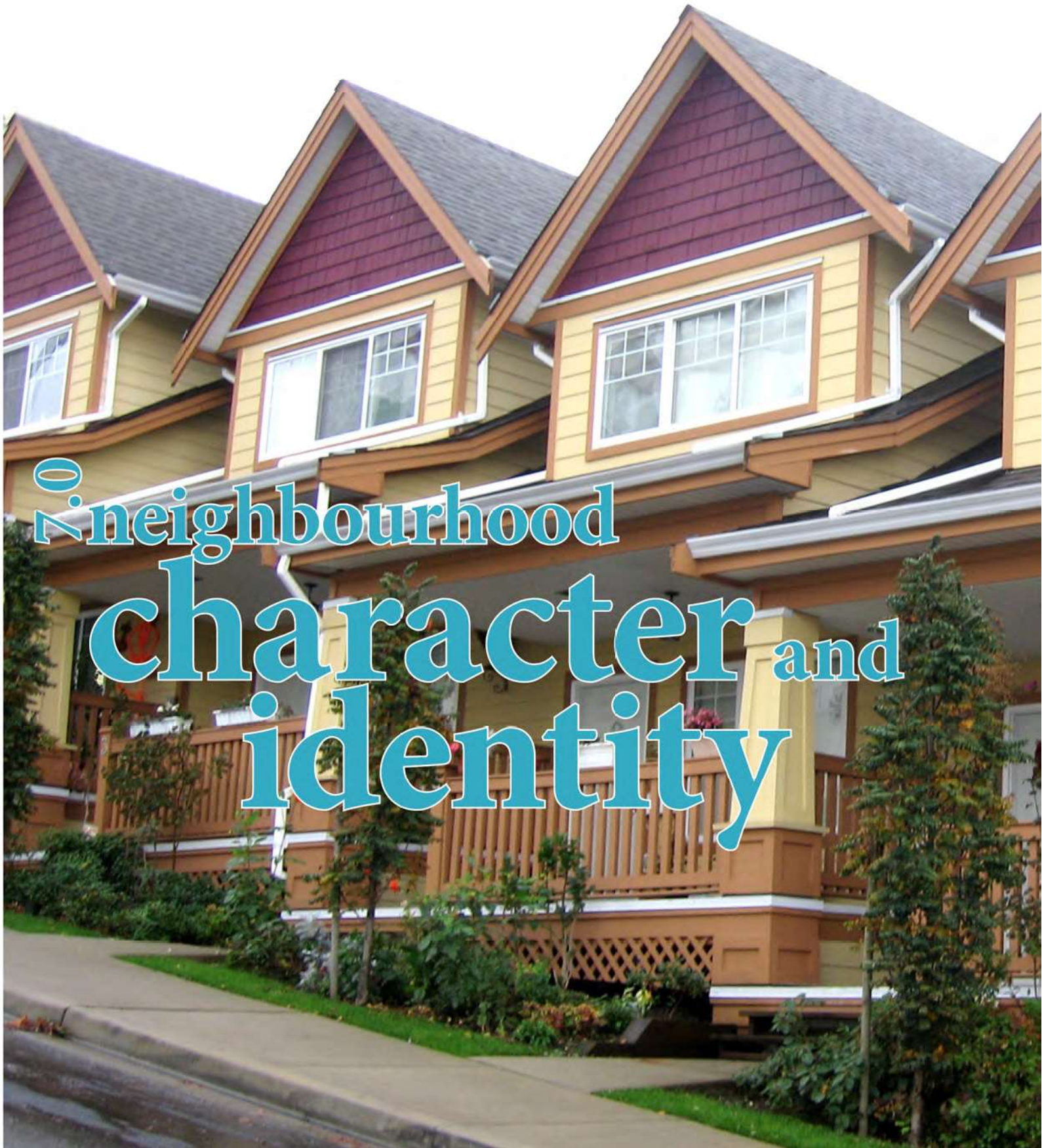
The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The School District has developed a Long Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education 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 these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

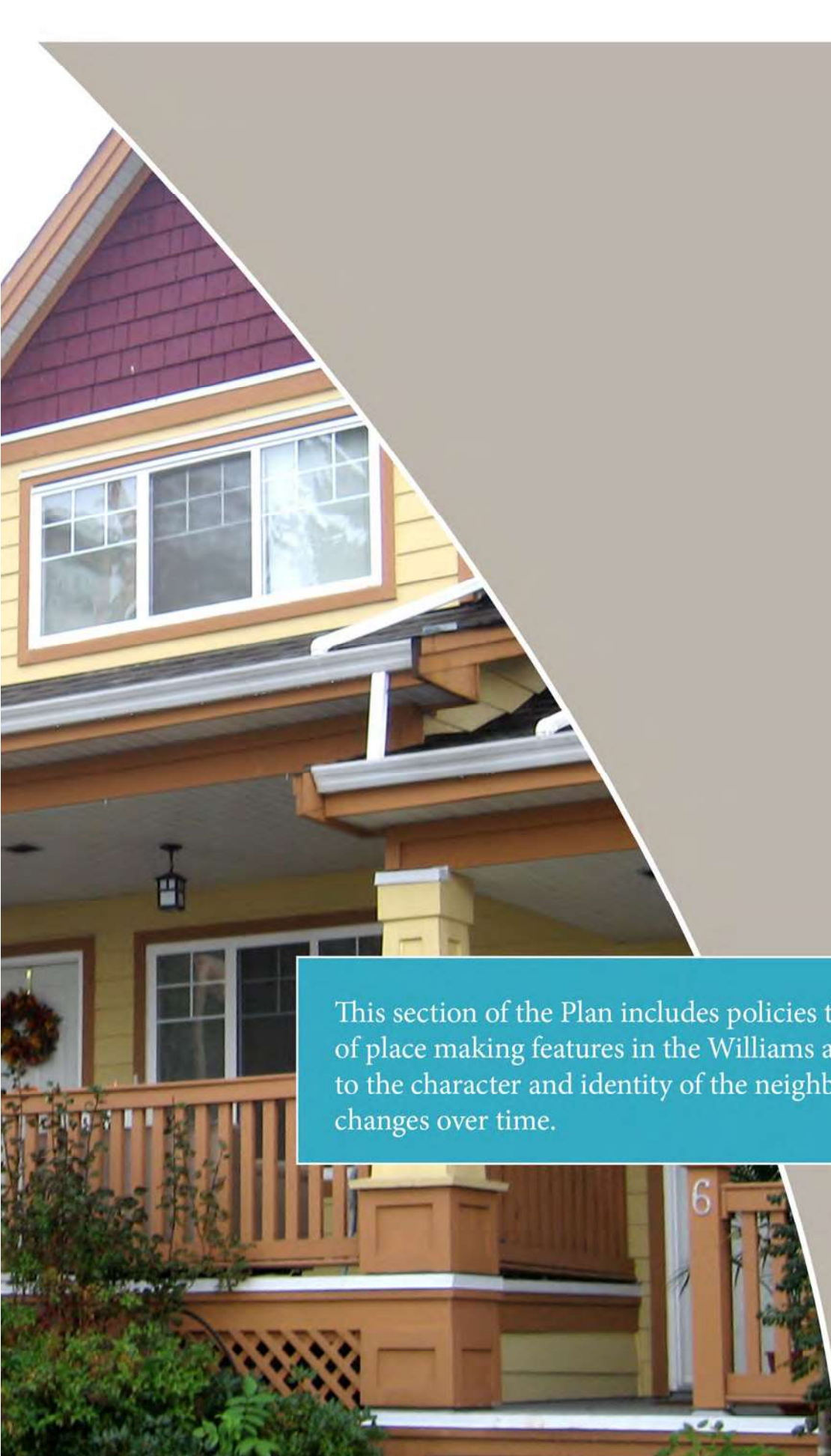
### Policies:

1. Accommodate a combined Middle and Elementary Schools, which will form part of a joint neighbourhood park-elementary-middle schools site with a minimum total size of 4 hectares (17 acres; 9 acres neighbourhood park, 4 acres for both the elementary and middle school), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.
3. Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.





neighbourhood  
character and  
identity



This section of the Plan includes policies that guide the development of place making features in the Williams area that will contribute to the character and identity of the neighbourhood as it grows and changes over time.

# Neighbourhood Character and Identity

## 7.1 NEIGHBOURHOOD PLACE MAKING

The Williams neighbourhood is envisioned to be an urban, compact neighbourhood characterized by an active public realm. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction and contribute to the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of park and open spaces, as well as pedestrian and cycling connections. Access to all of these should be possible via sidewalks, greenways and trails with appropriate crosswalks provided at controlled intersections.

View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as seen and viewed from various points along the Milner Valley, specifically along Glover Road.

## NEIGHBOURHOOD LANDMARKS

Within the Williams neighbourhood, there are two Neighbourhood Landmarks that serve as area gateway features that announce entrance into the Williams area, create civic focal points, and enhance the network of visual reference points throughout the Willoughby community. The locations, as denoted on [Map 1](#), include:

- Intersection of 212 Street and 80 Avenue (see [Figure 7.1](#))
- 216 Street and Highway #1 interchange (see [Figure 7.2](#))

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m<sup>2</sup> (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorists along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.

The second Neighbourhood Landmark at 216 Street and Highway #1 interchange, on the west side, is an open space area that includes neighbourhood infrastructure – rainwater detention pond – at the confluence of a variety of Greenways and a gateway design and complementary features that thematically tie these elements together. The intent of these policies is to establish key place-making

features in these gateway areas and contribute to the identity of the Williams neighbourhood. Policies specific for Neighbourhood Landmarks are as follows:

Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on **Map 1**.
2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on **Map 1**, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.
3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in **Figure 7.1** and **Figure 7.2**, including the incorporation of public art.



**Figure 7.1** | *Neighbourhood Landmark at 212 Street and 80 Avenue Illustrative Design*

4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Willoughby Greenway Amenity Policy.
5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Willoughby Greenway Amenity Policy (not including the stormwater detention pond and associated plantings and landscaping).



**Figure 7.2 | Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design**

### 7.1.1 PUBLIC ART

In Williams, Public Art will form part of the two Neighbourhood Landmark locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. The intent of these policies is to establish Public Art that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area. Policies specific for Public Art are as follows:

Policies:

1. Include Public Art as part of Neighbourhood Landmarks at the locations identified on **Map 1**.
2. Require the Township of Langley to manage, maintain and insure all Public Art in accordance with Council's Public Art Policy (No. 06-024).
3. Ensure that an appropriate collection management system is in place and those documentation standards and inventory practices are implemented.
4. Encourage the incorporation of additional on-site Public Art in the design of buildings or landscape as part of development. Public Art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.
5. Fund Public Art for the public locations identified on Map 1 through the Willoughby Greenway Amenity Policy.

## 7.2 STORMWATER FACILITIES AS AMENITIES

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity efforts shall be made to design ponds with these goals in mind. Two (2) detention ponds shall be located in the vicinity of 216 Street in the Williams Neighbourhood Plan area: one at the northeast corner of the Plan area and another at the southeast corner. Policies specific for stormwater facilities as amenities are as follows:

### Policies:

1. Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.
2. Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access to all areas of the facilities.
3. Include aesthetic considerations as part of the design of stormwater detention pond, including but not limited to exposed walls and slopes visible by the public. This shall include hard and soft landscape design solutions, where appropriate. Incorporate evergreen, coniferous tree plantings around the perimeter of the detention pond to contribute to the treed character of the Willoughby Escarpment.
4. Design fencing to be aesthetically pleasing and thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.

## 7.3 GREEN ROOFS

Green roofs (also known as 'living roofs') can also promote effective stormwater management, reduce energy use, as well as provide communities with additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions. The intent of these policies is to encourage the application of green roofs as part of development in the Employment District.

### Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency. Green roofs are to be utilized to the greatest extent possible for all non-residential development.
2. Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.
3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.

4. Design green roofs in accordance with the BC Green Building Code.
5. Adhere to Township policy regarding, among other items, the management, maintenance and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/or property owner.

## 7.4 LANDSCAPE BUFFERS

A Landscape Buffer is a linear feature with plantings, earthen berms and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure. In the Williams area, a 'freeway' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and Highway #1. An 'interface' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park. Policies specific to Landscape Buffers is as follows:

### Policies:

1. Provide a 'freeway' Landscape Buffer that is 15 metres wide, that includes retained and additional tree plantings, understory plantings and ground cover, an earthen berm, and a 3 metre wide trail, and is located adjacent to Highway #1 as illustrated in **Figure 7.3**.
2. Provide an 'interface' Landscape Buffer at the location between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in **Figure 7.3**, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setbacks treatments required in the Township of Langley Zoning Bylaw, Subdivision and Development Servicing Bylaw (as amended from time to time) and other relevant Township bylaws.
3. Fund the provision of the 'Freeway' Landscape Buffers through the Willoughby Greenway Amenity Policy.



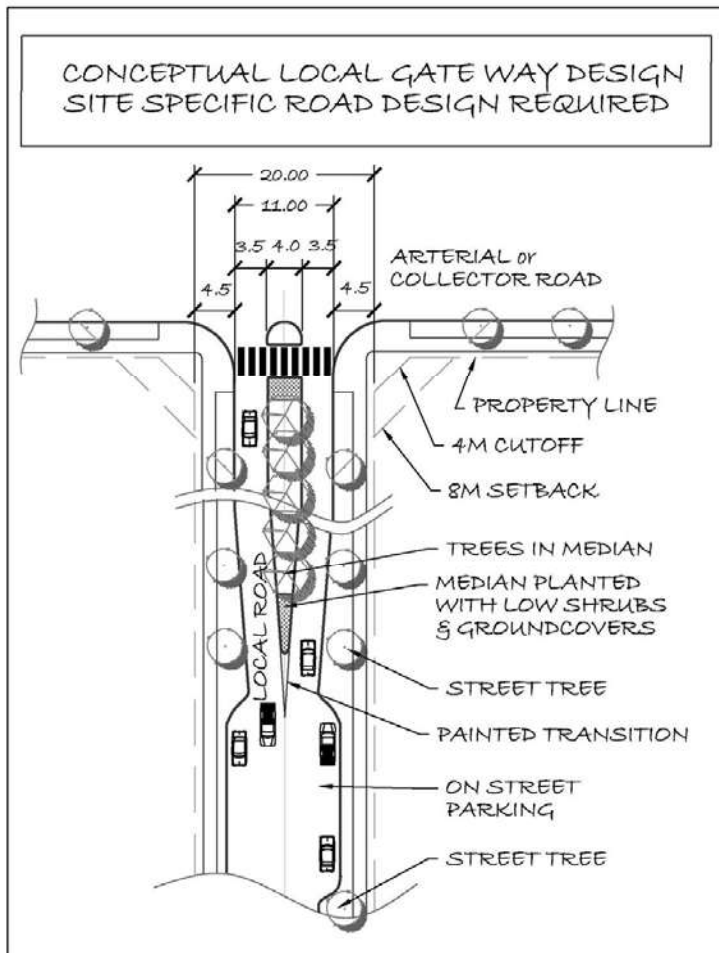
**Figure 7.3 | Landscape Buffer Locations**

## 7.5 LOCAL ROAD GATEWAYS

Local Road Gateways provide a further place-making opportunity to indicate arrival to and departure from residential areas within the Williams area. These entrances help create an identifiable place and provide a significant entryway. The intent of these policies is to guide the inclusion of Local Road Gateways in appropriate locations in the Williams area.

Policies:

1. Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in **Figure 7.4**. Incorporate additional landscaping and signage as appropriate.



**Figure 7.4 | Conceptual Local Road Gateway Design**



## 7.6 UTILITY BOXES AND VAULTS

Urban communities include a variety of supporting infrastructure, some of which is visible and others are not. Siting and finishes of these at-grade or above-grade infrastructure are necessary and careful location and placement is warranted such that they do not interfere with mobility or the aesthetic qualities of the Williams area. The intent of these policies is to guide the location and appearance of at-grade utility boxes and vaults.

### Policies:

1. Plan and coordinate the location of utility boxes (e.g., telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
2. Place existing overhead utilities underground as part of new development and upgrades to infrastructure.
3. Apply appropriate 'wraps' on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development in order to reduce graffiti and improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.



## 7.7 RETAINING WALLS

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. The southern portion of the Williams Plan has a sloping terrain that could result in significant grading and use of retaining walls to create suitable development sites. The intent of these policies is to encourage new development to work with the land to create viable high-quality developments.

### Policies:

1. Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.
2. Integrate landscaping, apply texture treatments and use a 'stepped-approach' in the design of retaining walls where they are located along any public right-of-way, in a public space or area visible to the public, in order to provide visual interest and help integration with the surrounding area.

## 7.8 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The 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, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams neighbourhood:

- 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;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings;
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

### Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites, and landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites.

### Natural and Cultural Landscapes

The Willoughby Escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between the Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over a number of years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

The low-lying, flat lands surround Milner comprise the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration, agricultural use, and valley viewscapes since the early 1800s.

## Built Resources

The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

### Policies:

#### Protect Archaeological Sites and Areas

1. Discourage unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act through the provincial Archaeology Branch.

#### Protect the Character of the Milner Valley as a Cultural Landscape

2. Retain the historic views up and down the Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.
3. Design and locate new development, buildings, roads, parks and pedestrian connections, within sightlines from the Milner area toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.
4. Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.
5. Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of 'cherry blossom' trees along 76 Avenue).

#### Preserve Sites Deemed to be of Historic Value

6. Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through the use of heritage revitalization agreements and other tools provided by the *Local Government Act*, based on a future independent site assessment at the time of redevelopment.
7. Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.



8. Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.
9. Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

#### **Document Buildings Approved for Removal**

10. Provide photo documentation for archival purposes or alternatively prepare an 'As-Found Report' to the satisfaction of the Township prior to the removal of any building that has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study or other sources.

#### **Commemorate Williams History**

11. Commemorate early and historic places, where appropriate, with historic place names or interpretive signage and through complementary public realm design and signage projects that recognize and celebrate the tangible and intangible aspects of Williams's history.

## **7.9 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN**

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e., crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists. Traffic safety is addressed further in Section 8.

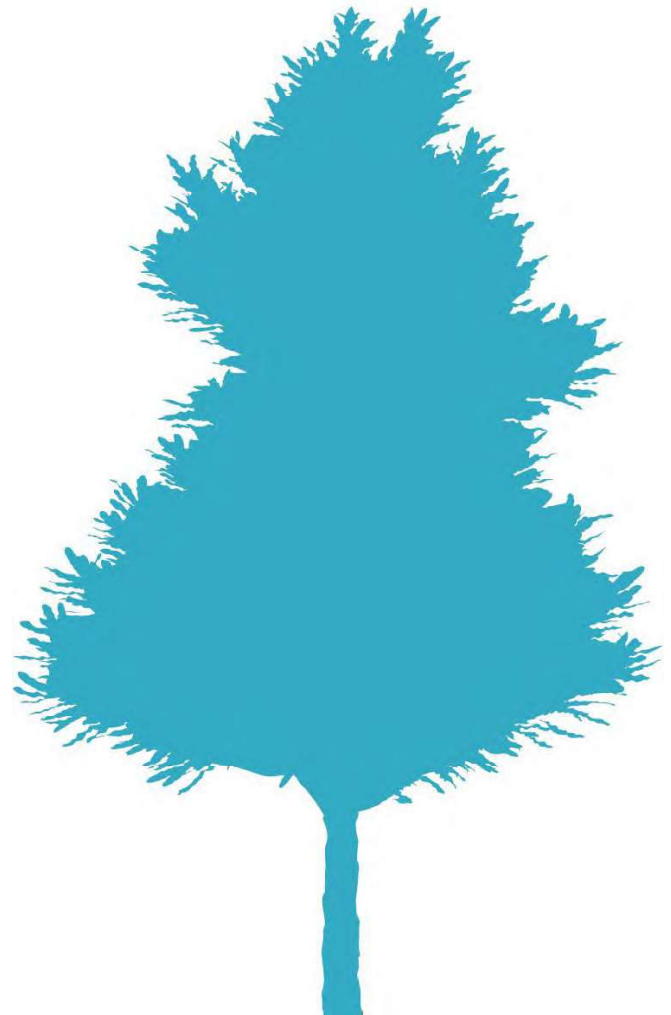
The way in which we design our communities and public spaces, allow for new development and encourage interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called 'Crime Prevention through Environmental Design' (CPTED), the principles of which include the following:

- 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 takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Williams occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Policies:

1. New developments should be designed to provide 'eyes on the street' through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. 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, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
3. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
4. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.




## 7.10 LIGHTING DESIGN

In Williams, neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams. The intent of these policies is to establish neighbourhood-specific lighting in Williams that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area.

### Policies:

1. Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.
2. Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements, CPTED principles, BC Building Code, Township of Langley's Subdivision and Development Servicing Bylaw specifications and standards and the Exterior Lighting Impact Policy, as amended from time to time.
3. Include pedestrian scale lighting along all streets, street greenways, creek greenways and other pedestrian areas and connections.

# mobility



The mobility network supports and ties together the land use elements of the Williams neighbourhood. The transportation system for this Plan encourages sustainable modes of transportation and provides a highly-connected network of pathways, streets and transit routes. This section outlines policies for mobility in the Williams area, including those intended to facilitate the use of active transportation modes as well as those intended to ensure that future transit and street networks function efficiently.



## 8.1 STREET NETWORK

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe and efficient for all modes of travel. The Williams' street network is predicated on the Township's street network hierarchy, which classifies roads based on function, traffic service, land access, and traffic volumes. The following road types are included within Williams:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Williams neighbourhood has 80 Avenue, 212 Street and 216 Street as arterial roads.
- **Collector Roads** are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Williams form an alternative grid network that will help distribute traffic throughout the area. The collector roads for Williams are 76, 78, 79A and 81 Avenues and 212A (including Morrison Crescent), and 214 Street.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

This section outlines the street network within the Williams area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian, cyclists and transit users. The street network is designed to support a modified grid pattern where possible, combined with a 'fine-grained' block and lot structure that reflects the topography and grades of the area and supports the development of energy efficient neighbourhoods. The street network is appropriately sized for the anticipated amount of traffic. It will distribute vehicular traffic through multiple routes provided within the Williams area, and is connected with the broader Willoughby area, and destinations beyond. The Circulation Concept Plan (Map 3) outlines the planned street network. Substantial compliance with the street network established in the Circulation Concept Plan is required; however, there is some flexibility.

### Policies:

1. Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (**Map 3**). The alignment of the collector route of 78 Avenue to 77A Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.
2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (**Map 3**). The 'H'-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (cul-de-sacs) shall be avoided; where this is

impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.

3. Relocate the centre line of 216 Street, between 76 and 80 Avenue, to accommodate a four-lane plus left turn lanes entirely on the west (urban) side with no encroachment on the east side into Agricultural Land Reserve (ALR) lands. The streetscape on the east side will incorporate a multi-use path and boulevard with street trees. The streetscape on the west side will provide an urban level of service including curb and gutter, boulevard with trees and understorey plantings, extra-wide urban street greenway and abundant coniferous trees.
4. Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.
5. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The 'H'-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.
6. Secure statutory rights-of-way for all category of streets, including arterial, collector, local and lanes. A right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.
7. Locate multi-family amenity spaces away from arterial streets.
8. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets – such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line – for all residential development along arterial streets to provide sound attenuation.

## 8.2 PEDESTRIAN AND BICYCLE CIRCULATION

This section outlines the pedestrian and bicycle routes within the Williams area, which form a critical part of the multi-modal, mobility network. In addition to sidewalks on the street network and on-street bike lanes along arterial streets, other facilities have been included in the network that pedestrians and cyclists can use to get around the area and connect with surrounding communities and destinations.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are 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 rural areas.
- **Community routes** provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the

Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.



The intent of these policies is to outline the pedestrian and cycling network within Williams that contribute to the connectivity of the area and the community. The Circulation Concept Plan (Map 3) outlines the planned network for these active transportation modes. Substantial compliance with the network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Links in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (**Map 3**) as illustrated.
2. Design cycling facilities and networks, including commuter, recreational and community routes, in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (**Map 3**) as illustrated.



## 8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median.

TransLink's South Fraser Area Transit Plan does not currently indicate any specific new transit routes through the Williams neighbourhood. Williams is located 3km from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow and it is reasonable to assume conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue. It is reasonable to assume that some transit services could operate on collector roads as well.

An objective for the Williams Neighbourhood Plan is to enable active transportation by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops; at least in the short and medium term until such time as bus transit is provided in the Williams area.

### Policies:

1. Accommodate future bus transit routing and stops in the Williams area along arterial streets through appropriate street design standards.
2. Provide a street design standard along the 78 Avenue to integrate future community shuttle transit service.
3. Design transit stops to include suitably sized landing pads for passengers, as well as amenities such as shelters and benches, where appropriate.

## 8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial/ arterial	Traffic signals
Arterial/ collector	Traffic signals
Collector/ collector	Roundabouts

These intersection control types are used as a starting point in the development of the Circulation Concept Plan (Map 3) for Williams.

### Policies:

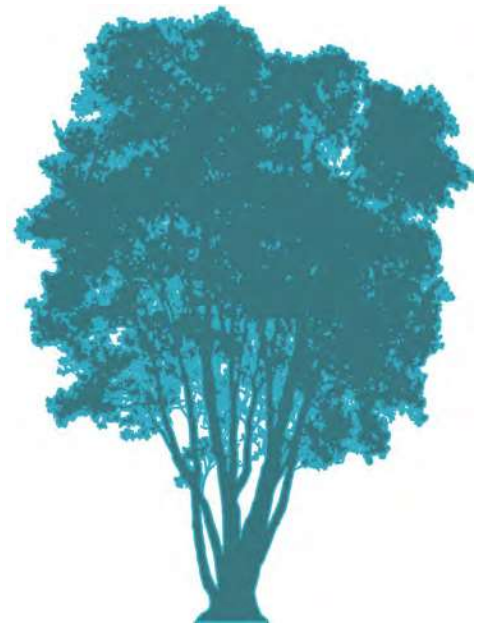
1. Incorporate traffic control and traffic calming infrastructure in the Williams neighbourhood, in accordance with the Circulation Concept Plan (**Map 3**), as illustrated.
2. Require a detailed transportation assessment as part of development review process for individual sites, as deemed appropriate, to confirm intersection control types that are applied to any particular intersection.
3. Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, as determined through a transportation assessment as part of the development review process. Particular attention for additional traffic calming measures will be given to north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g., at 214 Street).
4. Limit 'right-in / right-out' turning movements at the intersection of 76B Avenue at 216 Street. As part of development review process, consider as part of the detailed transportation assessment the need and technical appropriateness of pedestrian activated signal at 78B Avenue at 212 Street.

## 8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. 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:

1. Accommodate on-street parking on both sides of all local and collector streets.
2. Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit in order to provide adequate parking, except for dwelling units that front arterial streets.
3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached and rowhouse dwelling units, as defined in the Township of Langley Zoning Bylaw, in order to support a high-quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.
4. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.





# infrastructure and energy



This section outlines policies intended to ensure the area is fully serviced by utilities, including water services, sanitary services and stormwater management facilities.





# Infrastructure and Energy

## 9.1 ENGINEERING SERVICES PLAN

The Engineering Services Plan is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may, however, be alternative servicing strategies to those presented in the ESP as a result of the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

## 9.2 WATER

### 9.2.1 EXISTING CONTEXT

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones: Pressure Zone 110m and Pressure Zone 131m.



The GVWD supply main and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

### 9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the

neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis has identified the need for expanding and upgrading of the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this Neighbourhood Plan. All works will need to be confirmed through detailed design as part of the subdivision process.

## 9.3 SANITARY SEWER

### 9.3.1 EXISTING CONTEXT

There is currently no existing sanitary sewer infrastructure within the Williams Neighbourhood Plan area. Given its largely rural character, existing properties are serviced by individual septic systems. Land use changes will require sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, forcemains and/or downstream infrastructure upgrades.

### 9.3.2 FUTURE CONDITIONS

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth for the Williams neighbourhood. Analysis is limited to trunk infrastructure only and does not include alignments or sizing of local sewer mains.

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood to accommodate the increase in sewer loading, which are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of the Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor: one in the north and one in the south. Sanitary forcemains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

## 9.4 STORMWATER

### 9.4.1 EXISTING CONTEXT

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl Watersheds. Given its largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries and drainage channels of the 'two' segments of Guy Creek, located in the northern and southern areas of Williams, as well as a coarse network of road-side ditches and culverts, and partially piped sections. This drainage network eventually drains into Salmon River.

### 9.4.2 FUTURE CONDITIONS

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.

The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan. Detention ponds and associated outlets to the Salmon River system represent the final component of the management system. Within the Williams area, two (2) new detention ponds are proposed. The location of these ponds has been identified in general terms only on Map 1, as the specific siting will be subject to more comprehensive development planning and land agreements. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integration of stormwater ponds and associated conveyance systems as an amenity feature incorporated into the neighbourhood is important. As an amenity, stormwater systems shall be considered for multiple purposes including, but not limited to ecological, recreational, education, and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.3 of this Plan in the design of detention ponds.

## 9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.11 of this Neighbourhood Plan, unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street.

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes throughout the neighbourhood shall be wrapped with appropriate material in order to reduce graffiti and to improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

## 9.6 ENERGY

The Williams Neighbourhood Plan is an energy conscious neighbourhood. The Williams neighbourhood achieves this with a walkable structure, the construction of green, energy-efficient buildings, and democratized energy generation opportunities. All development will focus on building and roof orientation to accommodate solar sequestration technologies (e.g., photovoltaic/solar panels) and other renewables.





# financial strategy



This section provides an overview of the key revenue sources and financial tools that will be applied as implementation of the Plan takes place.

## Financial Strategy

The Williams Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.



Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 – 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.

As indicated earlier, the Williams Neighbourhood Plan also includes several amenities to be funded through the Willoughby Greenway Amenity Policy. These amenities include:

- Wildlife Habitat Patch,
- Urban Parks,
- Williams View Park,
- Greenways of various types,
- Neighbourhood Landmarks, and
- Public Art.

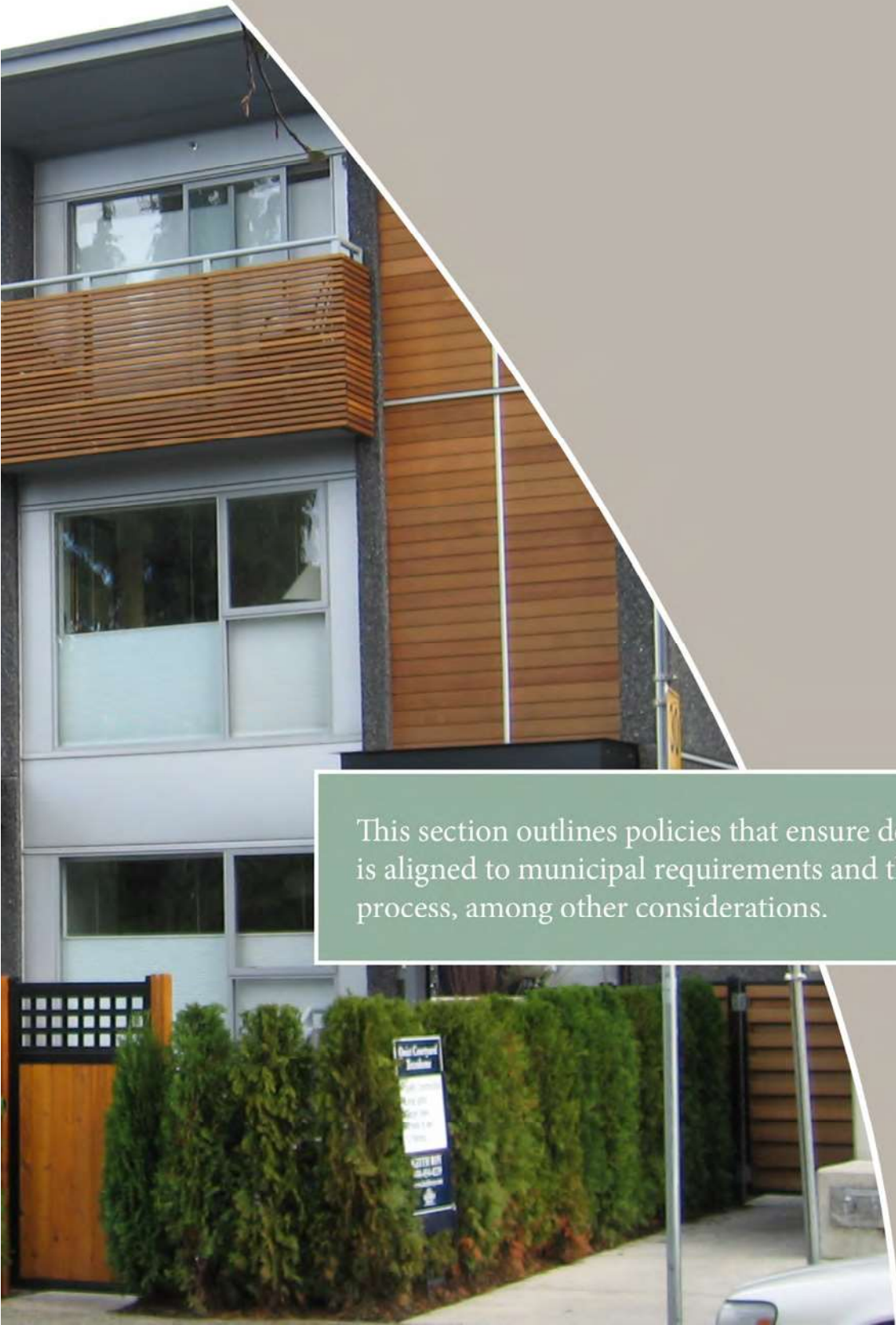
To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to amenity costs is identified in the Willoughby Greenway Amenity Policy.







# implementation



This section outlines policies that ensure development with the area is aligned to municipal requirements and the municipal budgeting process, among other considerations.

# Implementation

## 11.1 INTRODUCTION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for a combined neighbourhood park and elementary-middle schools.

## 11.2 GENERAL PREREQUISITES

Prior to the adoption of a Zoning Bylaw amendment in the Williams Neighbourhood Plan as identified on **Map 1**, the following general prerequisites shall be completed to the satisfaction of the Township:

1. Identify and secure a joint elementary-middle schools 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 that area, with the exception of non-residential developments
2. Prior to each phase opening up 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.
3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

## 11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in the Employment District in this Plan, the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.
2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent, and carried out independently by a qualified engineering consultant to be selected and managed by the Township.



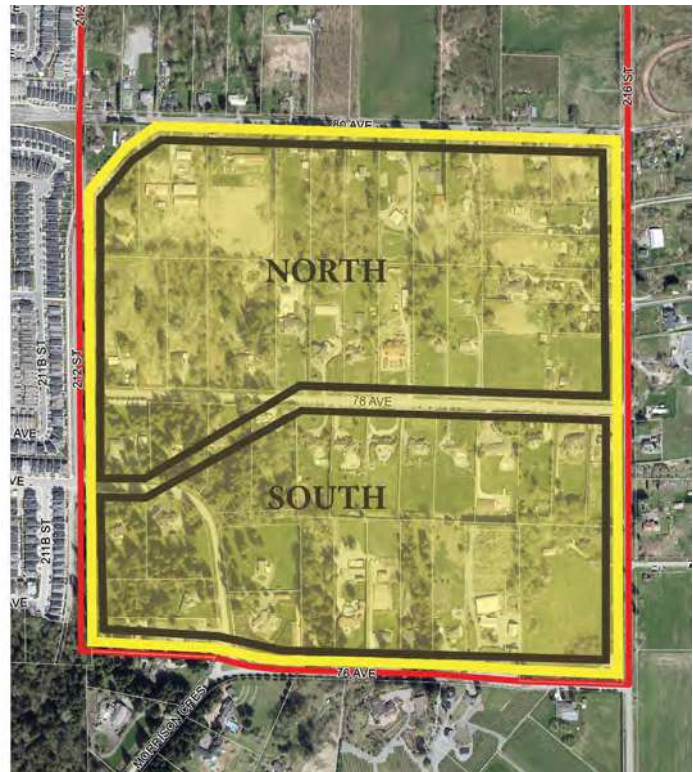
**Figure 11.1 | Illustrates the location of the Employment District in the Williams Neighbourhood**

## 11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in either the north or south sections of the Mixed-Use + Residential District in this Plan (see **Figure 11.2** below), the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the north or south portions of the Residential District, as determined appropriate by the General Manager of Community Development (see **Figure 11.2**). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the north and/or south section of the Mixed-Use + Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.
2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.
3. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to the development and servicing phasing of the CDP. The TIA will be carried out independently by a qualified Engineering Consultant to be selected and managed by the Township of Langley. The TIA will be paid for in full by the proponent.

**Figure 11.2** | *Illustrates the location of the North and South areas of the Residential District in the Williams Neighbourhood*



## 11.5 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a Zoning Bylaw amendment. 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.

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 provisions of this Neighbourhood Plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.
2. Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
3. Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.
4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.
5. 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.
6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.
7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (DFO) 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. Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and 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
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e., fences, gates, signage, etc.).
14. Register of 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, and
  - e. Exterior Design Control Agreement for single family developments.
15. Register a restrictive covenant on title for the maintenance of the Pedestrian Links and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e., fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Links.
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.







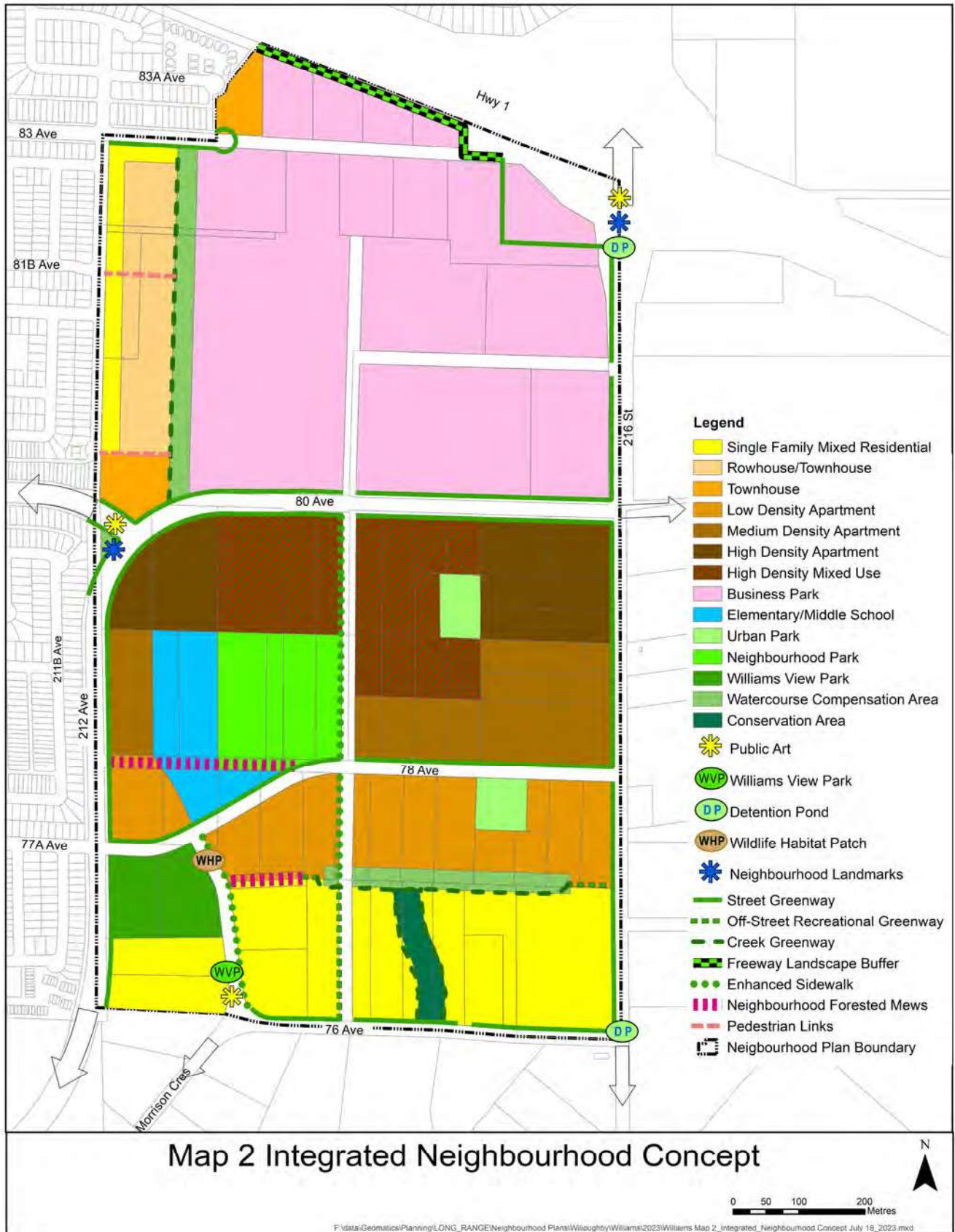
A photograph of a forest with large trees and ferns, with the word 'MAPS' overlaid in large black letters. The forest is dense with tall, straight tree trunks and a thick undergrowth of green ferns and other plants. Sunlight filters through the canopy, creating dappled light on the forest floor. The word 'MAPS' is centered in the lower half of the image in a large, bold, black sans-serif font.

# MAPS

Map 1 | Williams Land Use Plan



# Map 2 | Integrated Neighbourhood Concept



Map 2 Integrated Neighbourhood Concept

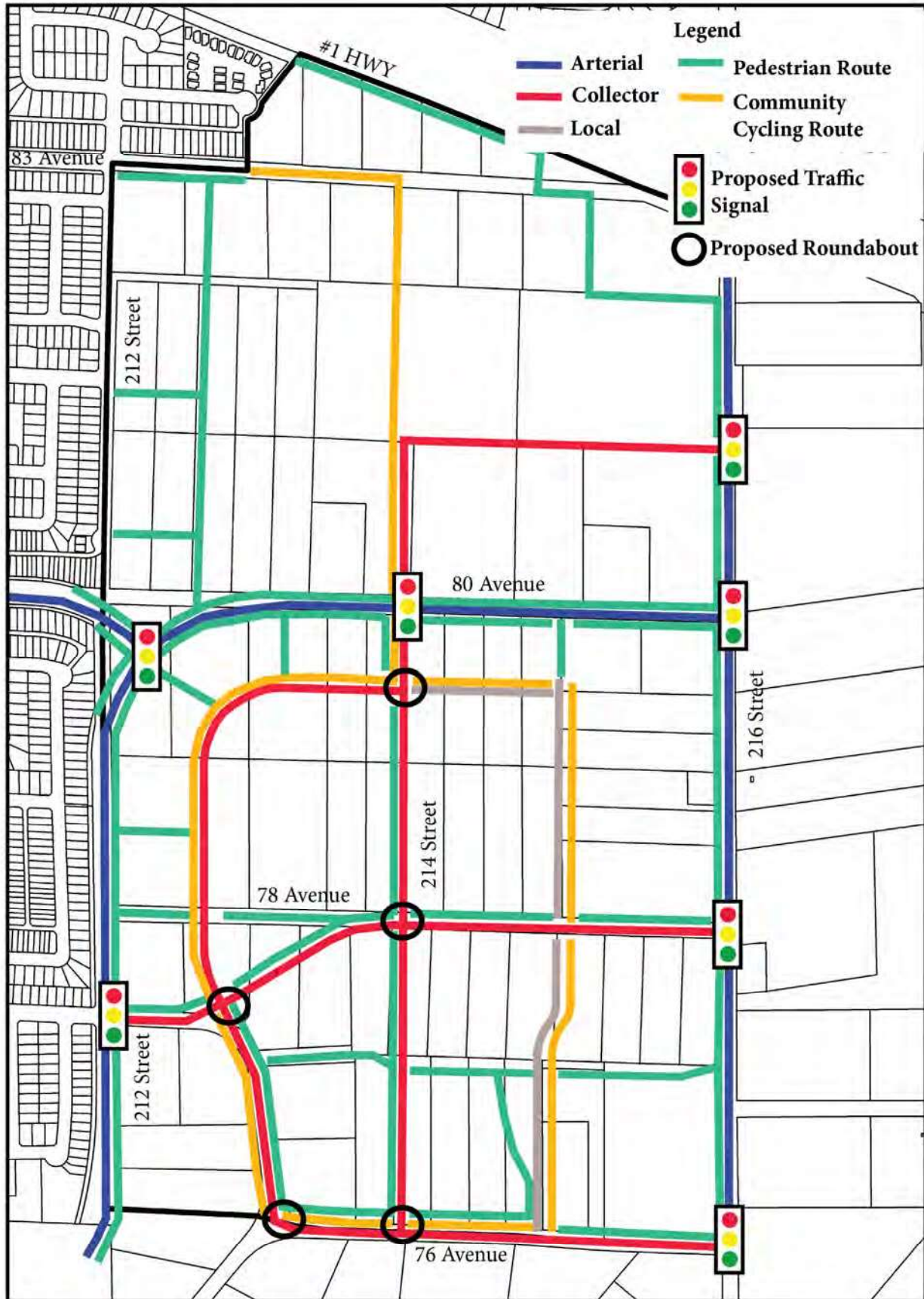
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Map 3 | Williams Riparian Areas Setbacks



Map 3 | Williams Circulation Concept Plan





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