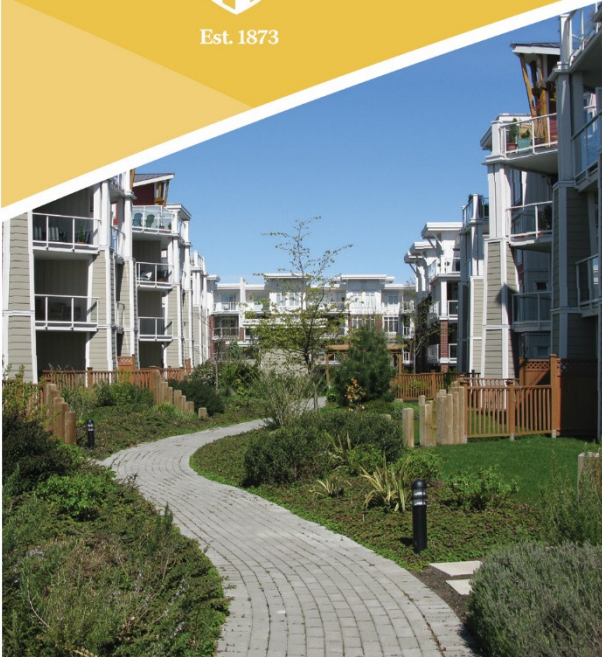


Township of
Langley



Est. 1873



Willoughby

Neighbourhood Plan

Smith



Adopted June 26, 2017



**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN)
BYLAW 2017 NO. 5265**

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AMENDMENTS

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Township of
Langley



Est. 1873

*THE CORPORATION OF THE
TOWNSHIP OF LANGLEY*

Schedule W-9
Willoughby Community Plan

Smith Neighbourhood Plan

Bylaw No. 5265

SMITH NEIGHBOURHOOD PLAN

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1.0 INTRODUCTION

1.1 PURPOSE

The Smith Neighbourhood Plan forms part of the broader Willoughby Community Plan. It provides a more detailed plan for an area within Willoughby, directing future growth and development in the neighbourhood. An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.2 PLAN AREA

The Smith Neighbourhood Plan area encompasses 78 hectares (192 acres) and is located on both sides of 208 Street from about 72 Avenue North to approximately 76 Avenue. The Plan Area is also between the future high growth areas of Yorkson, Northeast Gordon, Central Gordon and Latimer. A portion of the eastern boundary is adjacent the Agricultural Land Reserve. The Smith Neighbourhood Plan area is illustrated in Figure 1.1.

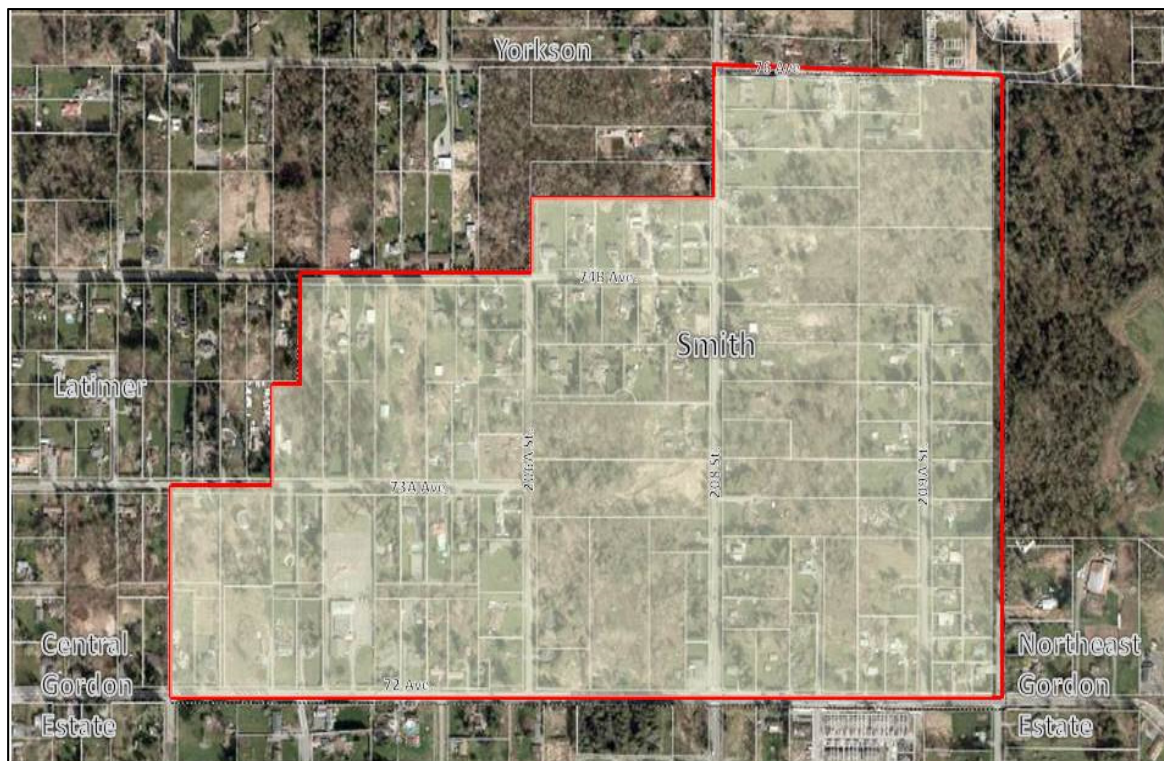


Figure 1.1 | Smith Neighbourhood Plan Area and Context

1.3 PLANNING PROCESS

The Smith Neighbourhood Plan is the result of public participation and engagement in key components of the planning process. A two day design charrette was held early in the process with the Technical Team (made up of Township of Langley staff and consultants) and the public to develop initial urban design options for the neighbourhood. This phase included any stakeholders in order to provide early input for the development of the Neighbourhood Plan. Through all phases of the planning process there were various opportunities for focused and interactive community consultation which included the charrette, Technical Team meetings, Public Open Houses and Public Hearing. The Public Open Houses allowed the Technical Team to refine and edit the plan based on feedback received from the broader community. The plan development process provided opportunities to review input from the community and refine planning and design concepts, until the final version of the plan was complete.

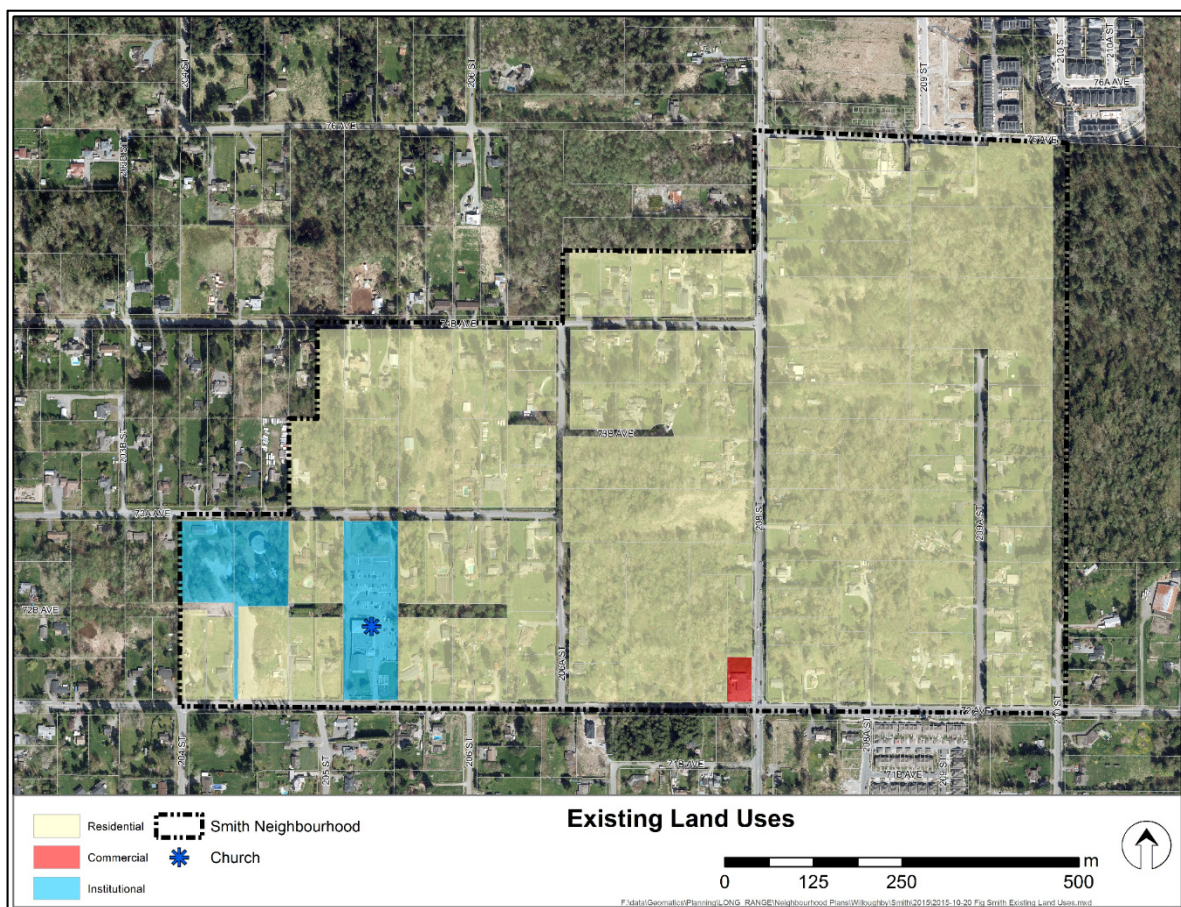
2.0 BACKGROUND AND PLANNING CONTEXT

2.1 SITE PLANNING CONTEXT

2.1.1 Existing Land Uses

Within the Smith neighbourhood the predominant existing land use is rural residential with a large natural area and agricultural land to the east. A church is located on 72 Avenue where it has been part of the community for 35 years. The majority of existing land parcels are large lots of 2 to 6 acres and smaller lots of approximately one acre over 169 acres area.

These existing land uses are illustrated in Figure 2.1.



2.1.2 Environmental Context

Geotechnical and Hydrogeological Conditions:

The Smith Neighbourhood Plan area is considered suitable for urban development. The area is connected to a forested area to the east with mature trees providing natural features for the neighbourhood. There is a number of Class 'B' watercourses within the neighbourhood. Smith has some sloping topography with the opportunities and constraints to be addressed at the time of development. The eastern border is connected to the escarpment and is highly visible from the Milner Valley.

Aquatic Resources:

As part of the planning process 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 plan. There are no fish bearing streams within the neighbourhood. However, there are a number of Class 'B' (Yellow) watercourses which do provide a significant source of food, nutrient or cool water supplies to downstream fish populations. Class 'B' watercourses can be moved and combined with habitat compensation and by ensuring that impacts are not transported from one parcel to another. During the neighbourhood planning process, the Township worked with the Federal Department of Fisheries and Oceans and there was agreement that specific yellow and green coded watercourses could be relocated as part of the development process. The relocated watercourses are illustrated on Map 2. Changes to the areas shown on Map 2 may be considered in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan.

Vegetation and Forest Cover:

The Smith neighbourhood habitat primarily consists of patchy forest, shrubs and grasses. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to ongoing development. As outlined in the Township's Wildlife Habitat Conservation Strategy (WHCS), coniferous forests and wetlands represent the pinnacle habitat for the Township's ecosystem as well the least common habitat type found in the Township. Through the Smith neighbourhood planning process, a small wetland was identified as having the potential for preservation through establishment of a future wildlife habitat. Other natural areas are to be identified and preserved as part of the development process.

Ecological Corridor:

The Smith neighbourhood includes a portion of an upland terrestrial ecological corridor that traverses the Willoughby slope and links the Latimer, Yorkson and Nicomekl watercourses. This ecological corridor facilitates the movement of wildlife between habitat areas, and it is protected through the provision of an ecological greenway.

2.1.3 Heritage Context

Archaeological evidence suggests that the First Nations peoples living in the area became less nomadic about 5,000 years ago, establishing large winter villages while periodically travelling to harvest natural resources elsewhere. Coast Salish people, now known as the Sto:lo, are thought to have been the principal occupants of the area during the last several millennia. Historically, the Kwantlen and Katzie people, subsets of the Sto:lo, were the pre-eminent First Nations groups in the Langley area. With the establishment of the Hudson's Bay Company's post at Derby in 1827, the Kwantlen relocated to the mouth of Kanaka Creek, where they could enjoy trading opportunities with the Company. When the fort was relocated to its present site in 1839, the Kwantlen people followed it, and established a village on McMillan Island.

The area now known as Willoughby was probably peripheral to the central activities of the Kwantlen and Katzie people. Willoughby was relatively remote and the absence of navigable streams rendered it less accessible; however, a few long-term Willoughby residents recall First Nations lithic material having been found along the upper ridges of Yorkson Creek. Willoughby's woodlands may have provided refuge for cultural activities for a time, but the forest fires of the early nineteenth century and subsequent logging and land clearing would have likely destroyed any potential evidence of such activities within these originally forested lands.

Willoughby's first European settlers established a community here during the late 1800s. Land in the Willoughby area had been pre-empted by the 1890s. By 1921 a number of key buildings that included the first church in the area, a community hall, a school and a general store established a small center at the junction of Alexander Road (208 Street) and Scholes Road (83 Avenue) that served the primarily rural population.

The Smith neighbourhood comprises the mid-eastern portion of greater Willoughby, and its location, immediately west of the original Hudson's Bay Company farm lands below the Milner escarpment, provided for early settlement ties with known Milner pioneers during the nineteenth century. John Smith was one such settler who purchased a quarter section of the Hudson's Bay Company Farm and built his first house in 1885 in what is now present-day Milner, following the Hudson Bay Company's sell off of the original farm lands in 1877. Smith was a prominent farmer, Councillor, and School Trustee of the time, and several historic residences remain today that both he and his family built in Milner. Smith Crescent that runs northwest off of Glover Road is also named for the John Smith family.

The Smith neighbourhood, bounded by 76 Avenue to the north, 204 to the east, 210 to the west and 72 Avenue to the south, encompasses two historic roads that defined historic Willoughby, Alexander Road, now 208 Street, which remains the historic central north-south spine of greater Willoughby, and Jericho Road, so named by John Smith and now 72 Avenue, which defines its southern most east-west boundary. Today, the 208 Street corridor that served the early community of Willoughby is in the process of rapid densification, and the small mixed farms that defined rural Willoughby throughout the twentieth century are largely gone.

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, transit, walking, and cycling. Within the Smith neighbourhood, the transportation network consists of one major north-south corridor. 208 Street provides important connections between Langley City Centre, Willoughby, and Walnut Grove. The existing transportation network also includes 72 Avenue, which is an important east-west corridor providing a connection to the Willoughby area and the City of Surrey. The remaining road network in the study area is characterized by a disconnected grid street network with large blocks.

Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Currently, there is one bus (route 595) on 208 Street with expansion to service anticipated as development unfolds.

Pedestrian and Cycling Facilities:

The Township's Cycling Plan adopted in 2015, defines cycling facilities (i.e. bicycle lanes or multi-use pathways) and identifies commuter routes and recreational routes along 208 Street, 206 Street, and 72 Avenue. The commuter route along 208 is described as dedicated bike lanes along the arterial roads. The recreational routes intended to incorporate off-street pathways, are also identified along 206 Street and 72 Avenue. In addition to these key future components of the cycling network, there are numerous other opportunities for greenways and cycling facilities through the plan area. Walking is the most fundamental form of transportation and is part of every trip. Due to the rural nature of the Smith neighbourhood at this time, there are only limited pedestrian facilities within the study area and, there is a need for enhanced pedestrian facilities as neighbourhood development occurs.

2.1.5 Infrastructure Considerations

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

Stormwater Management:

The existing drainage system consists primarily of open ditches and driveway culverts located along the existing roadways. Storm sewers along 72 Avenue and 208 Street are the only sewers currently servicing the neighbourhood. The 72 Avenue and 208 Street storm sewers discharge into the existing detention pond located at 69 Avenue and 210 Street. The outflow from this pond drains into Worrell Creek. Overland flow from the other areas of the plan drain into a storm sewer located east of 210 Street before discharging into Crush Creek. The catchment areas of Crush and Worrell Creeks extend beyond the limits of Smith neighbourhood and facilities will need to be sized, designed and constructed to accommodate the larger area. Compliance within defined limits will contribute to maintaining the pre-development discharge to receiving water bodies.

Water:

The existing water distribution network in Smith is limited 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 surrounding neighbourhoods. Any growth and development of the area will require the extension of this system to a full urban standard.

Sanitary Sewer:

There is no sanitary sewer network within Smith. Any growth and development will require upgrades to service the area. Slopes in the area generally reduce in elevation from the northwest to the southeast. Gravity flows are expected to connect through the Gordon Estates Plan areas.

2.1.6 Energy Considerations

Energy:

In conjunction with this plan, an Energy Conservation Development Permit Area (DPA) is being incorporated into the Willoughby Community Plan in order to promote the conservation and efficient use of energy in buildings and to reduce building generated greenhouse gas emissions (GHGs). The implementation of the DPA will contribute to the development of an energy efficient and sustainable community. These policies and guidelines aim to reduce energy consumption through:

- mix and density of land uses to support district energy, if appropriate;
- inclusion of an east-west block structure where possible;
- site design for passive solar, heating and cooling;
- optimization of building energy performance; and
- increasing the use of on-site renewable energy systems, if appropriate.

2.2 POLICY CONTEXT

2.2.1 Willoughby Community Plan

The Willoughby Community Plan provides the overarching land use policy framework for Smith 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 Smith Neighbourhood Plan.

The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and defined primarily by current or proposed key grid roads and supporting green space. Each neighbourhood is intended to be of sufficient size to support a variety of land use elements such as an elementary school, neighbourhood park (preferably combined with a school site), neighbourhood convenience shopping, and higher density housing, 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.

The Willoughby Community Plan designates the Smith neighbourhood for residential/suburban residential development, including some multi-family residential development, as well as a commercial node. The Community Plan also includes a significant greenway network, which connects the neighbourhoods. In the Smith neighbourhood, the greenway network includes wildlife conservation, ecological corridors and enhanced sidewalks on roads with identified greenway links.

2.2.2 Adjacent Neighbourhoods and Linkages

The Smith Neighbourhood Plan is located in the south eastern portion of the Willoughby Community Plan area (Figure 1.1).

Smith is also closely linked to other Willoughby neighbourhoods, particularly to Yorkson, located to the north, Central Gordon and Northeast Gordon Estates to the south, and Latimer to the west. It is anticipated that the transportation network and linkages between these neighbourhoods will continue to evolve as development occurs over time.

2.3 A NETWORK OF WALKABLE NEIGHBOURHOODS AND CENTRES

Walkability is a simple yet powerful concept that brings together planning and urban design components into an integrated framework for neighbourhood livability and sustainability. Indeed, walkability has been the defining principle in a number of neighbourhood plans and initiatives adopted by Township Council over the past several years including the Carvolth Neighbourhood Plan, Aldergrove Core Area Plan, Yorkson Neighbourhood Plan and the Willowbrook Transit Exchange and Area Plan Concept.

Fundamentally, a walkable neighbourhood is one where people can walk to local services, transit or other frequent destinations with comfort, safety, and convenience. Broadly speaking this is accomplished by locating housing within a 5 minute or 400 metre walking radius from local, frequent destinations and connected by continuous, active pedestrian paths with overlook from adjacent active uses and “eyes on the street” for safety and visual interest.

3.0 NEIGHBOURHOOD VISION AND OBJECTIVES

3.1 VISION STATEMENT

“By 2040, the Smith neighbourhood will be a green, walkable, and vibrant community with integrated uses and a mix of high and low densities while preserving the natural landscape that encompasses the area.”

This vision represents the aspirations of Mayor and Council, the Neighbourhood Team, and the many different property owners, community stakeholders and residents who participated in the Smith neighbourhood planning process. The vision is reflected throughout this document, beginning with the Neighbourhood Plan objectives.

3.2 OBJECTIVES

The Township’s objectives for the Smith Neighbourhood Plan are intended to influence policy and zoning directions and ultimately guide future growth and development in the Smith neighbourhood. These guiding principles are the result of neighbourhood resident’s responses and input from the Neighbourhood and Technical Teams during the planning process. The objectives are:

1. *Streets That Move People*
Maintain and enhance road capacity on arterials and provide a grid network and street design that encourages alternative modes such as cycling, walking and transit use.
2. *Walkable Streets That Bring People Together*
Design arterials, connectors and local streets to create places for people to gather and meet their day-to-day needs through land use policies, appropriately scaled buildings, setbacks and high quality pedestrian realms.
3. *An Interconnected Networks of Parks, Open Spaces and Greenways*
Provide an interconnected, multi-modal network of sidewalks, trails, greenways, and cycling routes that connects Smith to adjacent neighbourhoods and provide public open spaces to support a community of all ages.
4. *An Implementable Plan*
Develop a plan that is readily implementable through the development process and ensure land uses are supported by the market to facilitate construction of 208 Street and 212 Street Connector.
5. *Diverse and Affordable Housing*
Provide opportunities for varied housing forms and levels of affordability and develop innovative housing options especially relating to infill opportunities.

6. *Stormwater as a Community Amenity*

Integrate engineering features, particularly stormwater facilities, to make them a community amenity integrated with ecological systems.

7. *Natural Areas*

Create a unique neighbourhood identity based on natural assets by strategically preserving important natural areas, stands of trees, and viewsheds, and by protecting and providing wildlife habitat throughout the neighbourhood.

8. *Parking*

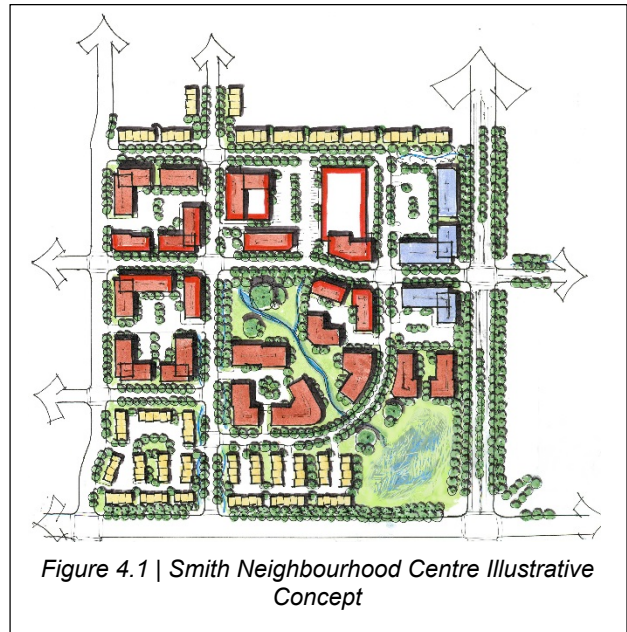
Provide sufficient parking in new development to address community concerns with parking, and provide parking on both sides of local and collector roads.

4.0 URBAN DESIGN CONCEPT

Figure 4.1 illustrates how a portion of the Smith Neighbourhood Plan area could look in the future. This Illustrative Concept is based on the land use designations, development principles and policies articulated in this Neighbourhood Plan, as developed through the stakeholder consultation process and refined through discussion between staff, local residents, developers and property owners. The Concept Plan is a reflection of the goals and intent of this Neighbourhood Plan and it is for illustrative purposes only. The exact manner in which the neighbourhood builds out will depend on many different and unpredictable factors, including market conditions and individual development or landowner preferences.

As illustrated, the implementation of a modified grid road network is fundamental to the achievement of the design directions set out in the Illustrative Concept. While still based on a distinct hierarchy of streets, a modified grid road network uses a fine grained, interconnected network with shorter blocks and rear lanes. This type of road network:

- disperses traffic by providing many routes to a single destination;
- decreases travel distances by providing direct routes to destinations;
- provides opportunities for enhanced pedestrian and cyclist networks, with routes available along local roads;
- provides an excellent pedestrian environment, with few or no driveway interruptions;
- facilitates the establishment of street-facing development, which creates a positive public realm;
- allows for easy rear-lane access to homes;
- provides opportunities for off-street and on-street parking;
- generally avoids cul-de-sac configurations, except where topographic or other constraints warrant the provision of a cul-de-sac;
- provides logical development blocks that can facilitate redevelopment over time;
- helps to ensure that all residents are within a 400 metre radius of transit and commercial services; and,
- facilitates the development of blocks with primarily an east-west orientation in order to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies.



The local road circulation concept plan is included as Figure 4.2 for reference and illustrative purposes. The purpose of the local road circulation concept plan is to illustrate a local road network based on a modified grid with an east-west orientation as discussed above.

Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to Map 3 where local roads cannot conform to the concept due to site constraints. For the east side of 208 Street there is an option to provide a more curvilinear road pattern to respond to the topography of the area. It is expected that this road pattern be encouraged with large assemblies in the area (see Figure 4.2)

In addition to the illustrative concepts there are other key features of the Smith Neighbourhood Plan. These features include:

- provision of 2 park-school sites within the neighbourhood;
- development of 2 pocket parks (one as an Art Park) and the preservation of other green features such as riparian areas, wildlife habitat patches, and anecological greenway;
- development of a range of housing types, with higher density housing generally located adjacent to arterial roads, collector roads, and commercial nodes;
- the development of vibrant neighbourhood nodes with a mix of commercial and residential uses; and
- development of an interconnected modes of transportation, parks and greenways that connects the Smith neighbourhood to other adjacent neighbourhoods and create places for people of all ages to gather and meet their day to day needs.



Figure 4.2 | Illustrative Concept East of 208 Street Road Pattern



Figure 4.3 | Illustrative Concept Aerial

5.0 LAND USE PLAN

5.1 OVERVIEW

The community vision and objectives for the Smith neighbourhood are embodied in the Smith Land Use Plan (Map 1). The Land Use Plan identifies the residential, commercial and institutional land use designations in the Neighbourhood Plan area, as well as current and future transportation corridors, protected areas, parks, trails and other community amenities. The Plan also identifies future locations for stormwater detention ponds.

The land use designations and policies in this section describe in detail the location, types and density of uses for the Smith area. The designations and policies represent the collective desire of the community and the Township, and will be used to guide the development approval process through to build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations that appear in the Land Use Plan. Included within each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Precedent photos are provided where appropriate.

Also included in this section are general and specific policies pertaining to land use. General policies that apply consistently across multiple designations are provided in Section 5.2.1. Policies unique to individual designations are provided in Sections 5.2.2 to 5.2.6. If there is a conflict between a general policy and a specific policy within a land use designation, the specific policy shall prevail.

5.2.1 General Policies

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

All Land Use Designations:

- Where lands within the Smith neighbourhood are located within a Development Permit Area on Map 4, Willoughby Community Plan, a Development Permit will be required in accordance with Section 488 of the Local Government Act. High quality architectural and site design shall be strongly encouraged for all developments.
- Significant trees shall be protected through the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection.

- Development of blocks with primarily an east-west orientation is encouraged to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies. Flexibility will be considered based on individual site constraints without a requirement for an amendment to this plan where local roads cannot conform.

The provision of rear lanes and rear loaded lots is encouraged and in some cases required, in order to provide parking alternatives and a high quality pedestrian environment.

- Maximum permitted density may not be achievable on all properties. In some cases, minimum densities may be set. Where minimum densities cannot be achieved due to site constraints (e.g. irregularly shaped lots or riparian setback requirements), lower minimum densities shall be considered.
- Where topography is sloping site mitigation may be required (such as grading and/or walls) to maintain a complementary street wall. It is expected that many buildings will follow the slope of the land. This policy is not intended to create large retaining walls.

Residential Land Use Designations

- Provision of affordable housing and a variety of housing forms and tenures is encouraged within the Smith Neighbourhood Plan area, subject to the form and density provisions of the applicable land use designation, including the following:
 - Housing choice and diversity shall be encouraged to assist in achieving housing affordability through the provision of smaller-lot single-family homes, row houses, townhouses and apartments in close proximity to transit and commercial services.
 - A variety of tenures: fee simple, strata and rental, shall be encouraged, 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 row houses and townhouses with a bedroom and bathroom on the ground level.
 - Housing for seniors, including independent and assisted living and residential care beds, is encouraged.
 - The Township encourages the development of non-market housing.
- Semi-detached and duplex dwellings may be considered in the Single Family Detached designations.
- For all land uses, density is to be calculated on the basis of gross developable land area, in accordance with Section 3.1.7 of the Willoughby Community Plan. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of bank, and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.
- In order to help provide a range of housing, no more than 60 percent of any single family development shall be detached Residential Compact Lots as defined in the Township of Langley Zoning Bylaw.

- Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways.
- Where rear loaded lots are not required, rear loaded lots are preferred in areas designated Single Family Detached (6 upa) and in Row House developments, with units oriented towards public roads and vehicle access provided via lanes with parking provided at the rear of units.
- In order to meet parking demands in the neighbourhood, front-loaded residential development must have double driveways and enough space for one vehicle to park on-street in front of each unit.
- When located at an intersection, all single family residential units shall have their entrances facing the intersection (see Figure 5.1).
- Adaptable housing is required for a minimum of 5% of Single Family and Row House/Townhouse units and a minimum of 10% of apartment units (strata or rental) 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.

5.2.2 Single Family Detached

The intent of the Single Family Detached designations allows for the development of a variety of single family housing types.

- Large assemblies may trigger a road alignment that follows the contour of the land (see Fig. 4.2). As such, a new conceptual road layout would be required for the Single Family Detached land uses east of 208 Street with a rear loaded lane network included.



Figure 5.1 | Angled Corner Units

Single Family Detached (10 uph/4 upa)

This designation is intended to provide the lowest densities in the plan. Homes are intended to be sized appropriately as to retain trees and shrubs on individual lots. Massive homes that dominate the lot, landscape and street are not the intention of this designation with large homes on large lots permitted.

- Maximum density is 10 units per hectare (4 upa).

Single Family Detached (15 uph/6 upa)

This designation is intended to provide lower density single family residential. Homes are intended to be sized appropriately as to retain or replace trees and shrubs on individual lots wherever possible. Massive homes that dominate the lot, landscape and street are not the intention of this designation with large homes on large lots permitted.



- Maximum density is 15 units per hectare (6 upa).
- No Residential Compact Lots (R-CL) are permitted.
- Lots greater than 371m² (3,990 ft²) are required.

5.2.3 Row House/Townhouse

This section includes Row House/Townhouse designations at two different densities, as well as the “Live- Work” designation. The three designations together will provide a mix of affordable, ground-oriented housing within walking distance of commercial and institutional amenities.

Row House/Townhouse (20-37 uph/8 -15 upa)

The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-37 units per hectare (8-15 upa). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of two storeys.
- Minimum density is 20 units per hectare (8 upa) and maximum density is 37 units per hectare (15 upa).
- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- No tandem garages permitted.



Row House/Townhouse (20-54 uph/8-22 upa)

The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-54 units per hectare (8-22 upa). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 20 units per hectare (8 upa) and maximum density is 54 units per hectare (22 upa).
- Street-facing orientation with rear access to garages is required for all Row House/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- All units adjacent the Wildlife Habitat Patch and associated Creek Greenway shall face the greenway and have individual pedestrian access to the greenway.



Row House/Townhouse Live-Work (20-54 uph/8-22 upa)

The intent of the Row House/Townhouse Live-Work designation is to enhance the neighbourhood’s ‘sense of place’ while providing opportunities for people to live and work in the same unit they own, thus reducing the need to commute. These units will also provide local residents with convenient services within their local neighbourhood and serve as a

hybrid designation between full commercial units and residential units with a home occupation. These units are intended to accommodate potential commercial uses so that people may eventually take advantage of the commercial opportunities for which the units are designed. It is expected that these units will have limited seating capacity inside, and have the ability to include a direct service walk-up window bay on the street. Row House/Townhouse Live-Work densities are to be within the range of 39-54 units per hectare (16-22 upa). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 39 units per hectare (16 upa) and maximum density is 54 units per hectare (22 upa).
- Only limited low impact commercial uses (e.g. retail, service, or office) will be permitted, including but not limited to: professional offices, hair salons, coffee shops, art galleries, dog grooming, etc. Generally, any kiosk/mobile vendor type low impact commercial use would be considered within the building.
- The appearance of the live/work units is expected to be semi-commercial fronting the street.
- Ground floor street-fronting commercial is required. Rear access is required for residential purposes only.
- Continuous or near continuous street fronting buildings are required.
- Where setbacks from the street are provided, they are to be minimized to ensure a street presence for commercial units. Exceptions for zero lot line buildings will be considered as part of a dynamic street front design.
- Short term patron parking for commercial uses is to be provided on the street, separate and in addition to commercial parking requirements contained in the Township of Langley Zoning Bylaw.
- Small clusters of on-street parking are to be defined and augmented by traffic calming elements.
- Parking for residential use shall not be provided to the front of the buildings (i.e. no direct access for the residential complex shall be provided from the street).
- Additional off-street residential parking will be required.
- On-site and street landscaping are to be combined to create a more urban streetscape.
- The scale and character of the commercial units should be complementary and architecturally integrated into the other buildings in the development and/or area.
- Commercial unit entrances shall be provided facing the street. Building design elements of increased setbacks and/or different heights of entrances may be used in defining the public and private realms.
- The entire ground floor of the residence cannot be dedicated to the commercial use, nor can any rear yard garage space be converted to another use.



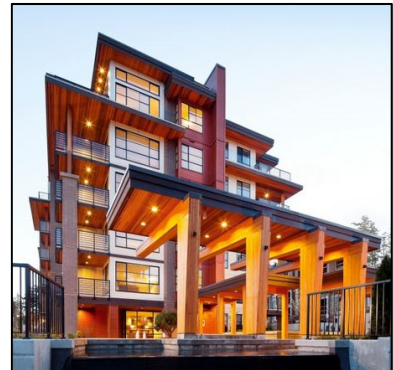
5.2.4 Apartment

The intent of the Apartment designation is to provide opportunities for higher density housing, including seniors' housing, adjacent to the Neighbourhood Centre. The designation will allow for a mix of unit sizes, suitable for and affordable to a range of income levels and lifestyles. Different building tenures, including rental and strata apartments, shall be supported. Policies specific to this designation are as follows:



General Policies

- Buildings shall be oriented to streets and/or adjacent greenways. Buildings shall not be oriented away from the public realm.
- Tenant parking shall be provided underground. Guest parking may be accommodated in off-street surface parking lots.
- All ground floor units shall have direct access to the street and/or adjacent greenway(s).
- Patios and other outdoor private ground floor spaces shall be appropriately separated from public spaces through the use of screening, landscaping, and/or change in elevation.
- Provide shared 'end-of-trip' facilities such as secure bicycle parking and change rooms.



Low to Medium (98-148 uph/40-60 upa)

Densities within this designation are to be within the range of 98-148 units per hectare (40-60 upa). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of four (4) storeys.
- Minimum density is 98 units per hectare (40 upa) and maximum density is 148 units per hectare (60 upa).



Medium to High (148-247 uph/60 - 100 upa)

Densities within this designation are to be within the range of 148-247 units per hectare (60-100 upa). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of six (6) storeys.
- Minimum density is 148 units per hectare (60 upa) and maximum density is 247 units per hectare (100 upa).

Apartment Live/Work (39-54 uph/16-22 upa)

The intent of the Apartment Live/Work designation has the same benefits and flexibility of

the Row House/Townhouse Live-Work. It is expected that this designation is to be incorporated into a building(s) within the Apartment Low to Medium designation. It is expected that these units will have limited seating capacity inside and have the ability to include a direct service walk-up window bay on the street. Creative incorporation of Live/Work units is expected with attached podium style townhouse live/work units an acceptable option. Apartment Live-Work densities are to be within the range of 39-54 units per hectare (16-22 upa). Policies specific to this designation are as follows:



- Buildings shall not exceed a height of three (3) storeys.
- Minimum density is 39 units per hectare (16 upa) and maximum density is 54 units per hectare (22 upa).
- Only limited low impact ground oriented commercial uses (e.g. retail, service, or office) will be permitted, including but not limited to: professional offices, hair salons, coffee shops, art galleries, dog grooming, etc.
- The appearance of the live/work units is expected to be semi-commercial fronting the street.
- Units shall be designed to include ground floor street-fronting commercial uses. Rear access is required for residential purposes only.
- Continuous or near continuous street fronting buildings are required.
- Where setbacks from the street are provided, they are to be minimized to ensure a street presence for commercial units. Exceptions for zero lot line buildings will be considered as part of a dynamic street front design.
- Short term patron parking for commercial uses is to be provided on the street, additional commercial parking on site.
- Small clusters of on street parking are to be defined and augmented by traffic calming elements.
- Parking for residential use shall not be provided to the front of the buildings (i.e. no direct access for the residential complex shall be provided from the street).
- Additional off-street residential parking will be required.
- On-site and street landscaping are to be combined to create a more urban streetscape.
- The scale and character of the commercial units should be complementary and architecturally integrated into the other buildings in the development and/or area.
- Commercial unit entrances shall be provided facing the street. Building design elements of increased setbacks and/or different heights of entrances may be used in defining the public and private realms.
- The entire ground floor of the residence cannot be dedicated to the commercial use, nor can any rear yard garage space be converted to another use.

5.2.5 Smith Neighbourhood Centre (Apartment Mixed Use and Mixed Use)

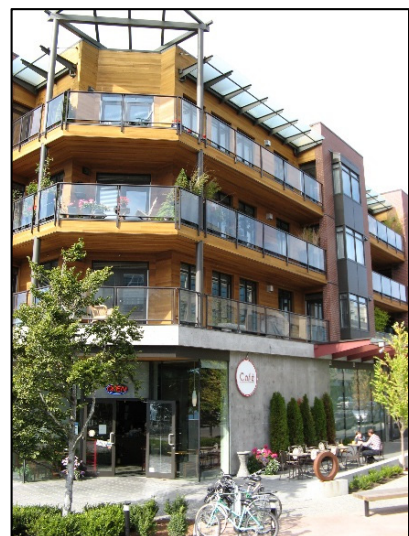
The Smith Neighbourhood Centre area is located along the 73A Avenue axis west of 208 Street and is comprised of street facing ground floor retail with either residential or other uses above. This area is intended to be the focal point of the neighbourhood as well as serve the surrounding area. The intensity of use, density and design is intended to create a sustainable walkable urban village that provides for the day-to-day needs of the area and helps to contribute to community. This is a place where people want to go to spend time to live, play and work.

Mixed Use Designations

The Mixed Use designations provide opportunities for integration of ground-oriented and pedestrian friendly retail, service, office and high density residential (including seniors' housing) land uses. This section describes two scenarios for combining uses with each use having shared policies (Apartment Mixed Use and Mixed Use). These designations provide for a concentration of high-density as part of a neighbourhood centre. These nodes will be vibrant, pedestrian-oriented areas where residents can access anchor stores and a variety of small-scale retail and other commercial services. Apartment Mixed Use buildings in this designation are required to have residential units on upper floors, to ensure 'eyes on the street' and provide residents with opportunities to live, work and shop within the same development. Densities within the Apartment Mixed Use designation are to be within the range of 98-148 units per hectare (40-60 upa). The Mixed Use designation allows for ground floor retail commercial with commercial and/or residential above. Densities within the Mixed Use designation are permitted up to 148 units per hectare (60 UPA). A combination of general and specific policies for these designations are as follows:

General Policies

- Building heights shall be a minimum of two (2) storeys total and not exceed a maximum of four (4) storeys.
- Buildings shall be sited adjacent to and oriented towards a public road and/or greenway. Commercial units shall be street fronting.
- Short term patron parking for commercial uses shall be provided on-street, underground or in landscaped surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements shall ensure it is screened from view from the street and/or greenway.



- Residential units shall be accessed through lobbies, with resident parking provided underground.
- Residential units shall be directly above commercial units for street facing elevations.
- Buildings shall be set back above the ground floor in order to avoid the canyon effect. These setbacks are intended to be sufficient to provide adequate private and/or public patio/balcony space (approximately 3 metres (10 feet) depth) for each residential unit and allow people to look over the parapets to the street below each unit.
- Provide shared 'end-of-trip' facilities such as secure bicycle parking and change rooms.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area with small commercial frontages preferred. Where tenants require somewhat larger frontages special design considerations will be required to maintain the character of smaller units.
- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Continuous weather protection is required for pedestrians on all commercial use frontages.
- For commercial uses, small scale activities are expected, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, dry cleaning establishments, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics.



Apartment Mixed Use (98-148 uph/40-60 upa)

- Minimum density is 98 units per hectare (40 upa) and maximum 148 units per hectare (60 upa).
- Retail commercial uses and/or financial services are required on the ground floor with residential uses above.
- Gas station(s) and drive-through services are not permitted in this designation.

Mixed Use (Retail/Office/Residential) (40-60 upa)

- Minimum density is 98 units per hectare (40 upa and the maximum density is 148 units per hectare (60 upa).
- Three (3) storey minimum landmark buildings are expected along 73A Avenue with potential to wrap around the corner with 206A Street.
- Anchor stores (grocery, drug etc.) shall be considered provided that it is in a multi-storey (i.e. two or more storeys) building; and, a minimum of one street front pedestrian public access is provided.
- Public house(s) are a permitted use in this designation within the core area centred on 73A Avenue.
- No more than 50 percent of the required commercial parking shall be provided as surface parking in the Mixed Use area. All other parking shall be underground or as part of the building structure (i.e. at grade parking behind commercial units, with residential units above parking); in return for the underground or structured parking, total commercial parking requirements in the Mixed Use area shall be reduced by 10 percent.



5.2.6 Neighbourhood Commercial

The intent of this designation is to provide convenient retail services for the adjacent residential area and drive by traffic. Options shall be considered for other uses above ground floor retail and financial services. Two nodes of Neighbourhood Commercial are located at the south and north ends of 208 Street. Policies for this designation include general policies that apply to all areas and additional policies for specific areas.

General

- Building heights shall not exceed a maximum of two (2) storeys above one (1) storey retail commercial.
- Retail commercial uses and/or financial services are required on the ground floor when residential uses provided above.
- Buildings shall be sited adjacent to and oriented towards a public road and/or greenway. Commercial units shall be street fronting.
- Short term patron parking for commercial uses shall be provided underground or in landscaped surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements shall ensure it is screened from view from the street and/or greenway.



- Residential units shall be accessed through lobbies, with resident parking provided underground.
- Buildings shall be set back above the ground floor in order to avoid the canyon effect. These setbacks are intended to be sufficient to provide adequate patio/balcony space (approximately 3 metres (10 feet) depth) for each residential unit and allow people to look over the parapets to the street below each unit.
- Provide shared 'end-of-trip' facilities such as secure bicycle parking and change rooms.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area with small commercial frontages preferred. Where tenants require somewhat larger frontages special design considerations will be required to maintain the character of smaller units.
- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Continuous weather protection is required for pedestrians on all commercial use frontages.
- For commercial uses, small scale activities are expected, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, dry cleaning establishments, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics.

Intersection of 208 Street and 72 Avenue – East (up to 15 upa)

- Gas station(s) and drive-through services are permitted in this location.
- If residential within the range of up to 37 units per hectare (up to 15 upa) is located above ground floor street fronting commercial uses, townhouses, at the same density, may also be provided to the rear of the commercial units. Structured or underground parking would be required with the potential for standard townhouse unit parking for the townhouse units located to the rear of the site.
- Three (3) storey maximum with two (2) storey minimum.
- Pedestrian access to be provided through the site to the adjoining neighbourhood.

Intersection of 208 Street and 72 Avenue – West

- Gas station(s) and drive-through services are permitted in this location.
- One (1) storey maximum.
- Buildings and structures (including gas bar canopies) to be designed to improve views to and views over the building from surrounding lands. Particular attention to be given to views from lands within the same quadrant. Aesthetic acoustic barriers will be required where needed to buffer between uses.
- The commercial designation is limited to one (1) acre netting out roads and greenway(s).

Intersection of 208 Street and 76 Avenue (up to 15 upa)

- Gas station(s) are not permitted, but drive-through services are permitted in this designation at the intersection of 208 Street and 76 Avenue.
- If residential within the range of up to 37 units per hectare (up to 15 upa) is located above ground floor street fronting commercial uses, townhouses, at the same density, may also be provided to the rear of the commercial units. Structured or underground parking would be required with the potential for standard townhouse unit parking for the townhouse units located to the rear of the site.
- Three (3) storey maximum with two (2) storey minimum.

5.2.7 Riparian Areas

Streamside Protection and Enhancement Requirements in the OCP seek to establish and maintain undisturbed, naturally vegetated zones adjacent to watercourses as part of development. The widths of these zones, referred to as "Streamside Protection and Enhancement Areas" (SPEAs), follows the Township watercourse classification system (e.g. Class A, Class B) which is based on channel type, water flow and fish presence. In addition to providing important fish and wildlife habitats, SPEAs promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, and provide passive recreation opportunities. To preserve these benefits, Class B (yellow-coded) watercourses in the Neighbourhood Plan area must be protected through the establishment and relocation of SPEAs.

The Neighbourhood Plan area drains toward North Creek (a tributary of the Nicomekl River system) and includes associated SPEAs. Policies specific to this designation are as

follows:

- All Class B (yellow) watercourses must be managed in accordance with the requirements of Section 3.13.19 of the Langley Official Community Plan.
- Map 2 shows a plan for retaining, reconstructing and relocating watercourses and associated SPEAs. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the SPEA shall be confirmed through a survey undertaken by a BC Land Survey professional. Changes to the areas shown on Map 2 may be considered in accordance with the OCP's Streamside Protection and Enhancement provisions.
- Watercourse relocations depicted in Map 2 should be completed at time of development and are subject to municipal, provincial and federal government regulatory approval processes. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval/endorsement by senior government regulatory agencies.
 - A minimum habitat balance applies to each relocated watercourse are (See Map 2) with an overall minimum habitat balance threshold (31,548 m²) 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 shown on Map 2.
 - 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 on land shown on Map 2.
 - 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. Lands with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
 - Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that water relocations as depicted in Map 2 can be 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.
- The location of trails (see Map 1) will be considered in the outer six metres of a SPEA based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

5.2.8 Housing, Population and Commercial Estimates

At build out, it is estimated that the Smith neighbourhood will accommodate approximately 4,200 people in 2,000 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build out.

Table 5.1 | Distribution of Dwelling Units and Population

Land Use Designation	Approximate Area (Ha)		Density	Pop Density	Approx. Units	Approx. Pop	**Min/Max Storeys from Grade
	Ha	Acres	*Units per Acre (upa)	Persons/ Unit			
***Single Family Detached (up to 4 upa)	2.7	6.6	Up to 4	3.1	26	82	2
***Single Family Detached (up to 6 upa)	13	32.2	Up to 6	3.1	193	598	2
***Row House/Townhouse (8-15 upa)	5.8	14.3	8-15	2.5	165	411	2
***Row House/Townhouse (8-22 upa)	12.5	31	8-22	2.5	464	1,161	3
***Row House/Townhouse Live-Work (8-22 upa)	0.6	1.5	8-22	2.5	23	58	3
***Apartment- Low to Med. (40-60 upa)	2.1	5.2	40-60	1.7	260	442	4
***Apartment- Med. To High (60-100 upa)	1.5	3.6	60-100	1.7	292	496	4-6
***Apartment Live Work (16-22 upa)	0.5	1.3	16-22	1.7	63	108	3
***Apartment Mixed Use (40-60 upa)	2.7	6.7	40-60	1.7	334	567	4
***Mixed Use	3.7	9.3	Up to 60	1.7	91	155	2-4
***Neighbourhood Commercial. (up to 15 upa)	2.0	4.9	Up to 15	1.7	52	89	1-3
Total	68.3	168.9			1,964	4,167	

Note: All unit yields and area calculations in Table 5.1 are estimates.

*UPA calculations are based on the Gross Developable Land Area, as defined in Section 5.2.1. Not all parcels may achieve the maximum allowable densities.

**Rooftop mechanical equipment or other related appurtenances are not counted as a storey.

***A minimum of 5% of single family and townhouse units (strata or rental) and a minimum of 10% of apartment units (strata or rental) in any development shall meet the standards of the Basic Adaptable Housing Requirement.

6.0 COMMUNITY FACILITIES

6.1 PARKS AND OPEN SPACES

The Smith Neighbourhood Plan establishes a network of parks and open spaces as part of a complete, livable community. These parks and open spaces provide the community with active and passive recreational opportunities, including a range of outdoor recreational opportunities to meet the needs of residents and visitors alike.

6.1.1 Neighbourhood and Community Parks

A Neighbourhood Park is to be provided in the initial phase of the Smith neighbourhood, to provide a variety of recreational opportunities including sports fields, playgrounds, and natural areas. A Community Park is expected within the Smith neighbourhood to help serve the needs of the Willoughby Community. When provided, Neighbourhood and Community parks shall be incorporated into a shared park-elementary school site and/or park-secondary school site. Rezoning of lands for development will require that the neighbourhood park site be secured as outlined in Section 11.2.1.

6.1.2 Wildlife Habitat Patch

In accordance with the Township's Wildlife Habitat Conservation Strategy, an approximate 3,100 m² Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the intersection of 74B Avenue and 208 Street. 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 within the plan area and extending throughout Willoughby. Policies specific to the Wildlife Habitat Patch are as follows:

- Relocate and reconstruct roadside watercourses.
- Protect vegetated areas from intrusion as needed.
- Provide a Creek Greenway along the northern boundary with individual access for all adjacent units onto the pathway.
- Provide interpretive signage as warranted.
- Provide additional amenities where warranted, while keeping the overall protection of the area the priority.
- Construction costs for the Creek Greenway within the Wildlife Habitat Patch to be funded through the Smith Amenity Zoning Policy.

Five habitat types were chosen as the most capable of supporting wildlife in an urban setting. They are listed in order of priority:

1. coniferous
2. wetland
3. mixed
4. broadleaf
5. shrubs

6.1.3 Pocket Parks

Pocket Parks are approximately one acre in size and provide a grassed, landscaped area for children, youth and families. Pocket Parks are intended to be small but inviting areas of public space incorporated into urban areas. In Smith there will be one standard Pocket Park and one Art Park (see Figure 6.1). These parks help to serve the needs of the local population by providing a space for people to eat their lunches, for children to play, and for friends to meet and gather. Pocket parks can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Parks are as follows:

- Within the Smith neighbourhood a minimum of two pocket parks shall be developed and located in the general areas indicated on the Land Use Plan.
- One of the Pocket Parks is to be located at the intersection of 206A Street and 73A Avenue (the Art Park see below) and the other at the intersection of 209A Street and 73A Avenue, as shown in the Smith Land Use Plan – Map 1.
- Angle parking to be provided along the park road frontage.
- Pocket Parks shall be funded through the Smith Amenity Zoning Policy.

Art Park (206A Street and 73A Avenue) “In the heART of the Neighbourhood”

The Art Park was conceived early in the plan process. It is one of the key elements in this plan that help create a unique identity to the neighbourhood. In addition to serving as a passive recreational space and being a showcase for art, the park will serve as the northerly anchor to the Blue Link/Art Walk. Policies specific to the Art Park are as follows:

- The design of the Art Park consider elements shown in Figures 6.1. and 6.7.
- Angle parking to be provided along the park road frontage.
- Pocket Parks shall be funded through the Smith Amenity Zoning Policy.

Public Art concept for the Art Park and Blue Link/Art Walk

Within Smith there are locations where public art features shall be located (see Map 1). All of these sites are identified as future public art locations adjacent to higher density, mixed use developments. Policies specific to public art are as follows:

- The Public Art symbol nodes shown on Map 1 does not limit the number of installations in that area.
- Art nodes may be linked by a linear art feature(s).
- Public art shall be funded in whole or in part through the Smith Amenity Zoning Policy.
- All public art shall be owned, managed, maintained and insured by the Township in accordance with Township Policy.
- The Township of Langley will ensure that an appropriate collection management system is in place and that documentation standards and inventory practices are implemented and ongoing.
- Incorporation of additional on-site public art in the design of buildings or landscape is encouraged. Public art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.

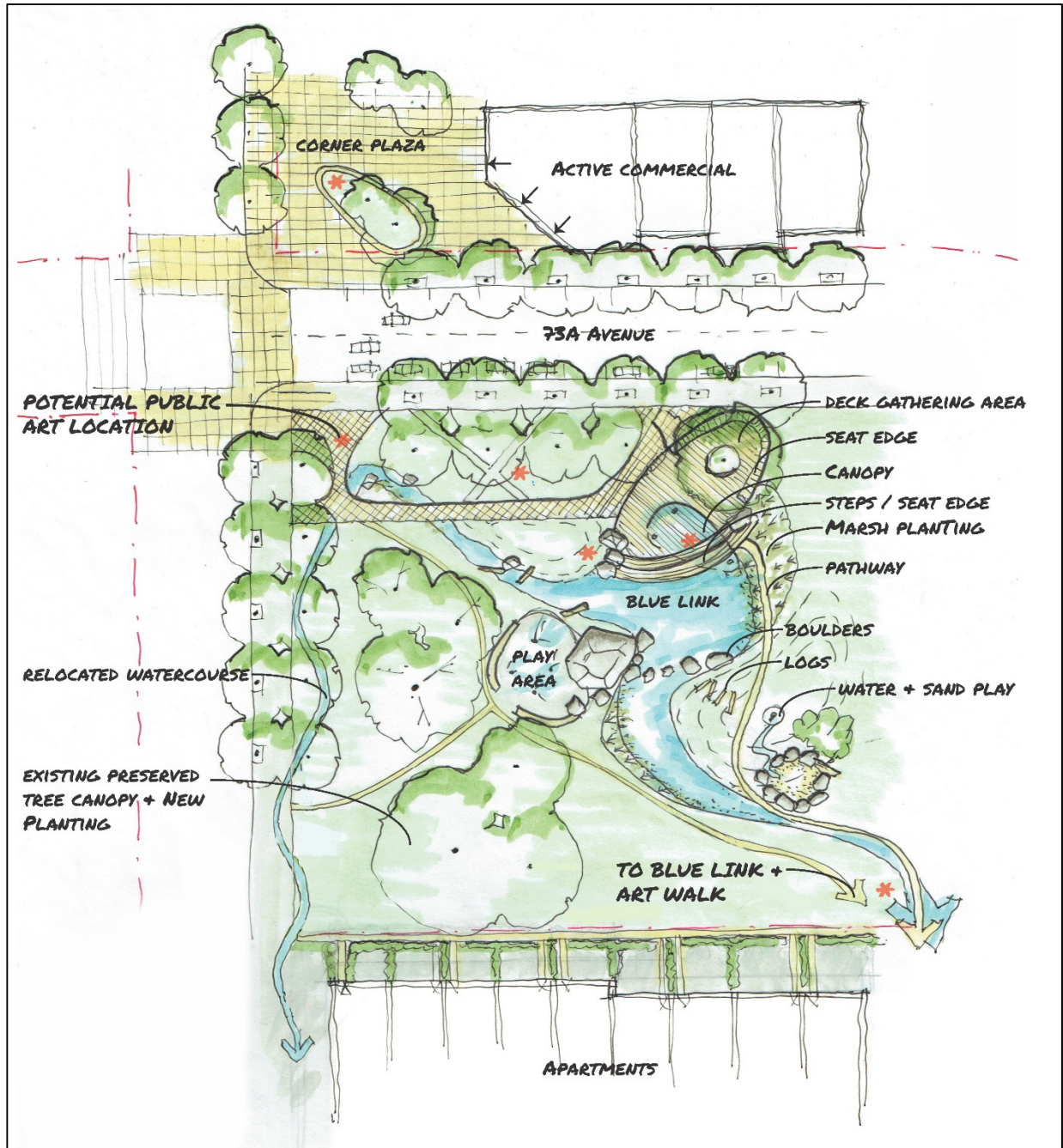


Figure 6.1 | Conceptual Art Park "In the **heART** of the Neighbourhood"

6.1.4 Smith View Park

The Smith Veiw Park was originally conceived as part of the Willoughby Community Plan. The Park takes advantage of the highest point of the Willoughby slope for public use. With Metro Vancouver's plans to expand the water reservoir an opportunity arose to combine and plan for a high quality View Park on top of the reservoir.

The reservoir is intended to be constructed in a couple of phases with each phase increasing public access and park programing for the rooftop. Phase One is seen in Figure 6.3. The policies specific to the Smith Veiw Park are as follows:

- Park design shall be similar to Figure 6.3 with its combination of passive and active recreational opportunities. The programming as shown is conceptual and open to variation.
- A Smith View Park financial assist is provided through the Smith Amenity Zoning Policy.



Figure 6.2 | View South from Smith View Park



Artificial turf lounge



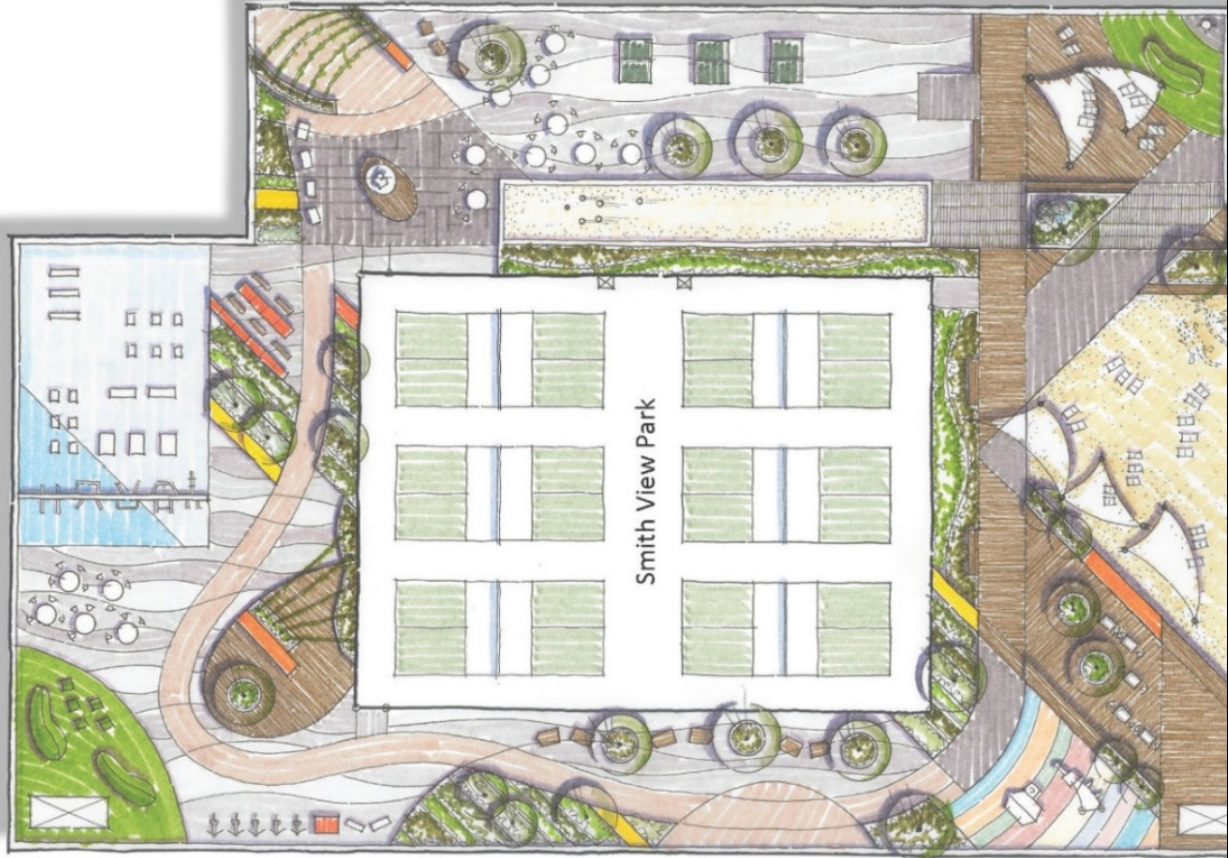
Coloured benches



Different types seating
- opportunities to add colour



Game tables



Fitness court



Pickleball courts



Green roof gardens



Roof decks

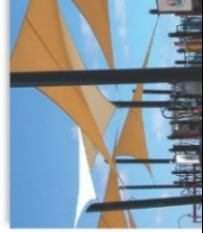


Figure 6.3 | Conceptual Smith View Park

6.2 GREENWAYS/TRAILS

The greenway and trail network in Smith is an important component of the mobility network for both pedestrians and cyclists. Along with the sidewalk and cycle lane network described in Section 8, street greenways, ecological greenways, creek greenways (trails), enhanced sidewalks, and recreational greenways provide continuous pedestrian connections between destinations within and beyond the plan area. 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 are illustrated on Map 1.

6.2.1 Ecological Greenway

The Ecological Greenway protects wildlife habitat, facilitates movement of wildlife between habitat areas and serves as an upland corridor connecting watercourses across the Willoughby slope. Policies for the Ecological Greenway are as follows:

- The Ecological Greenway shall be an average of 30 metres wide. In this plan, 20 metres is provided along the existing 210 Street road dedication. The additional 10 metres is expected to be provided along the adjacent lands as they are developed. When fully developed the greenway may be divided evenly between two properties or varied with wider and narrower sections provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized); in all cases continuous connectivity for ecological and recreational purposes shall be provided as development proceeds.
- The Ecological Greenway shall be contiguous.
- The Ecological Greenway shall not be located adjacent to a road when parallel to a road.
- Any change from the alignment shown on Map 1 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat. Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (coniferous, wetland, mixed forest, broadleaf and shrubs).
- A wildlife tunnel must be provided where an Ecological Greenway crosses an arterial or collector road.
- The Ecological Greenway shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.
- The portion of the Ecological Greenway located within the plan boundary shall be funded through the Smith Amenity Zoning Policy.

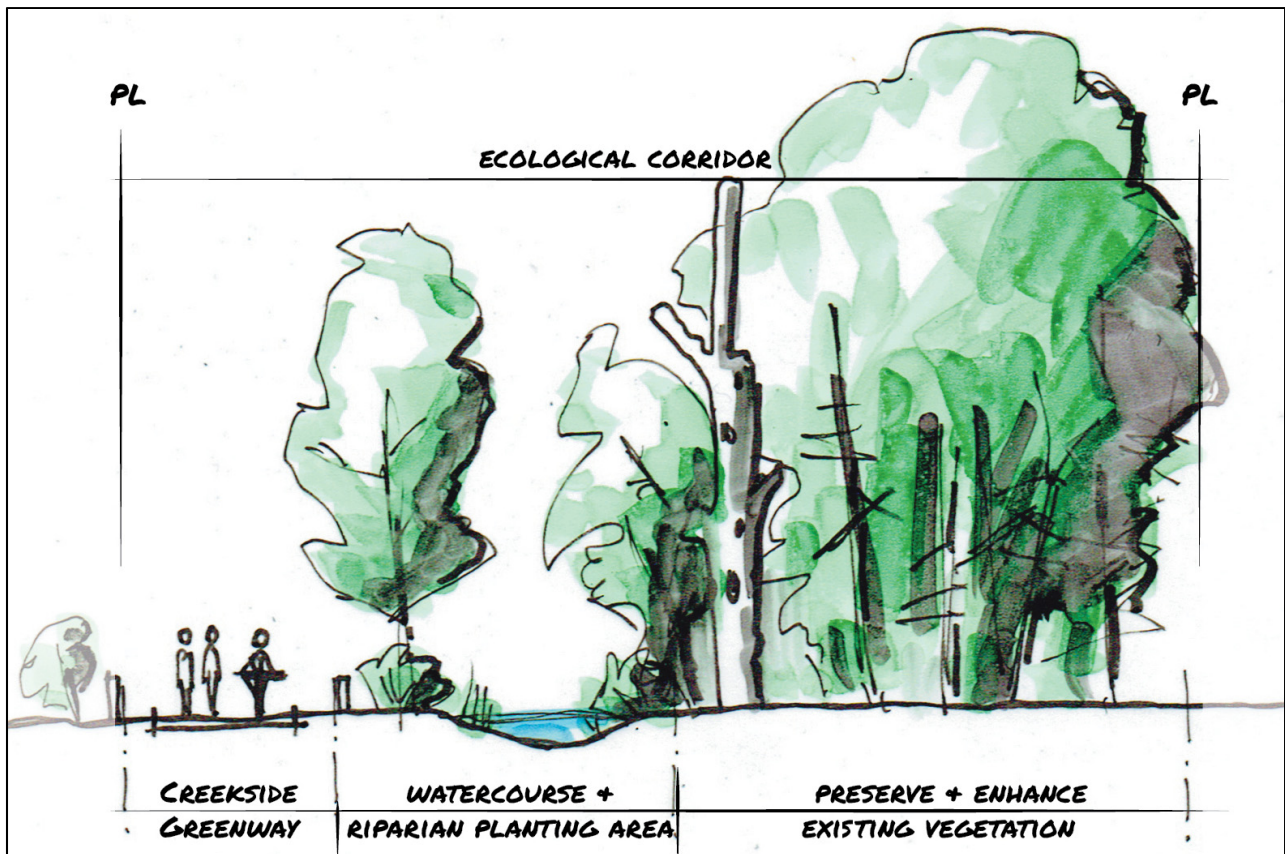


Figure 6.4 | Typical Ecological Greenway Section

6.2.2 Creek Greenways

Creek Greenways are off-road trails that run adjacent to watercourses. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies for Creek Greenways are as follows:

- Creek Greenways shall be provided in the locations identified on Map 1.
- Creek Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.
- Creek Greenways are to be generally located within the outer portion of the streamside protection areas provided that they do not negatively impact the habitat value or biological integrity of the streamside protection area.
- A portion of Creek Greenways shall be funded through the Smith Amenity Zoning Policy.

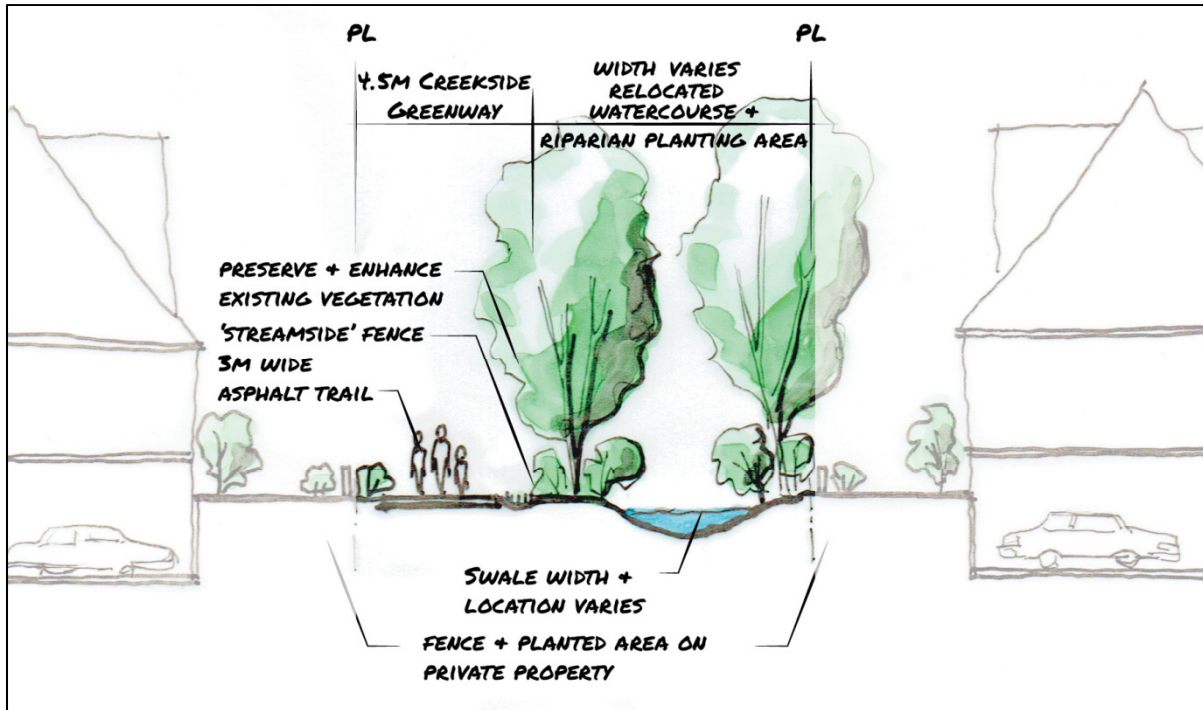


Figure 6.5 | Typical Creek Greenway Section

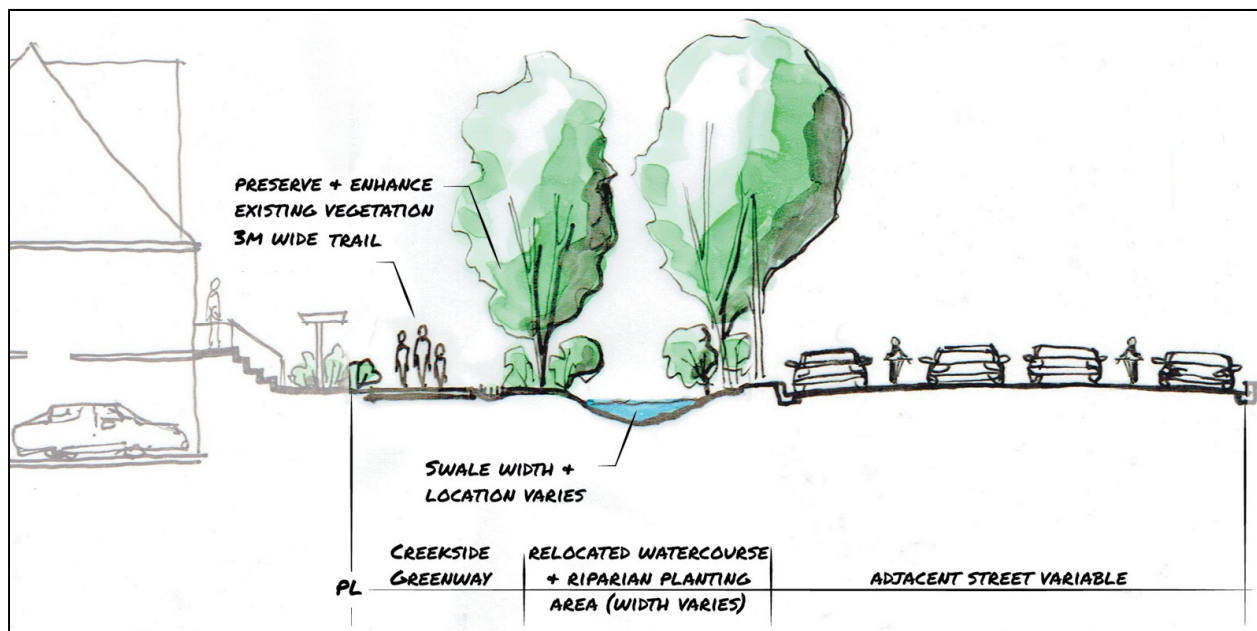


Figure 6.6 | Typical Roadside Creek Greenway (Creek with Enhanced Sidewalk) Section

6.2.3 Blue Link/Art Walk

The Blue Link/Art Walk is intended to serve multiple functions as a dedication for the purposes of the preservation of our watercourses, active and passive recreation and celebration of our humanity through public art. Direct access to paths, gathering places and artistic representations of the function of the Blue Link/Art Walk are to be included in the designs. The linkage to water is important for this feature and should be considered as a design element to draw from, but not be limited by it. In support of this vision the Blue Link/Art Walk combines stormwater detention and conveyance with design elements that not only help natural habitat, but also provide aesthetic expressions through colour, movement and sound that help connect people with water.

The Blue Link/Art Walk concept was originally created with the cooperation of the Department of Fisheries and Oceans during the Northeast Gordon Estate Neighbourhood Plan process as a design solution to provide replacement habitat and stormwater retention and conveyance for the existing green and yellow coded streams in the area. For the Smith neighbourhood the associated watercourses are a dedication of existing yellow coded streams and combined public pathway within the required set back. The Smith Plan allows for the standard density calculation for below top-of-bank area as outlined in the Willoughby Community Plan. An emphasis on innovation will be required in creating design solutions combining hard and soft landscaping for completing the vision.

Costs associated with the elevated importance of this feature have been considered. In this light the Township has combined the dedications required for watercourses with the recreational elements. Reductions in watercourse requirements have been considered in exchange for the relocation and reconstruction of the watercourse and Blue Link/Art Walk. Additional design elements are compensated for by all development equally through the Smith Amenity Zoning Policy. Policies specific to the Blue Link/Art Walk are as follows:

- Each associated development shall provide a dedication.
- Individual and/or shared direct access onto the Blue Link/Art Walk from adjoining uses is required.
- Design of the Blue Link/Art Walk is provided in Figure 6.7 through 6.14, inclusive.
- Engineering construction details are provided in the Smith Engineering Services Plan.
- Limited pedestrian crossings will be required.
- Landscape and stormwater maintenance of the Blue Link/Art Walk is the responsibility of the Township. As the Blue Link/Art Walk is developed, there will be incremental increases in the maintenance costs.
- The land required for the Blue Link/Art Walk is provided through watercourse relocation and reconstruction with provision of design elements provided through the Smith Amenity Zoning Policy.

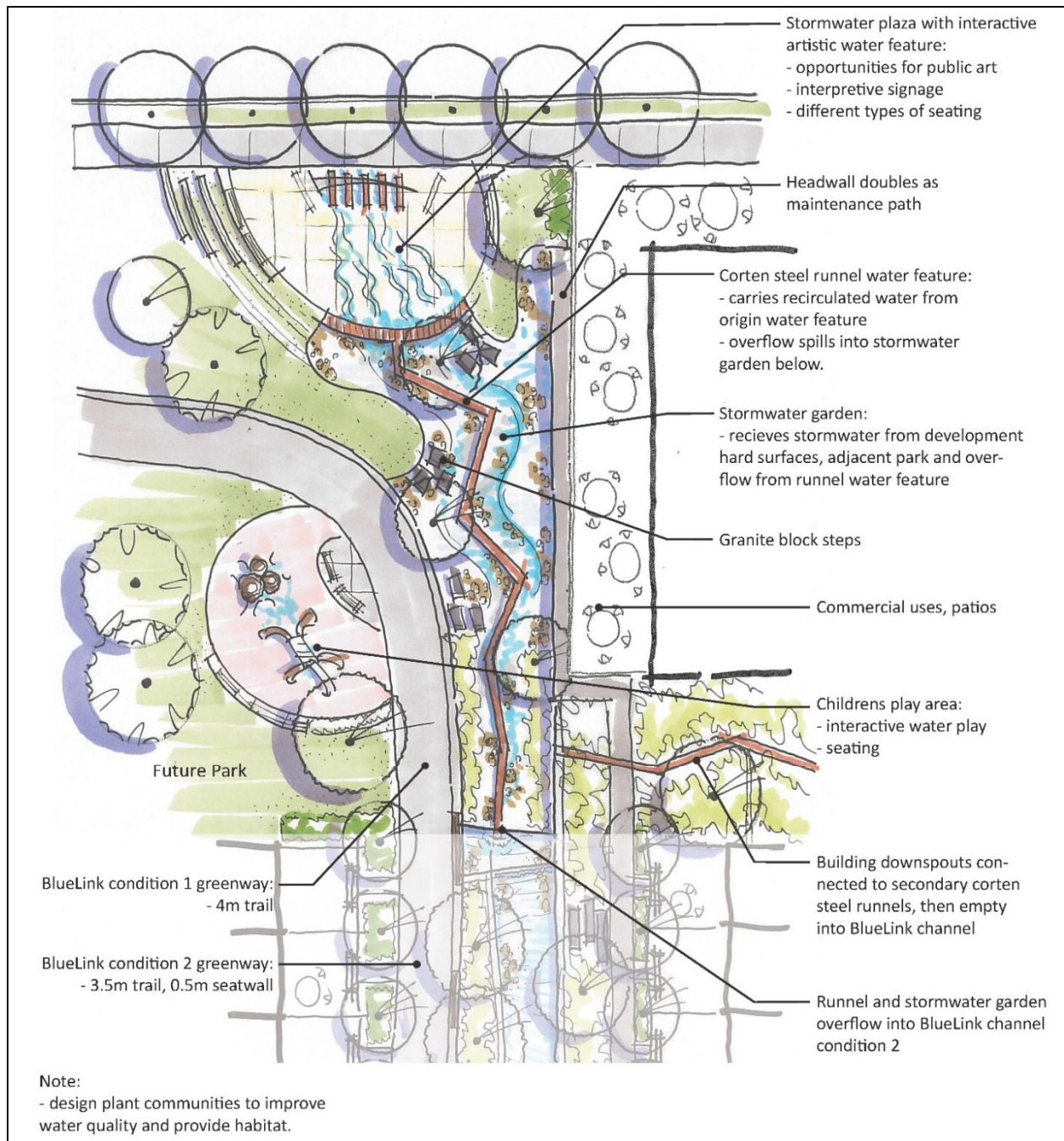


Figure 6.7 | Blue Link / Art Walk Hard and Soft Landscaped Section (Headwaters)

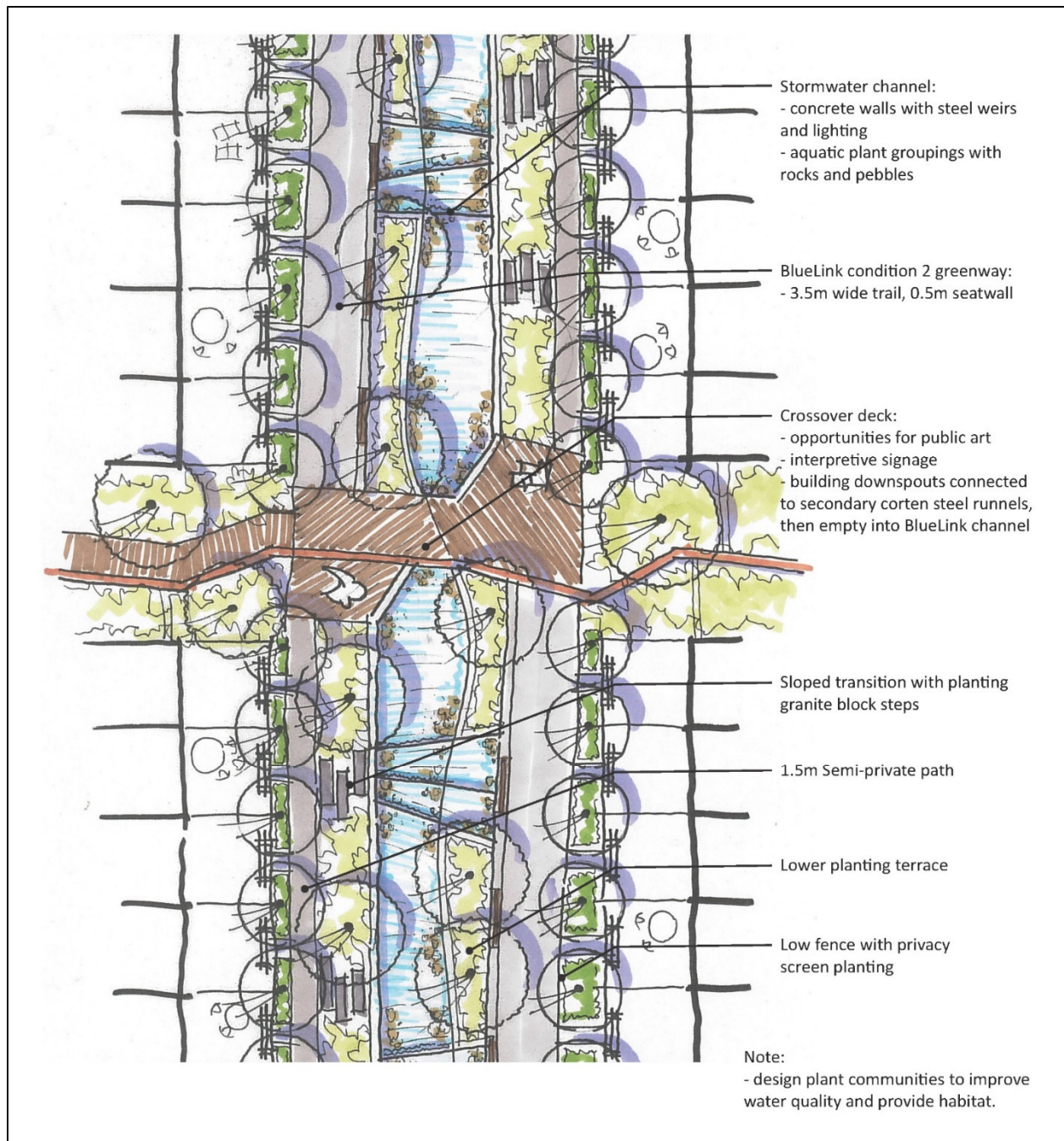


Figure 6.8 | Blue Link / Art Walk Hard Landscaped Section (Middle)

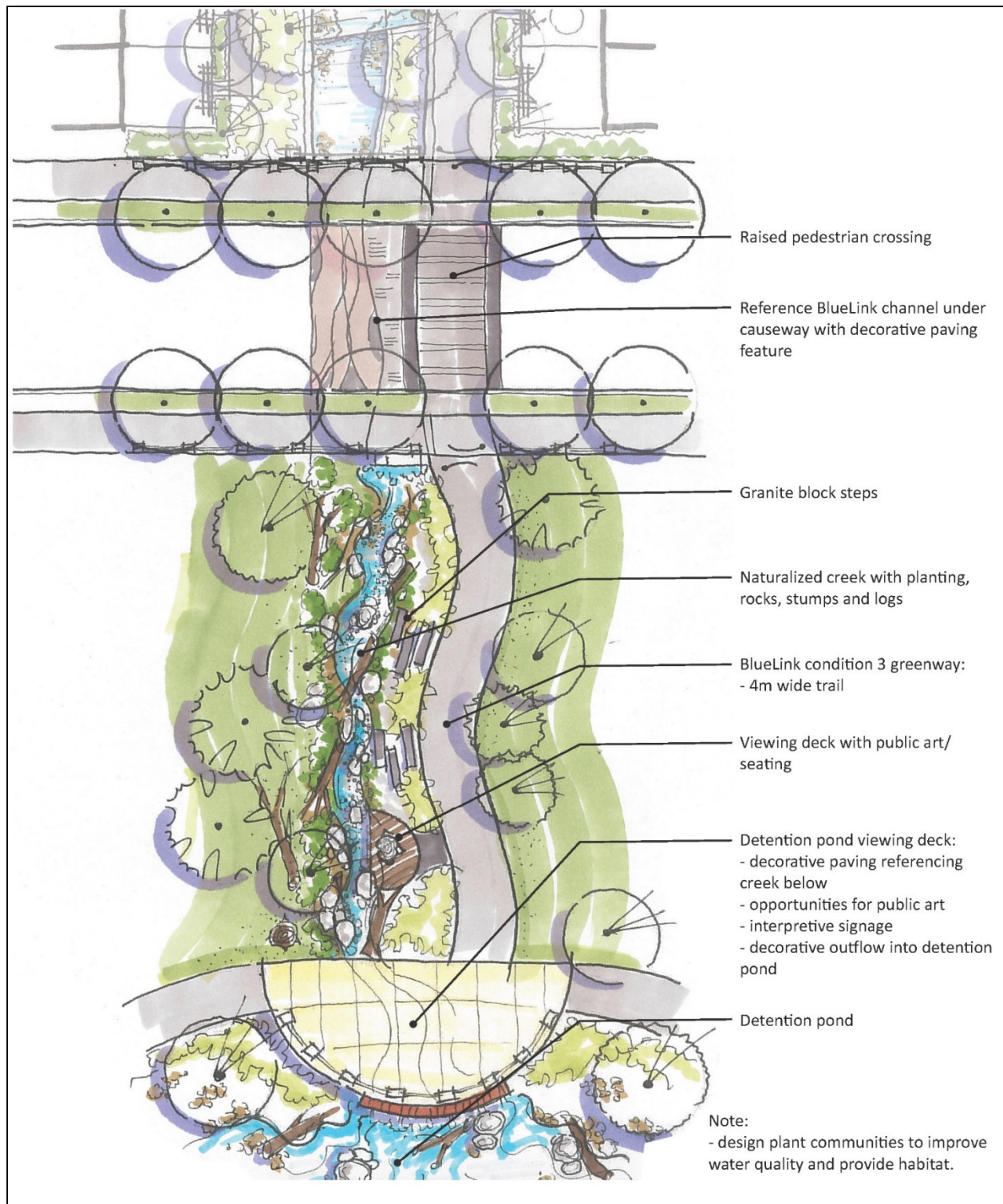


Figure 6.9 | Blue Link / Art Walk Soft Landscaped Section (Receiving Waters)

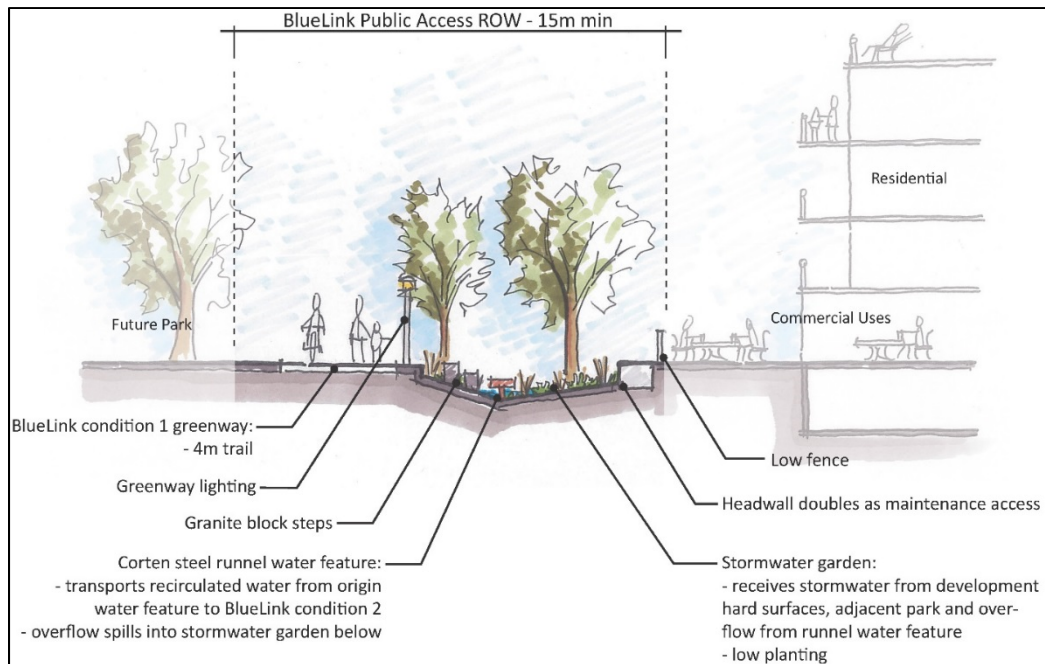


Figure 6.10 | Blue Link / Art Walk Hard and Soft Landscaped Cross-Section (Headwaters)

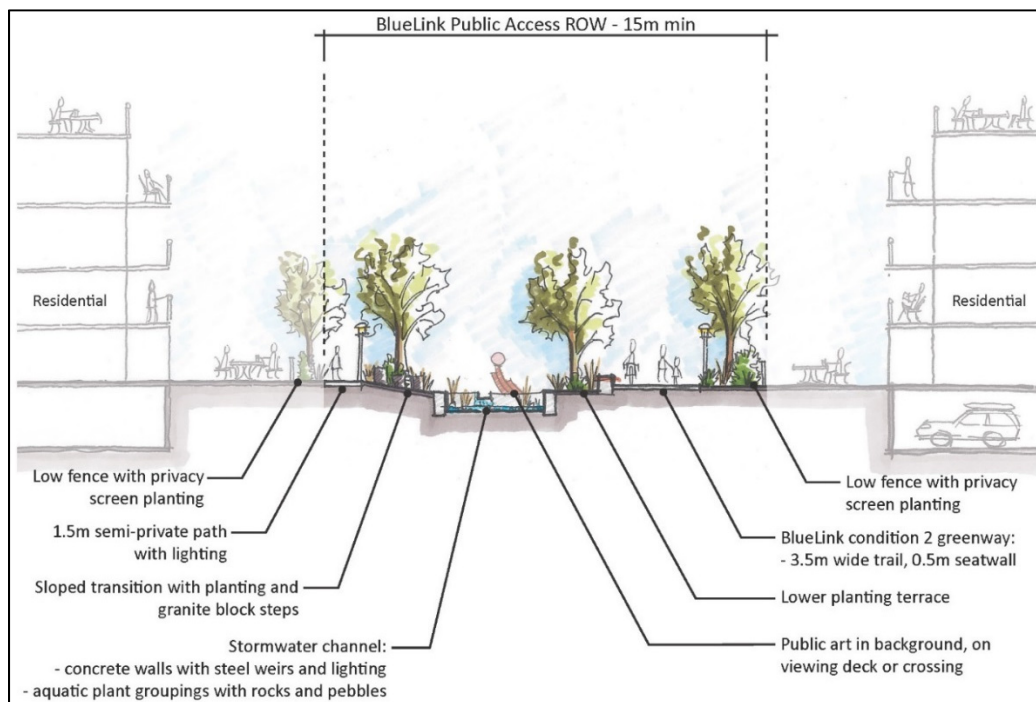


Figure 6.11 | Blue Link / Art Walk Hard Landscaped Cross-Section (Middle)

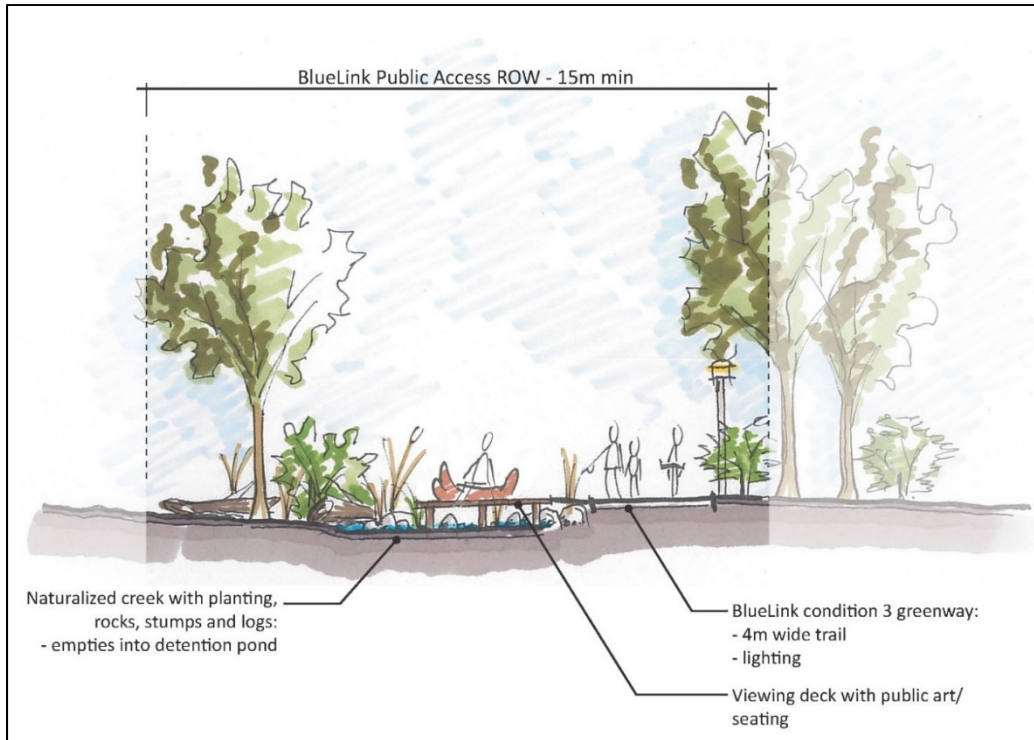


Figure 6.12 | Blue Link / Art Walk Soft Landscaped Cross-Section (Receiving Waters)



BlueLink condition 1 soft/hard



BlueLink condition 1 soft/hard



BlueLink condition 2 hard/hard



BlueLink condition 2 hard/hard



BlueLink condition 3 soft/soft



BlueLink condition 3 soft/soft

Figure 6.13 | Blue Link / Art Walk Precedent Images



Figure 6.14 | Blue Link / Art Walk Public Art Precedent Images

6.2.4 Street Greenways

Street Greenways are wide landscaped boulevards along 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 and important neighbourhood amenities and services. Policies for Street Greenways are as follows:

- Contiguous Street Greenways shall be provided in the locations identified on Map 1.
- Street Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.15.
- Driveway crossings of greenways are discouraged; however, where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
- Safe street crossings shall be provided for pedestrians and cyclists at key intersections.
- Street Greenways shall be funded through the Smith Amenity Zoning Policy.

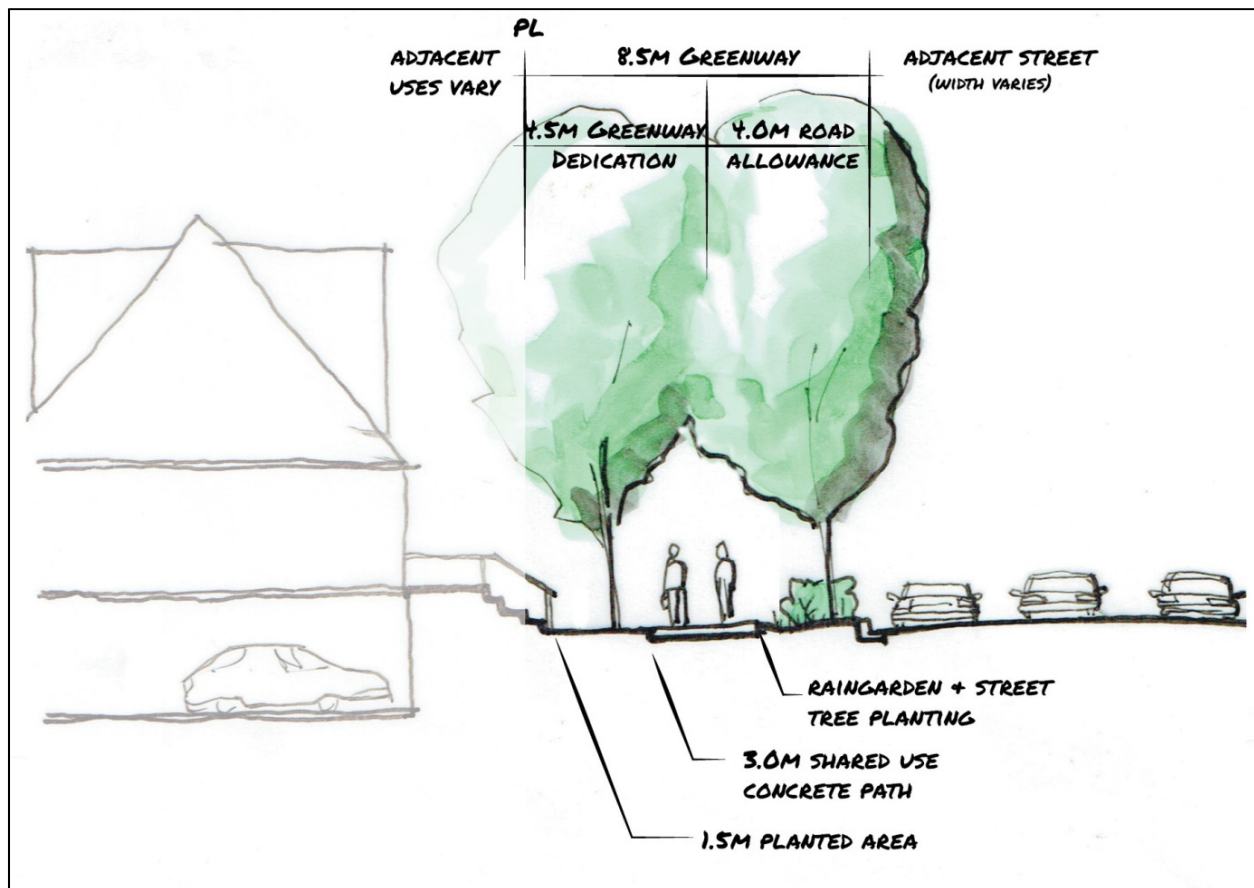


Figure 6.15 | Typical Street Greenway Section

6.2.5 Street Greenway with Wall

This Street Greenway option provides additional buffering along its length to protect adjacent properties from the increased traffic noise and reduces the towering visual impact of buildings on slopes. Treatment of adjoining properties shall be consistent. Policies specific to a Street Greenway with Wall are as follows:

- Section 6.2.4 policies apply.
- Street Greenways with Walls shall be constructed in accordance with Figure 6.16.
- Street Greenways with Walls may be located where warranted, but are specifically intended to be an extension of the 212 Street Greenway located in the Yorkson Neighbourhood Plan and may only be considered through staff approval.
- Funding for the greenway to be provided through the Smith Amenity Zoning Policy.

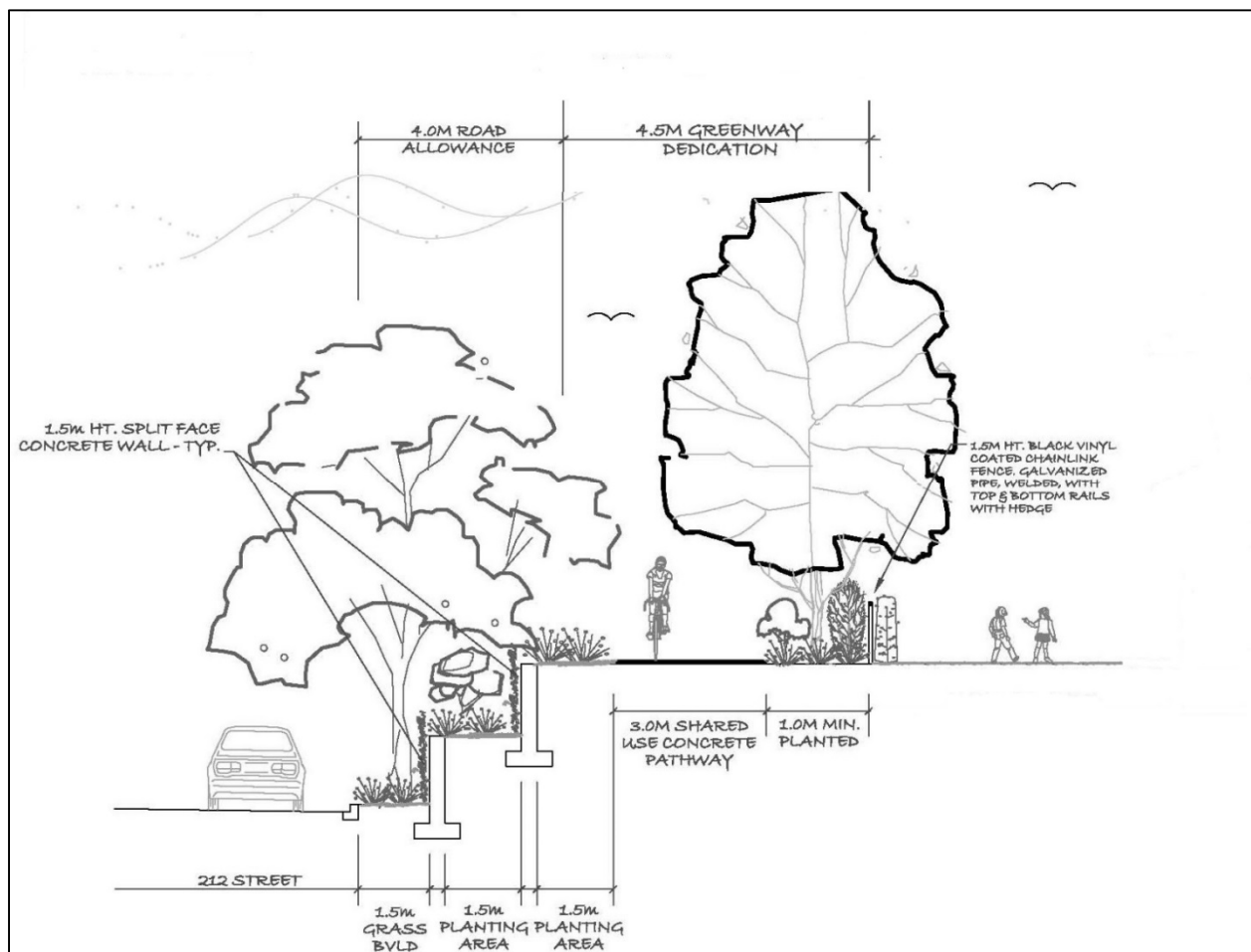


Figure 6.16 | Street Greenway with Wall

6.2.6 Enhanced Sidewalks

Enhanced sidewalks are suitable in situations 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 multi-use pathway. Policies for Enhanced Sidewalks are as follows:

- Enhanced Sidewalks shall be provided in the locations identified on Map 1.
- Enhanced Sidewalks shall be constructed in accordance with the standards provided in Table 6.1 and Figure 6.7.
- Enhanced Sidewalks are to be funded through the Smith Amenity Zoning Policy.

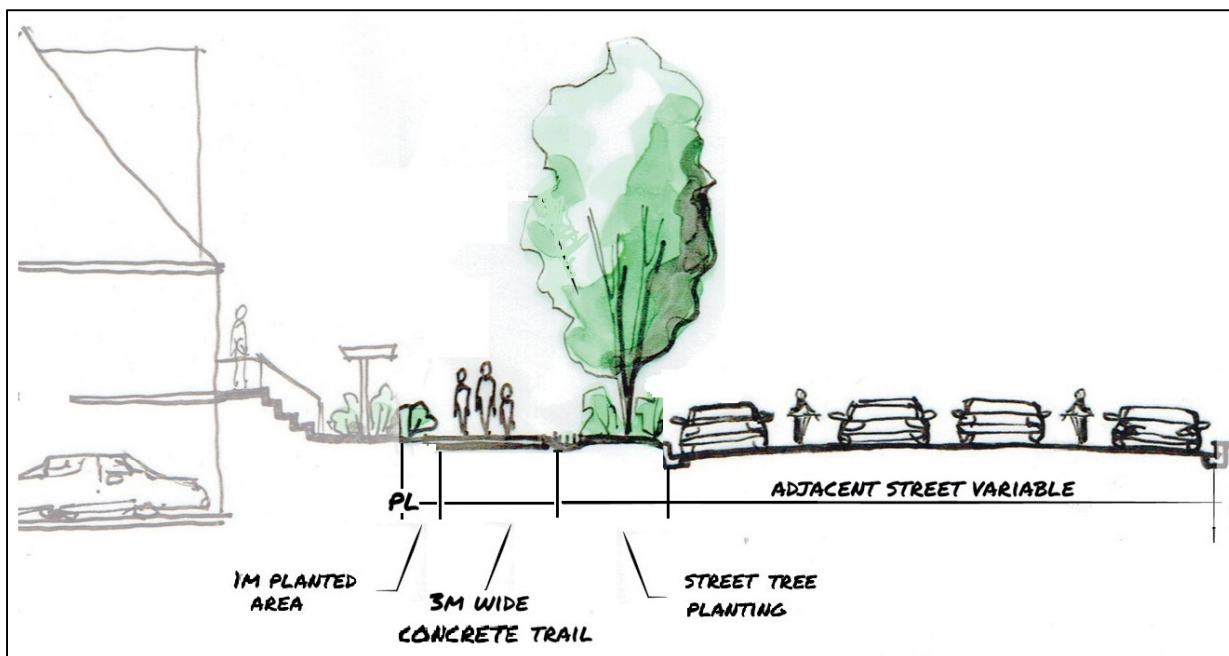


Figure 6.17 | Enhanced Sidewalk

6.2.7 Pedestrian Links

Pedestrian Links are to be provided to connect indirectly through developments to and from parks and trails within and outside the plan area. The linework shown on the land use plan is not intended to be interpreted literally. Internal connectivity in the area is to be found through a combination of laneways, sidewalks and other methods. Policies specific to Pedestrian Links are as follows:

- Entrances to Pedestrian Links should be flared to landscape elements.
- Pedestrian Links are not funded through the Smith Amenity Zoning Policy.
- Pedestrian Links are a minimum 3 metre wide concrete shared use trail or better.

6.2.8 Greenway and Trail Standards

Table 6.1 provides a summary of the Greenways, Blue Link/Art Walk and Enhanced Sidewalk Standards.

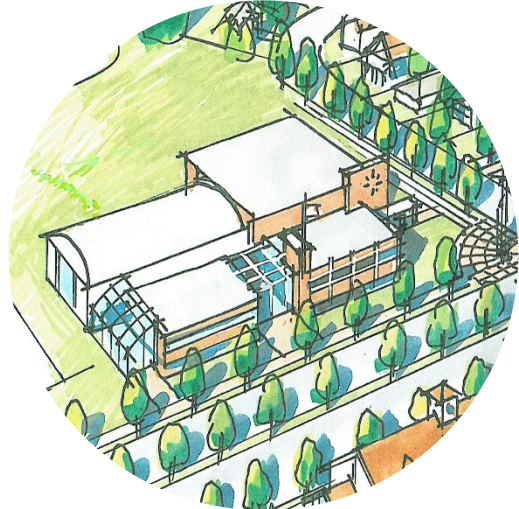
Table 6.1 | Greenway Standards

Greenway:	Standard:
Ecological	➤ 30.0m wide (20m within Smith within the 210 Street dedication) ➤ 3.0m wide shared use trail close to one side
Creek	➤ Width depends on watercourse protection requirement ➤ 4.5m wide ➤ 3.0m wide shared use trail
Blue Link/Art Walk	➤ 10m minimum width ➤ 15m minimum average width ➤ 3m wide shared use trail (minimum – see detailed drawings)
Street	➤ 4.5m wide ➤ 3.0m wide shared use trail
Street (with wall)	➤ 4.5m wide ➤ 3.0m wide shared use trail ➤ Split face concrete wall
Enhanced Sidewalks	➤ Within road dedication ➤ 2.0m wide buffer between curb and sidewalk ➤ 3.0m wide concrete sidewalk ➤ 1.0m wide buffer between the property line and the sidewalk

6.3 SCHOOLS

At present there are no elementary schools in the neighbourhood. At full build-out it is estimated that the Smith neighbourhood will contribute approximately 300-400 elementary school students (kindergarten to grade 5), 100-200 middle school students (grades 6-8) and 150-250 senior high school students (grades 9-12). In addition, future schools in the area will also accommodate students from adjacent neighbourhoods, including, but not limited to Latimer, Yorkson and Central and Northeast Gordon Estates neighbourhoods. To

accommodate this growth in the number of students in the neighbourhood it is anticipated that lands for new school sites will be required. School District 35 will acquire these new school sites, with construction of school(s) on acquired land when population growth warrants the establishment of new schools. 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 this plan. The School District has developed a Long Term Facilities Plan which has as one of its core principles the 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 through the submission of a five-year capital plan and Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

7.0 NEIGHBOURHOOD CHARACTER

7.1 NEIGHBOURHOOD IDENTITY

The Smith neighbourhood is envisioned to be a highly urbanized, compact community characterized by a vibrant and varied public realm. Within the streetscape, a variety of amenity features will help to animate public spaces, encourage pedestrian activity, and encourage community interaction. The neighbourhood is expected to include an elementary and high school, commercial node and park space. Access to all of these should be possible via sidewalks or greenways with appropriate crosswalks provided at controlled intersections.

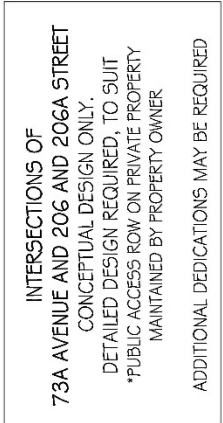
7.1.1 Walkable Centres

The pedestrian connectivity and walkability is important to a neighbourhood in creating desirable places to go to enhance social interaction and physical activity. The Neighbourhood Centre will incorporate unique high street designs helping create a walkable centre. This high street environment is intended to function as a walkable centre within the Smith neighbourhood, with a pedestrian-oriented environment that includes high quality landscaping, unique paving treatments, and generous provision of street furniture. Additionally, on-street parking will be available on Collector streets, and traffic circles will be located at the intersection of collector streets. Within the Smith neighbourhood, there is one location where unique intersection amenity features are to be developed. This location includes:

- The axis along 73A Avenue west of 208 Street in combination with the Blue Link/Art Walk.

Overall, these features are intended to act as gateways and landmarks for the neighbourhood, become focal points and places for people to meet and socialize, and provide additional public realm space within the neighbourhood. Policies specific to walkable centres are as follows:

- Amenity features are to be fully funded on a per acre basis through the Smith Amenity Zoning Policy.
- Amenity features are to be designed and constructed in substantial accordance with Sections 6.1.3 and 6.2.3.



7.1.2 Lighting

Off-Site Lighting:

In the Smith Walkable Centre, ornamental street light fixture design shall be provided based on the diagram below. All lighting shall conform to the Township of Langley’s Subdivision and Development Servicing Bylaw as amended from time to time.

Township’s Sample Design (Street Lights)	
	
Standard elements to contain: • Higher level of detail: light mount and pole • Street lamp • Pedestrian lamp • Signage integration • Arms for banners or baskets	Standard elements to contain: • Less detail: light mount and pole • Street lamp • Arms for banners or baskets

On-Site Lighting:

Throughout the Smith Neighbourhood Plan area, policies related to on-site lighting are as follows:

- All on-site lighting shall conform to the Township's Exterior Lighting Impact Policy as amended from time to time.
- The design of parking areas, streets, and trails shall be guided by CPTED principles through the use of adequate lighting, resident overview, and other safety measures.
- All on-site lighting shall be consistent with the Township of Langley Subdivision and Development Servicing Bylaw as amended from time to time.
- Pedestrian scale lighting shall be provided along all streets, street greenways, and trails within greenways.
- Developments are encouraged to have lighting fixtures complementary to the off-site lighting designs.

7.1.3 Public Art

Art in public spaces enriches the everyday experience and is free to observe; there are no class or social barriers. Public Art in Smith will help create an environment that reflects pride. Works of art become familiar features generating a sense of ownership and sense of place helping cultivate community identity. Innovative, creative and animated public spaces enhance community capacity building, social interaction and quality of life. Art in the public arena may take many forms, including paintings, prints, murals, photography, sculpture, earthworks, details in streetscapes, performance, installation, sound works, text, audio and multimedia. They may be permanent, temporary or ephemeral. Public art projects can be works that are functional, decorative, iconic, integrated, site specific, interpretive, and commemorative.

7.1.4 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.

Policies include:

- Provide pedestrian access around all or part of the rim of stormwater facilities.
- Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access for all areas of the facilities.
- The detention pond at or near the corner of 208 Street and 72 Avenue is expected to include a platform that extends out over the pond (see Blue Link/Art Walk Concept) in addition to stepped slope seating
- Exposed walls and slopes visible by the public shall have aesthetics considered as part of the design. This shall include hard and soft landscape design solutions where appropriate.
- All fencing shall be aesthetically pleasing with aesthetic acoustic barriers considered where traffic noise or adjoining uses (i.e. gas stations, car washes etc.) negatively impacts the enjoyment of the amenity space and views to and from the facility.

7.1.5 Heritage Amenity Structures

Heritage amenity structures are intended to provide residents with an opportunity to reflect on the Township's rural past. The design concept, illustrated in Figure 7.3, is based on the Tara Farms barn and is reminiscent of the farming history of the area, which continues nearby. There are various opportunities to provide these structures in Smith's open spaces, including parks and greenways.

Design specifications for heritage amenity structure are as follows:

- Structural support material and design are standard.
- Multiple segments may be combined to create a longer structure.
- Steel cables for structural support are to represent barn siding.
- Weather protection is intended to be minimal to discourage loitering.
- Plantings are to be provided to either side for shade and aesthetic effect.
- Greenways or trails may pass through the structure.
- Additional required design elements (wire, cedar shakes, timbers, safety glass, colour, distressed treatments, etc.) are chosen by the developer, but require approval by the Township.
- Additional optional design elements may be required. Examples include:
 - Box light fixture to represent upper window of a barn.
 - Signage to indicate open space name.
 - Opening on the side to include a bench(es).
 - Flowering vines on structure.

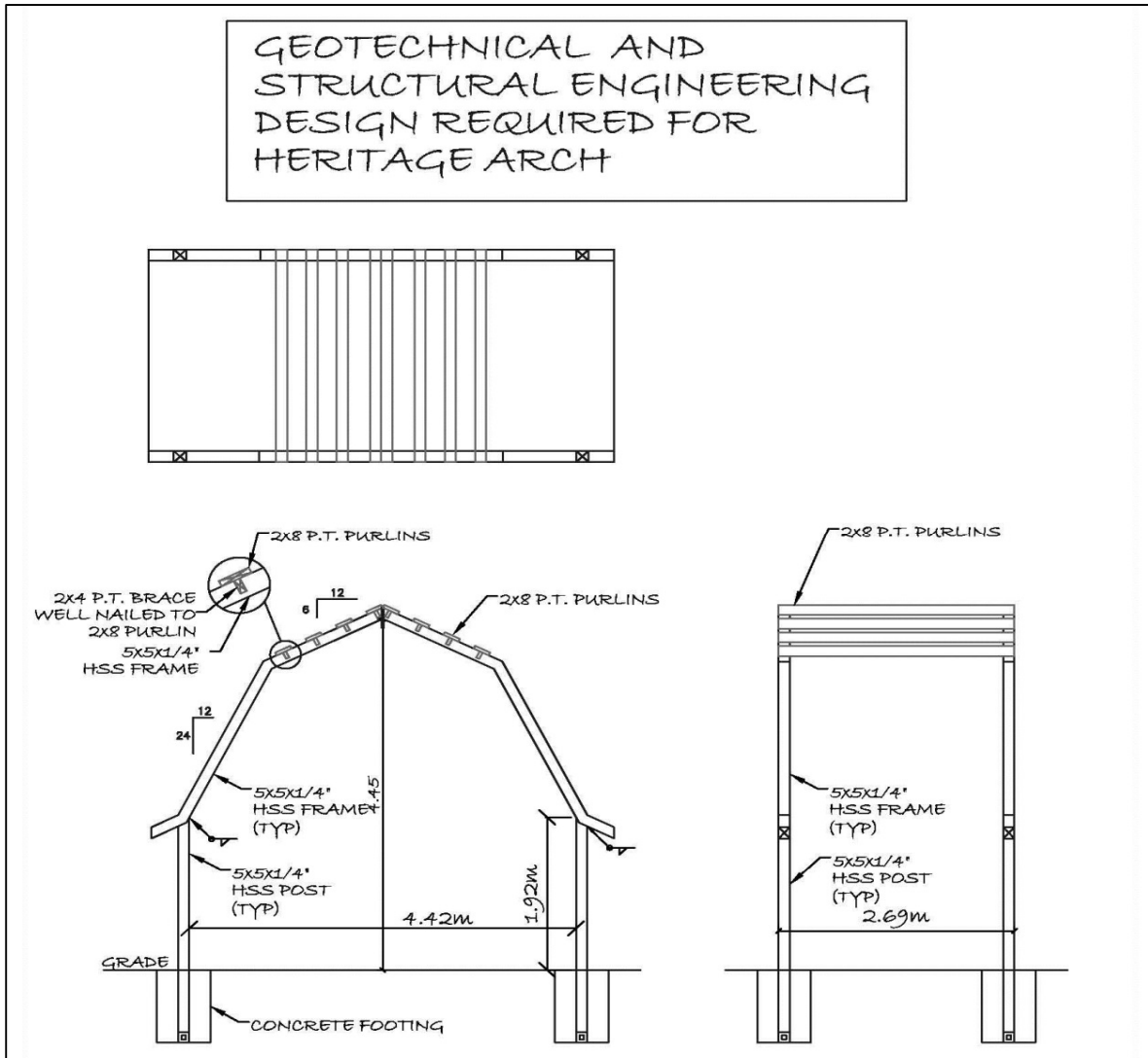


Figure 7.3 | Heritage Amenity Structure Concept

7.1.6 Local Road Gateways

Additional landscaping and signage shall be incorporated into road designs to help create an identifiable place and provide a significant entryway. Generally, local road gateway features should be provided where local roads meet collector roads or where collector roads meet arterial roads. Landscape designs for the gateways shall be consistent with Figure 7.4

- Potential locations include, but are not limited to 205 Street and 72 Avenue, 204 Street and 72B Avenue, 206 Street and 72 Avenue.

CONCEPTUAL LOCAL GATE WAY DESIGN SITE SPECIFIC ROAD DESIGN REQUIRED

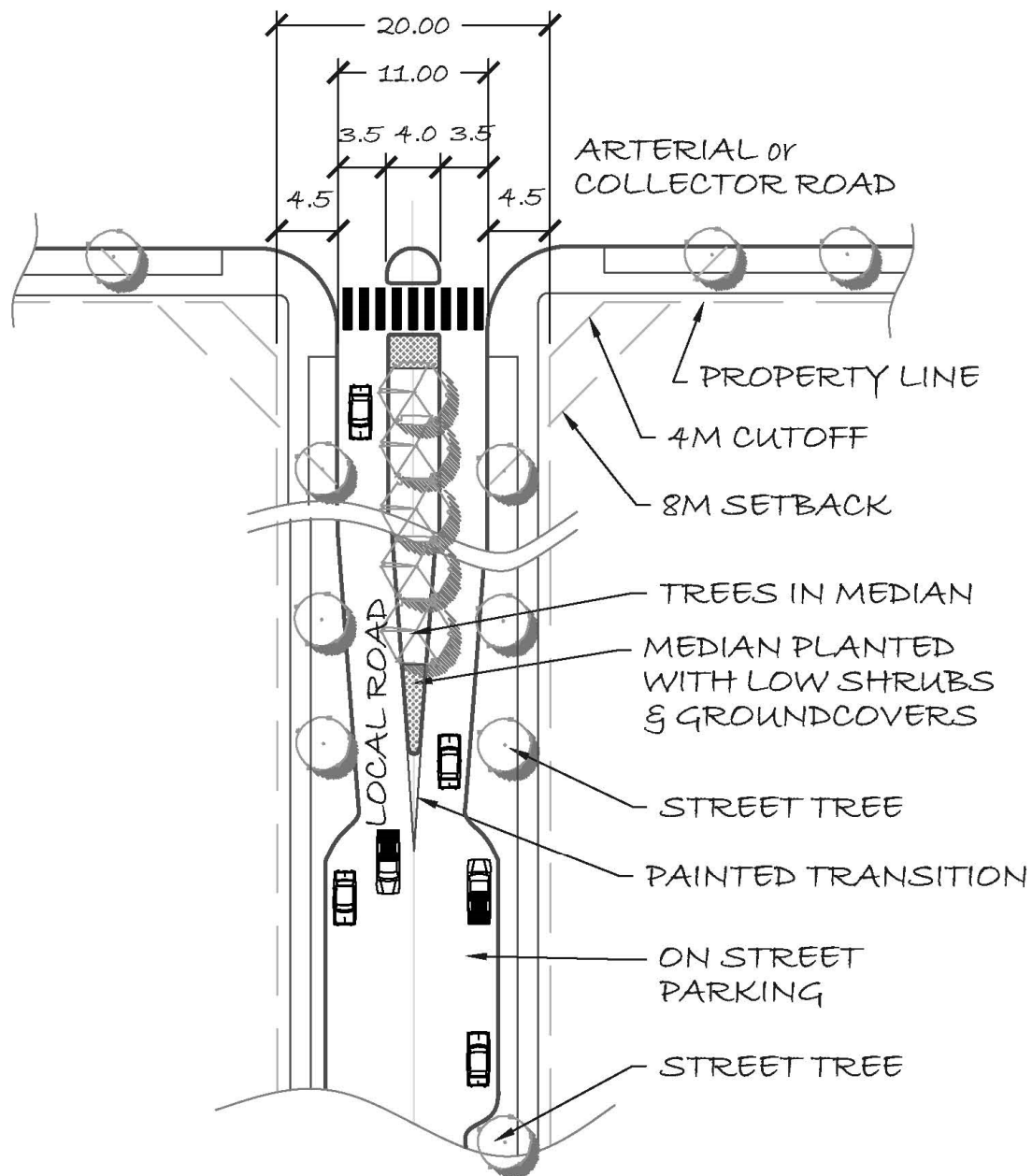


Figure 7.4 | Local Road Gateway

7.1.7 Utility Boxes

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, all utilities and similar infrastructure at and near commercial areas must be placed underground. If undergrounding is not possible, the utility boxes shall be wrapped with the appropriate material 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.

Implementation and all costs associated will be the responsibility of the developer.



7.2 HERITAGE VALUES

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 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 Smith 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, including permissive tax exemptions and extending property tax incentives.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, some lithic materials have been found within the Yorkson Creek area in the past, and 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 owners are required to conform to provincial requirements with respect to both known and unknown sites.

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 a number of residences within the plan boundaries. Few of these sites were subsequently added to the Township's Heritage Inventory, and only one, the Bullock/Blaine Residence at 7447 - 208 Street, was subsequently recommended for addition in 2006 based on its historic character.

Natural and Cultural Landscapes

The Willoughby escarpment is a prominent geographical feature of the neighbourhood located on the northeastern corner of the Smith neighbourhood. This natural feature includes large areas of second growth trees that form a natural division between the Milner Valley and upland areas, and provides for scenic views out to the location of the historic 1830s Hudson Bay Company Farm in Milner.

Recommendations that apply to this plan area include the following:

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

The Willoughby escarpment on the northeastern corner of the Smith neighbourhood includes large areas of second growth trees that afford historic views up and down the valley from the Milner area, and provides a natural division between the valley and upland vegetation. The flat lands surrounding Milner are the location of the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration and tradition of agricultural use since the early 1800s.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through tree protection and replacement strategies. Implementation of these strategies shall be emphasized for the larger forested areas and along the Agricultural Land Reserve boundary. It should be recognized that the urbanization process will occur over a number of years, and the escarpment's image and character will evolve and regenerate as new trees grow and mature with the neighbourhood.

When locating and designing new developments, buildings, roads, parks, or trails, within sightlines from the Milner area, consideration should be given to the various view levels, with the objective of enhancing and preserving views. Additional considerations may include the use of compatible exterior materials and colours that blend with the natural, treed environment.

7.2.2 Preserve Sites Deemed to be of Historic Value through Conservation Options Available under the Local Government Act

Variations in density, use, siting and other regulations will be considered for buildings that are planned for retention and incorporated into new developments based on their historic merit, through heritage revitalization agreements or other tools provided in the Local Government Act.

7.2.3 Documentation of Buildings

Many of the modest houses that remain in the area will disappear within the context of much higher density development; however, some may be of interest to the history of Willoughby from an archival perspective. If a building has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study, photo documentation for archival purposes may be requested by Township staff prior to demolition. In the case of historic buildings documented for the Township's Inventory that are not planned for retention (see Built Heritage above), an As-found Report will be required to the satisfaction of the Township prior to removal.

7.2.4 Commemoration of Early Places through Historic Place Names

When appropriate, commemorating early places with historic place names shall be considered. This includes the use of interpretive projects that recognize or celebrate aspects of Willoughby's history.

7.3 VIEW CONSIDERATIONS

Within the Smith neighbourhood there are some areas with distant views, specifically those toward the Milner valley bottom and beyond. When designing and/or locating new subdivisions, roads, buildings, parks, or trails, consideration should be given to the various view levels, with the objective of enhancing and preserving views from the neighbourhood.

7.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The safety and security of residents is 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, transit users and cyclists. Traffic safety is addressed further in Section 8.

The way in which we design our communities and public spaces, allows for new development and encourages 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 - a design or location decision that takes into account the surrounding environment and minimizes the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

The Smith Neighbourhood Plan has been developed to align with the spirit of the CPTED principles. As development within Smith occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Key design strategies for safety and security are outlined below:

- 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.
- Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
- Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
- Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

8.0 MOBILITY

8.1 TRANSPORTATION NETWORK

As the Smith neighbourhood develops, better connectivity will be achieved as arterial and collector roads are built or improved. The completion of a modified grid network will facilitate travel within the neighbourhood by providing alternatives to motorists and thus distributing vehicular traffic across several routes.

The Township's transportation network is classified according to a hierarchy based on function, traffic service, land access, and traffic volumes. The following road types are included within Smith:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Smith neighbourhood has 72 Avenue, and 208 Street and the future 212 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 Smith form a grid network that will help distribute traffic throughout the area. The collector roads for Smith are 204 Street, 206 Street, 206A Street, 73A Avenue, 74B Avenue, and 76 Avenue.
- **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.

The Circulation Concept Plan (Map 3) outlines the planned roadway network. Substantial compliance with the transportation network established in the Concept Plan is required; however, there is some flexibility.

The Circulation Concept Plan illustrates a local road network based on a modified grid with an east-west orientation as discussed in Section 2.1. Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to this Land Use Plan where local roads cannot conform to the concept due to site constraints.

Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

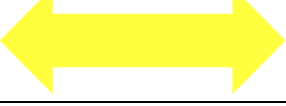
Rights-of-way will have to be secured for all roads illustrated in the Circulation Concept Plan. Right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.

8.1.1 Street Typologies



Figure 8.1: Smith Street Typology Map Key

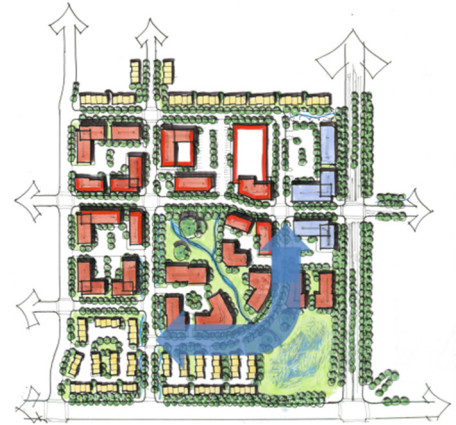
Legend

Street Type 'A' (Local St)		Street Type 'D' (206 St)	
Street Type 'B' (73A Ave)		Street Type 'E' (206A St)	
Street Type 'C' (73B Ave and 206A St)		Street Type 'F' (208 St)	

Street Typology 'A' – Local Street

Street Description:

Local streets are intended to have two travel and two parking lanes within a 20-metre right-of-way. Local neighbourhood streets provide land access, with vehicle movement as a secondary function. As key pedestrian routes, amenities for pedestrian comfort such as street trees, continuous sidewalks and vegetated boulevards are provided.



Specifications:

Road Right-of-Way Width:	➤ Ultimate width of 20 metres (not including greenways).
Driving Lane / Aisle:	➤ Two (2) 3.1 metre wide driving lanes.
On Street Parking:	➤ Two (2) 2.4 metre wide parallel parking lanes located on the curb. Angle parking to be explored in front of parks and drainage facilities.
Traffic Calming Devices:	➤ Road bulges, traffic circles, raised coloured and textured crosswalks and reduced lanes widths expected to reduce speeds.
Lighting:	➤ Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate "Smith" on the light poles.
Street Furnishings:	➤ Furniture selection and design shall be selected or design to contribute to the unity and identity of the Smith neighbourhood. ➤ Benches, Waste Receptacles, tree grates, etc.
Signage:	➤ Wayfinding signage for pedestrians and cyclists to be integrated along with identification of views to points of interest.

Specifications (Contextual):

Building Orientation:	➤ All buildings facing the street with ground oriented access and wrap around street facing detailing.
Recreation / Open Space:	➤ All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping:	➤ Single row of street trees with planting beds to be integrated with sidewalk. Mid-block raised patterned, textured concrete or better. ➤ Utility box wraps within ROW's and on site.
Transit:	➤ Easily accessible transit stops to all residents or visitors of the neighbourhood, especially at some key intersections.

Street Type 'B' – 73A Avenue “HIGH STREET”

Street Description:

73A Avenue “High Street” is intended to reflect the ample small scale storefront character of a small town commercial core. An on-street combination of parallel and angled parking with traffic calming elements and unique coloured and textured paving included in the roadway. The multi-use sidewalks (width and design), landscaping, street furniture, lighting, along 73A Avenue will contribute to, if not define, the unique character the Smith neighbourhood.



Specifications:

Road Right-of-Way Width:	➤ Ultimate width of 28.8 metres.
Driving Lane(s):	➤ Two (2) travel lanes 3.4 metres wide with widening at intersections to accommodate traffic circles as shown on the land use plan.
Sidewalk:	➤ A five (5) metre wide boulevard predominantly hard landscaped with unique coloured and patterned concrete or better. Sidewalk design on the north side of the street will accommodate unencumbered neighbourhood connections.
On Street Parking:	➤ Two (2) Six (6) metre 45° angled parking at curb required. Angle parking to be explored in front of parks and drainage facilities. Concrete band separates parking and driving lanes.
Traffic Calming Devices:	➤ Road bulges, traffic circles, raised coloured and textured crosswalks and reduced lanes widths expected to reduce speeds. Raised intersection at 206A Street and 73A Avenue.
Lighting:	➤ Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate “Smith” on the light poles.
Street Furnishings:	➤ Furniture selection and design shall be selected or design to contribute to the unique identity of the Smith neighbourhood. ➤ Benches, bike racks, waste receptacles, tree grates, etc.
Signage:	➤ Wayfinding signage for pedestrians and cyclists to be integrated along with identification of views to points of interest. Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate “Smith” on the light poles.

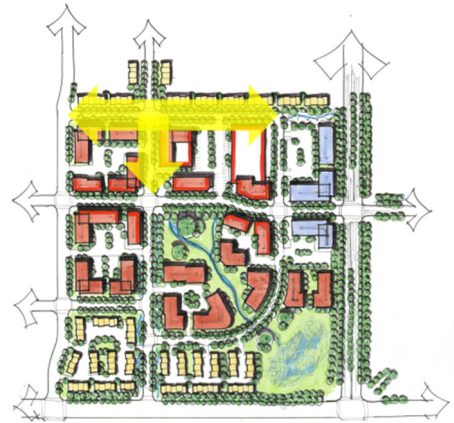
Specifications (Contextual):

Building Orientation:	➤ All buildings facing the street with ground oriented access and wrap around street facing detailing.
Recreation / Open Space:	➤ All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping:	➤ Single row of street trees with planting beds to be integrated with sidewalk. ➤ Utility box wraps within ROW's and on site.
Transit:	➤ Easily accessible transit stops to all residents or visitors of the neighbourhood, especially at some key intersections.

Street Type 'C' – 73B Avenue and 206A Street

Street Description:

73B Avenue will provide several site accesses to the Smith flank and core commercial. The road design will provide for additional on-street angled parking in front of the Live Work land use designation. The multi-use sidewalks (width and design), landscaping, street furniture and lighting along 73B Avenue will contribute to the unique character of the Smith neighbourhood.



Specifications:

Road Right-of-Way Width:	➤ Ultimate width of 25.4 metres.
Driving Lane(s):	➤ Two (2) travel lanes 3.4 metres wide with widening at intersections to accommodate traffic circles as shown on the land use plan.
Sidewalk:	➤ A five (5) metre wide boulevard predominantly hard landscaped with unique coloured and patterned concrete or better. Sidewalk design on the north side of the street will accommodate unencumbered neighbourhood connections.
On Street Parking:	➤ Six (6) metre angled and 2.6 metre wide parallel parking required at curb. Angle parking to be explored in front of parks and drainage facilities. ➤ Concrete band separates parking and driving lanes.
Traffic Calming Devices:	➤ Road bulges, traffic circles, raised coloured and textured crosswalks and reduced lanes widths expected to reduce speeds. Raised intersection at 206A Street and 73A Avenue.
Lighting:	➤ Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate "Smith" on the light poles.
Street Furnishings:	➤ Furniture selection and design shall be selected or design to contribute to the unique identity of the Smith neighbourhood. ➤ Benches, bike racks, waste receptacles, tree grates, etc.
Signage:	➤ Wayfinding signage for pedestrians and cyclists to be integrated along with identification of views to points of interest. Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate "Smith" on the light poles.

Specifications (Contextual):

Building Orientation:	➤ All buildings facing the street with ground oriented access and wrap around street facing detailing.
Recreation / Open Space:	➤ All multi-use pathways within road right-of-way or greenways to be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping:	➤ Single row of street trees with planting beds to be integrated with sidewalk. ➤ Utility box wraps within ROW's and on site.
Transit:	➤ Easily accessible transit stops to all residents or visitors of the neighbourhood, especially at some key intersections.

Street Type 'D' – 206 Street

Street Description:

206 Street as a collector road will provide north/south access to the neighbourhood from 72 Avenue in the south and from the Yorkson neighbourhood to the north. The multi-use sidewalks (width and design), landscaping, street furniture and lighting along 206 Street will contribute to the unique character the Smith neighbourhood. A street greenway is located on the west side of the street to provide pedestrian and recreational cycling access.



Specifications:

Road Right-of-Way Width:	➤ Ultimate width of 22 metres including bump outs and road allowance etc.
Driving Lane(s):	➤ Two (2) 3.5 metre wide travel lanes.
Sidewalk:	➤ A 4.9 metre wide boulevard both sides.
On Street Parking:	➤ Two (2) 2.6 metre wide parallel parking at curb.
Traffic Calming Devices:	➤ Roundabouts located at intersections with 73A and 74B Streets.
Lighting:	➤ Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate "Smith" on the light poles.
Signage:	➤ Wayfinding signage for pedestrians and cyclists to be integrated at each end of bridge only.

Specifications (Contextual):

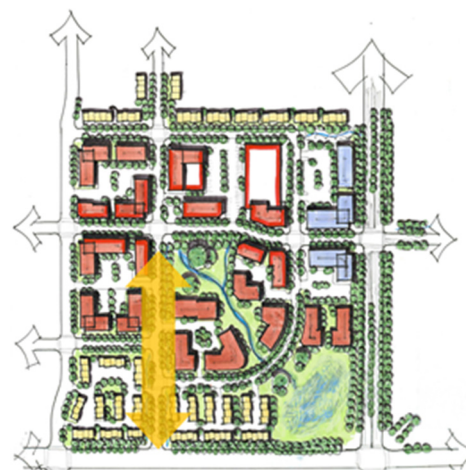
Building Orientation:	➤ All buildings facing the street with ground oriented access and wrap around street facing detailing.
Recreation / Open Space:	➤ A 4.5 metre wide Street Greenway dedication required on the west side. Sidewalk(s) will function as a pedestrian / cyclist pathway and will be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping:	➤ Single row of street trees with planting beds to be integrated with sidewalk. ➤ Utility box wraps within ROW's and on site.
Transit:	➤ Easily accessible transit stops to all residents or visitors of the neighbourhood, especially at some key intersections.

Street Type 'E' – 206A Street

Street Description:

206A Street will provide restricted north/south access to the neighbourhood core from 72 Avenue in the south and from the Yorkson neighbourhood to the north. The multi-use sidewalks (width and design), landscaping, street furniture and lighting along 206A Street will contribute to the unique character the Smith neighbourhood.

Relocated watercourses are located on both sides of the street, which provide a broad vegetated buffer, wildlife habitat, and pedestrian and recreational cycling access.



Specifications:

Road Right-of-Way Width:	➤ Ultimate width of 20 metres including bump outs and road allowance etc. with transition of Street Type C incorporated (additional dedication required).
Driving Lane(s):	➤ Two (2) 3.1 metre wide travel lanes
Sidewalk:	➤ A 4.5 metre wide boulevard both sides
On Street Parking:	➤ Two (2) 2.4 metre wide parallel parking lanes at curb. ➤ Concrete band separates parking and driving lanes.
Traffic Calming Devices:	➤ Reduced lane widths expected to reduce speeds. Raised intersection at 206A Street and 73A Avenue.
Lighting:	➤ Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate "Smith" on the light poles.
Signage:	➤ Wayfinding signage for pedestrians and cyclists to be integrated at each end of bridge only.

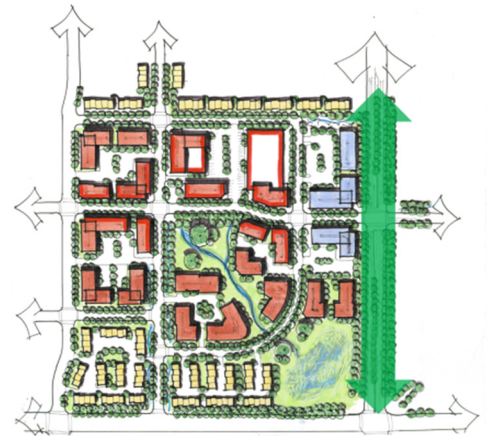
Specifications (Contextual):

Building Orientation:	➤ All buildings facing the street with ground oriented access and wrap around street facing detailing.
Recreation / Open Space:	➤ A 6 metre wide relocated watercourse dedication required on both sides. Sidewalk(s) will function as a pedestrian / cyclist pathway and will be integrated / linked to adjacent or surrounding pedestrian / cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping:	➤ Single row of street trees with planting beds to be integrated with sidewalk. ➤ Utility box wraps within ROW's and on site.
Transit:	➤ Easily accessible transit stops to all residents or visitors of the neighbourhood, especially at some key intersections.

Street Type 'F' – 208 Street

Street Description:

Major Arterials are the principal vehicular mobility corridors and have the highest vehicle capacity. They also serve as key transit, bicycling and pedestrian routes for the Township. The continuous multi-use sidewalks (width and design), landscaping, street furniture, lighting, regular pedestrian crossings, and vegetated median will contribute to the unique character of the Smith neighbourhood.



Specifications:

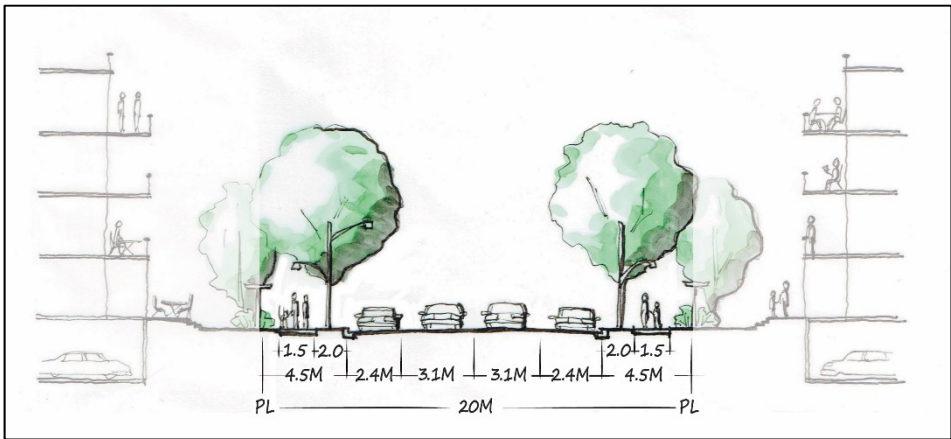
Road Right-of-Way Width:	➤ Ultimate width of 38 metres
Driving Lane(s)	➤ Six (6) 3.6 metre wide travel lanes
Boulevard:	➤ Four (4) metre wide on both sides
On Street Parking:	➤ No on-street parking permitted.
Lighting:	➤ Decorative street and pedestrian lighting in accordance with the Smith Plan and incorporate "Smith" on the light poles.
Street Furnishings:	➤ Furniture selection and design shall be selected or designed to contribute to the unity and identity of the Jericho neighbourhood. ➤ Benches, waste receptacles, tree grates, tree guards, bicycle racks, etc.

Specifications (Contextual):

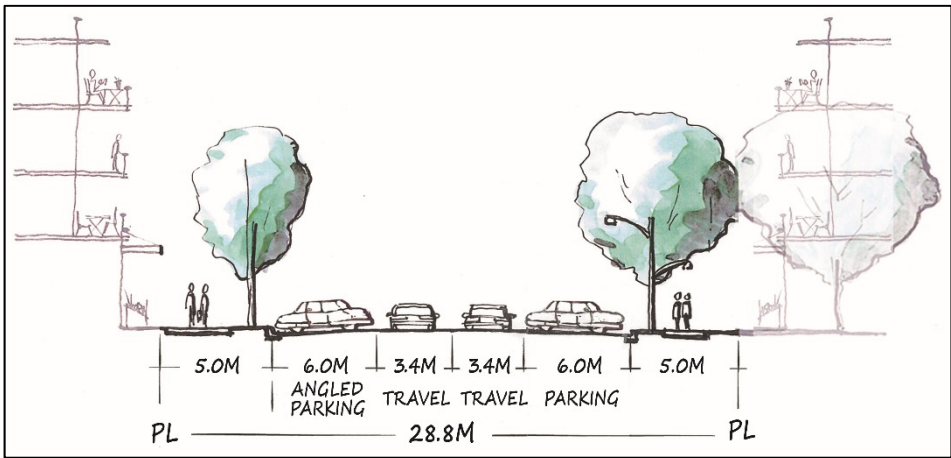
Building Orientation:	➤ All buildings facing the street
Recreation / Open Space:	➤ A 4.5 metre wide Street Greenway dedication required on both sides. All multi-use pathways within road right-of-way to be integrated / linked to adjacent or surrounding pedestrian/cycling greenways, trails or open spaces.
Pedestrian Orientation / Landscaping:	➤ A double row of street trees and planting beds to be integrated with sidewalk/greenway. ➤ Utility box wraps within ROW's and on site (west side minimum).
Transit:	➤ Easily accessible transit stops to all residents or visitors of the neighbourhood, especially at some key intersections.

8.1.2 Street Types Cross-Sections

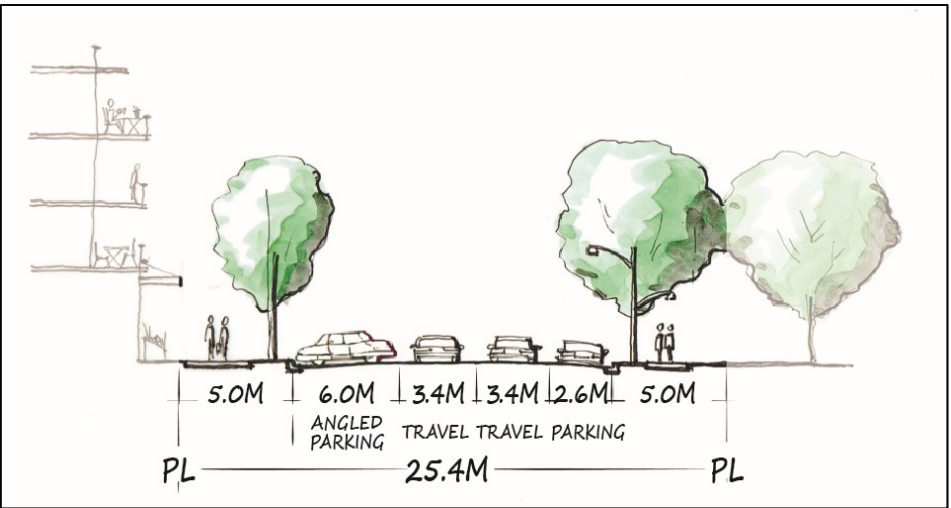
Street Type 'A' – Local Street



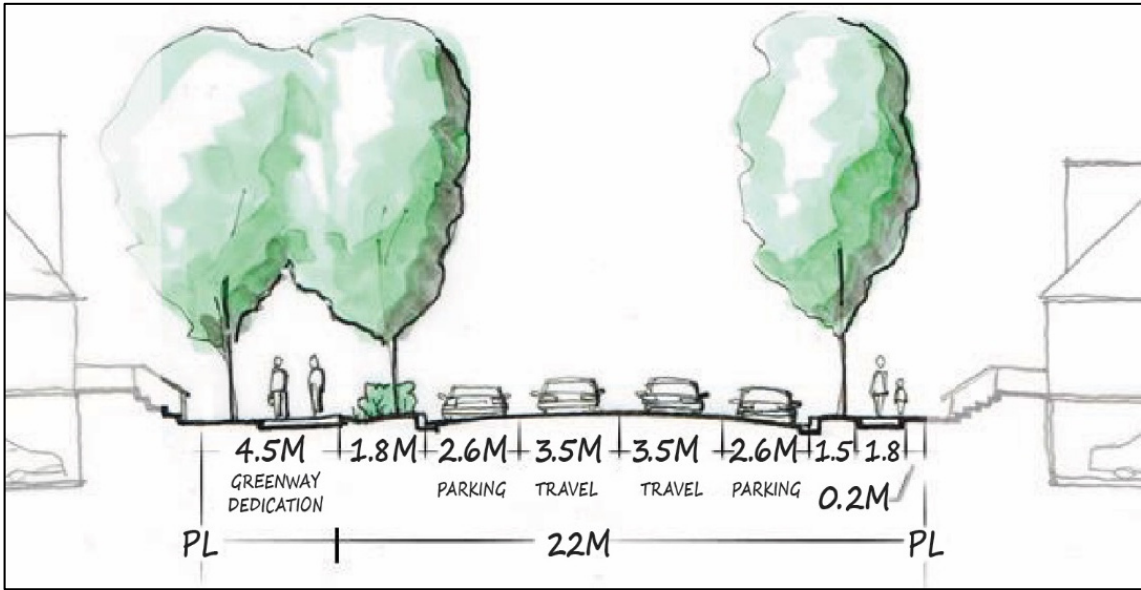
Street Type 'B' – 73A Avenue “High Street”



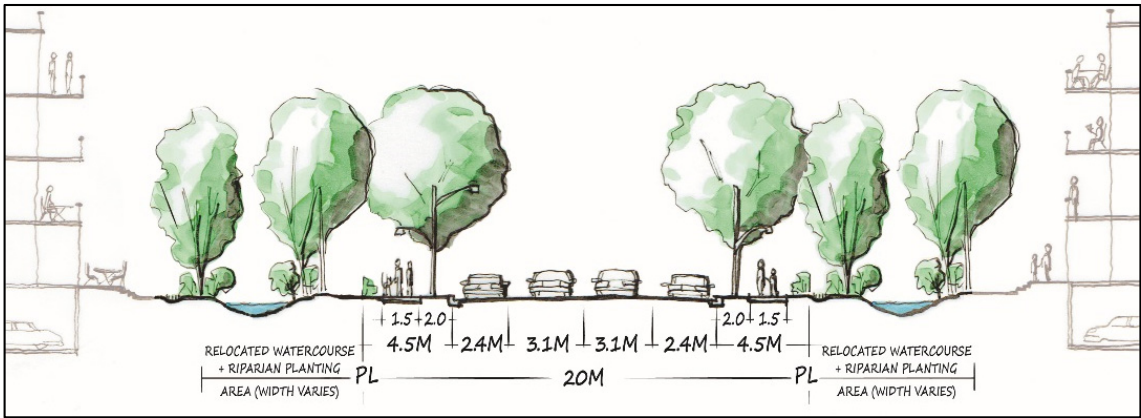
Street Type 'C' – 73B Avenue and 206A Street



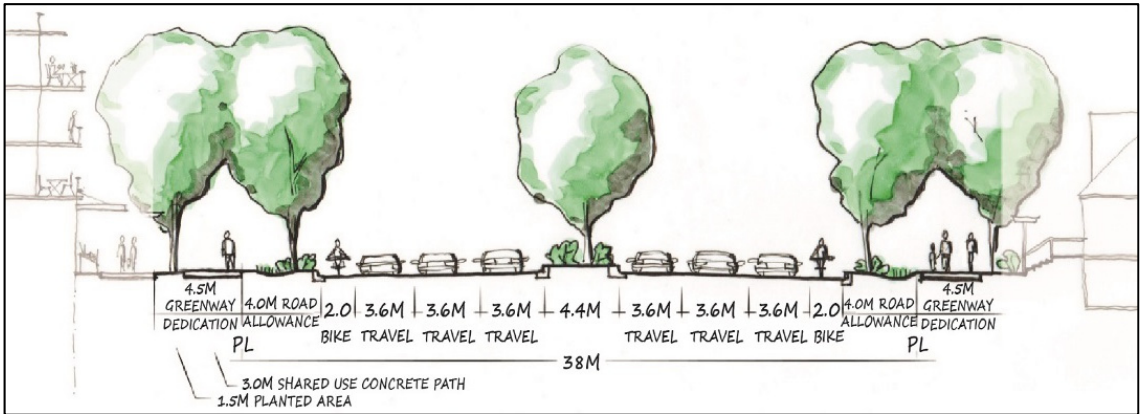
Street Type 'D' – 206 Street



Street Type 'E' – 206A Street



Street Type 'F' – 208 Street



8.2 PEDESTRIAN AND CYCLIST FACILITIES

The transportation network established for the Smith neighbourhood conforms to Township standards for pedestrian infrastructure; all local and collector streets feature sidewalks on both sides that are at least 1.5 metres wide. In addition, enhanced pedestrian facilities are a key component of the Smith Neighbourhood Plan. As described in Section 6.2, the Neighbourhood Plan includes a network of greenways and trails along certain roads and as part of the overall open space network.

In keeping with the Township's natural surroundings, all three Arterial Roads (208 Street, 212 Street and 72 Avenue) incorporate the Street Greenway design into both sides of their right-of-way. The Smith Neighbourhood Plan area also includes on-street bicycle lanes and greenways on the 212 Street connection to the future 216 Street interchange. A community cycling route is shown on 76 Avenue up to the Smith Plan boundary and through development of the Smith area could extend east of 208 Street. An update to the Cycling Network should be considered for 74B Avenue. Cycling routes include on-street bicycle lanes, off street shared use trails or share the road facilities on local streets.

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.

Within the Smith Neighbourhood Plan, the following roadways are part of the cycling network:

- **Commuter Routes (On-Street)**
 - 208 Street – bike lane
 - 212 Connector – bike lane
 - 72 Avenue – bike lane
- **Recreational Routes**
 - 206 Street
 - 208 Street
 - 212 Connector
 - 72 Avenue
- **Community Routes**
 - 206 Street
 - 209A Street north of 72 Avenue
 - 72 Avenue between 206 Street and 209A Street
 - 76 Avenue west of 206 Street

8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit in 2031. This vision includes 208 Street as a Frequent Transit Network (FTN) route candidate.

The Township of Langley has a low transit mode share, which is fairly typical of the land use and demographics. In future, transit ridership is expected to grow to reflect better options provided for residents, including higher order transit along 208 Street.

The Smith Neighbourhood Plan features intensification of the central area approximately 73A Avenue and 206A Street with increased density and mixed use development supporting transit stops on the 208 Street corridor and 72 Avenue corridor. In particular, the following key neighbourhood node should feature high quality transit stops and appropriate passenger amenities:

- Neighbourhood Centre development on the west side of 208 Street between 72 Avenue and 74B Avenue.

An objective for the Smith neighbourhood is to enable active transportation in the neighbourhood 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. A walking distance of 5 minutes (approximately 400 metres) to a transit stop is considered to provide good transit access. Most of the high density residential and employment areas within Smith fall within a 5-minute walk shed from the primary neighbourhood node along 73A Avenue west of 208 Street as shown on Map 1.

Basic bus stops should include a transit stop and appropriately sized landing pad to accommodate passenger disembarkment from rear doors. In locations where high transit patronage is expected, passenger amenities should also include shelters, benches and potentially, integration with adjacent buildings. Secure bicycle parking could also be contemplated to extend the transit commuter-shed beyond the 5-minute walk circle.

8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has an approach to intersection control that shall be applied to the Smith neighbourhood as growth occurs. In general, the following traffic control should be pursued:

Intersection Type	Traffic Control Type
Arterial/ Arterial	Traffic signals
Arterial/ Collector	Traffic signals
Collector/ Collector	Roundabout

The development approval process requires that detailed transportation assessments be carried out for individual sites and the intersection control type identified above should be used as a starting point.

There are two notable turn restrictions within the Smith neighbourhood along 72 Avenue at 205 Street and 206A Street. These are limited to right-in/right-out only.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

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.

Front-loaded residential development must have double driveways and enough space for one vehicle to park on-street in front of each unit. Rear-loaded residential development must have space for on-street parking and within the garage at rear of lot, accessed from the lane. The latter provides the opportunity for continuous sidewalk facilities along frontages, enhancing the pedestrian experience.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 208 Street.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 208 Street, including consideration of car-sharing programs and opportunities in a secure and appropriate location within all multi-family developments.

9.0 INFRASTRUCTURE AND ENERGY

9.1 WATER

9.1.1 Existing Context

The entire Smith Neighbourhood Plan lies within the 131 metre Willoughby pressure zone, which is fed by the Greater Vancouver Water District (GVWD) main on 204 Street. Main line comes through Willoughby Pump Station and Pressure Reducing Valve at 73A Avenue and 204 Street. The existing Jericho Reservoir does not contribute to the 131m pressure zone in Smith. The Engineering Service Plan completed as part of the Smith Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood.

The East Langley main water supply runs along 73B Avenue and 72 Avenue connecting GVWD main water to East Langley. Other water supply lines network in this area are limited due to the rural nature of the existing area.

9.1.2 Future Conditions

A water analysis of peak demands and fire flow demands have been completed by the Engineering Services Plan for the Smith Neighbourhood Plan. The Smith neighbourhood will require expanding and upgrading of the existing system to meet water and fire peak demands for the projected growth in the area. The analysis is limited to upgrades at main grid intersections and does not include a review of sizing of smaller local mains. Considerations have been made for demand for a future middle school in the area.

Water main lines will need upgrades or replacement; however, the installation of a new water main will be required along 73A Avenue to serve properties along this road. The existing water main along 73B Avenue and a portion of 74B Avenue will have to be upgraded to accommodate the fire flow demand for the Smith neighbourhood. Fire hydrants may be required on both sides of wide arterial roadways.

With the Willoughby Booster Station upgrades and the new booster service (82 Avenue and 204 Street) proposed in the Latimer and Carvolth Engineering Services Plan, the water system could provide minimum service capacity and fire flows in the plan area.

Additional information can be found in the Smith Engineering Services Plan that accompanies the neighbourhood plan. All works will need to be confirmed through detailed design as part of the subdivision process.

9.2 SANITARY SEWER

9.2.1 Existing Context

There is currently no existing sanitary sewer infrastructure within the Smith neighbourhood with only limited existing infrastructure on the edges of the plan boundary. The rural properties are served by individual septic systems.

All proposed sewers in the Smith neighbourhood will flow into the Central Gordon Estates neighbourhood and Northeast Gordon Estates neighbourhood existing and proposed sanitary sewer systems.

9.2.2 Future Conditions

The Smith Neighbourhood Plan sewer system analysis has been completed to determine peak sewage flows and identifies the sewer infrastructure required to develop the Smith neighbourhood. There are no major trunk sewer lines in Smith; however, adjustments and additional trunk sewer lines will be required to Central Gordon Estates and Northeast Gordon Estates. New sewer trunk lines required are on 202B Street (72 A to 70 Avenue) and 208 Street (72 to 68 Avenue)

The actual sanitary sewer in Smith should follow based on the actual road layout and phasing of the overall development of the neighbourhood. Servicing should follow the catchment areas shown.

9.3 STORMWATER

9.3.1 Existing Context

The Smith neighbourhood is approximately 80ha and is largely comprised of single-family residential lots between 0.5 and 5.0 acres in area. Most of the Smith neighbourhood lies within the Worrell Creek and Crush Creek Watershed. The major catchment area extends beyond the boundary of the Smith Plan into the Northeast Gordon Estate neighbourhood south of 72 Avenue. The existing drainage system consists of open ditches and driveway culverts located along existing roadways and includes storm sewers along 72 Avenue and 208 Street servicing the neighbourhood. The two sewers join at a junction and continues south along 208 Street to discharge into the existing detention pond located at 69 Avenue and 210 Street.

The area is characterized by low-density single-family lots and generally consists of a mixture of grass and tree cover. Similar to the surrounding neighbourhoods, a progressive rainwater management system has been developed due to little infiltration capacity of the surface conditions. As development occurs the urban land uses increase impervious surfaces, the extra runoff must be managed to minimize the effects of higher discharge and run-off volumes.

In 2012, the Gordon Estates Engineering Services Plan provided a drainage and

management plan considering the completed development of the Smith neighbourhood peak flows. The Smith Engineering Services Plan is consistent with the Gordon Estates Engineering Services Plan.

9.3.2 Future Conditions

Components of the Smith Neighbourhood Engineering Services Plan propose compensatory actions to mitigate the effects of higher discharge rates and run-off volumes therefore decreasing risk to erosion and flooding. The Smith neighbourhood conveyance system will generate runoff into three communal detention ponds.

Stormwater ponds located at 72 Avenue and 208 Street and the second at 72 Avenue and 210 Street will drain into the storm sewers along 208 and 210 Streets. In order to limit the size of the 72 Avenue and 208 Street pond, a third stormwater pond is required at 74B Avenue and 210 Street, which drains into the 74B Avenue sewer system. The construction of the ponds within the Smith neighbourhood to limit discharge to pre-development rates to the 208 and 210 Streets sewer systems and discharge flows to Worrell Creek.

Stormwater management will also include best practices such as infiltration trenches and absorbent landscaping to retain rainwater on site and recharge it to ground. Routing and sizing of trunk storm sewers have been identified in the Engineering Services Plan. Aging sewer lines will need to be replaced with larger diameter sewers. Construction of any infrastructure will not be allowed along the Ecological Corridor on 210 Street. The stormwater system for serving 209 and 210 Streets will have to flow west and will have to be deep enough against the land gradient.

The Smith Engineering Services Plan has the complete stormwater management plan and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 ENGINEERING SERVICES PLAN

The Smith Engineering Services Plan (ESP) establishes conceptual water, sanitary sewer, road and drainage servicing strategies for the Smith neighbourhood to support future land uses specified in the Neighbourhood Plan. The ESP 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 be alternative servicing strategies to those presented in the ESP resulting from 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 if a new scheme meets the spirit and intent of the Smith Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township's Subdivision and Development Servicing Bylaw, new hydro and telecommunications lines are to be provided underground. Street lighting shall be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.1.2 of this Neighbourhood Plan, unique lighting standards apply in the Neighbourhood Centre along 73A Avenue.

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes in Walkable Centres 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

As part of the Neighbourhood Plan process, an Energy Conservation Development Permit Area (DPA) was developed. This DPA is designed to promote the conservation and efficient use of energy in buildings, reduce building generated greenhouse gas emissions (GHGs) and lead to the development of an energy efficient and sustainable community. Energy conservation guidelines are provided in the Willoughby Community Plan.

10.0 FINANCIAL STRATEGY

The Smith 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 Charges 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 Agreements (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 Smith Neighbourhood Plan also includes several amenities to be funded through an Amenity Zoning Bylaw. These amenities include:

- Pocket Parks,
- Blue Link/Art Walk,
- Greenways of various types,
- Enhanced Sidewalks,
- Public Art, and
- Heritage Amenity Structures.

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 Smith Amenity Zoning Policy.

11.0 IMPLEMENTATION

11.1 PHASING

Development of the Smith neighbourhood shall proceed in phases based on drainage catchment areas, and the need for elementary school and neighbourhood park.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Smith Neighbourhood Plan, the following general prerequisites must be satisfied.

1. With the exception of non-residential developments, a joint elementary school and neighbourhood park site must be secured to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in the neighbourhood.
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 Agreements (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 CORE AREA

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the area bounded by 73B Avenue, 208 Street, 72 Avenue and 206 Street, the following shall be completed to the satisfaction of the Township:

- Where applicable, prepare and provide a comprehensive development plan including land use, pedestrian and traffic circulation, massing and the location of buildings, location of 'landmark' buildings, architectural continuity, streetscape design, parking, end-of-trip cycling facilities, integration of amenities and appropriate landscaping around the buildings to the acceptance of the Township.

11.4 SPECIFIC DEVELOPMENT PREREQUISITES

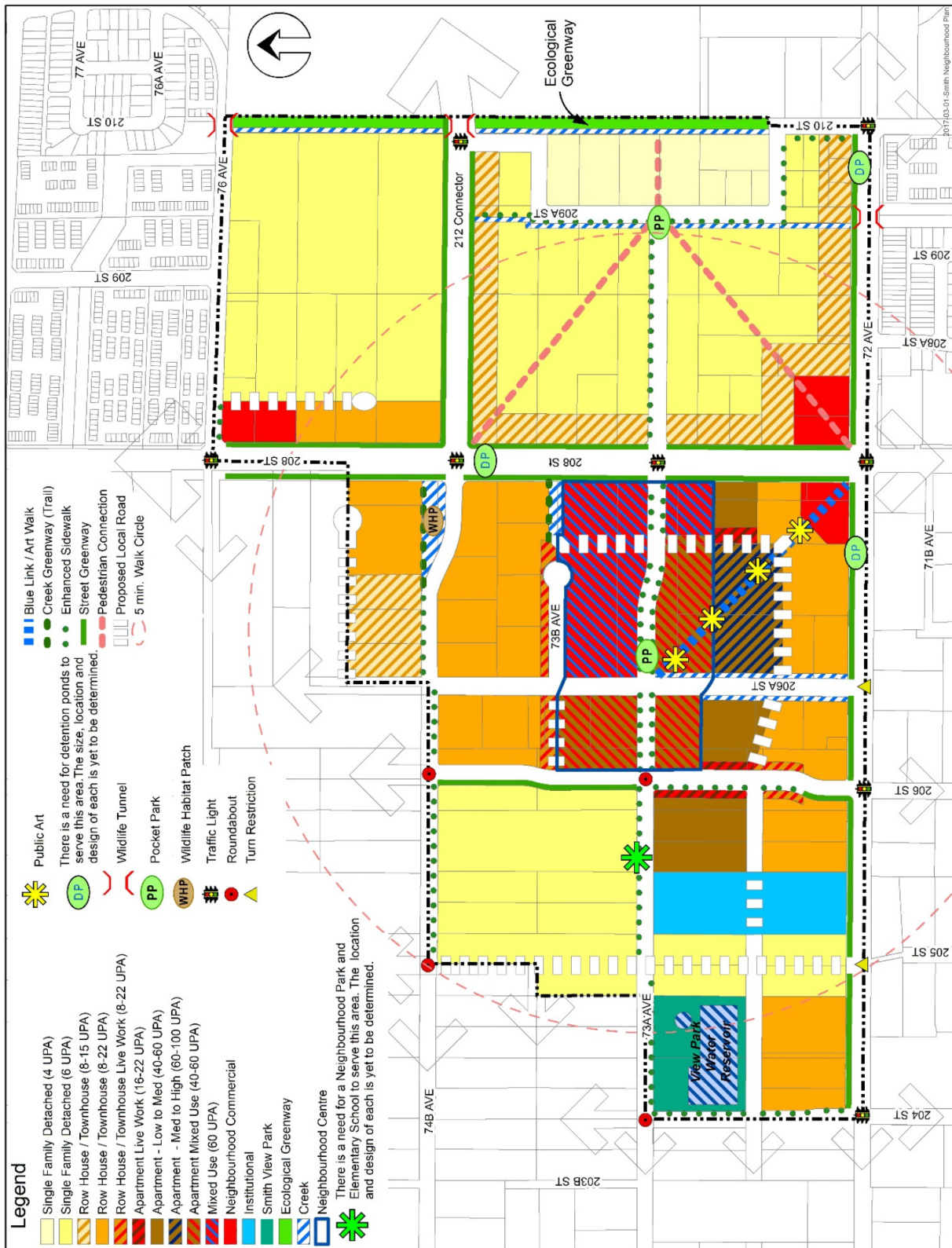
The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

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 provision of this Neighbourhood Plan together with existing servicing standards as set out in the Township's 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, road typologies (Section 8.0) 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 Greenway/Trail, Pocket Parks, Blue Link/Art Walk, Wildlife Habitat Patches, or Public Art construction.
7. Implementation of environmental protection as outlined in the plan and/or by 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. Secure (through the Servicing Agreement) 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 a 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. Restoration/relocation, or 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

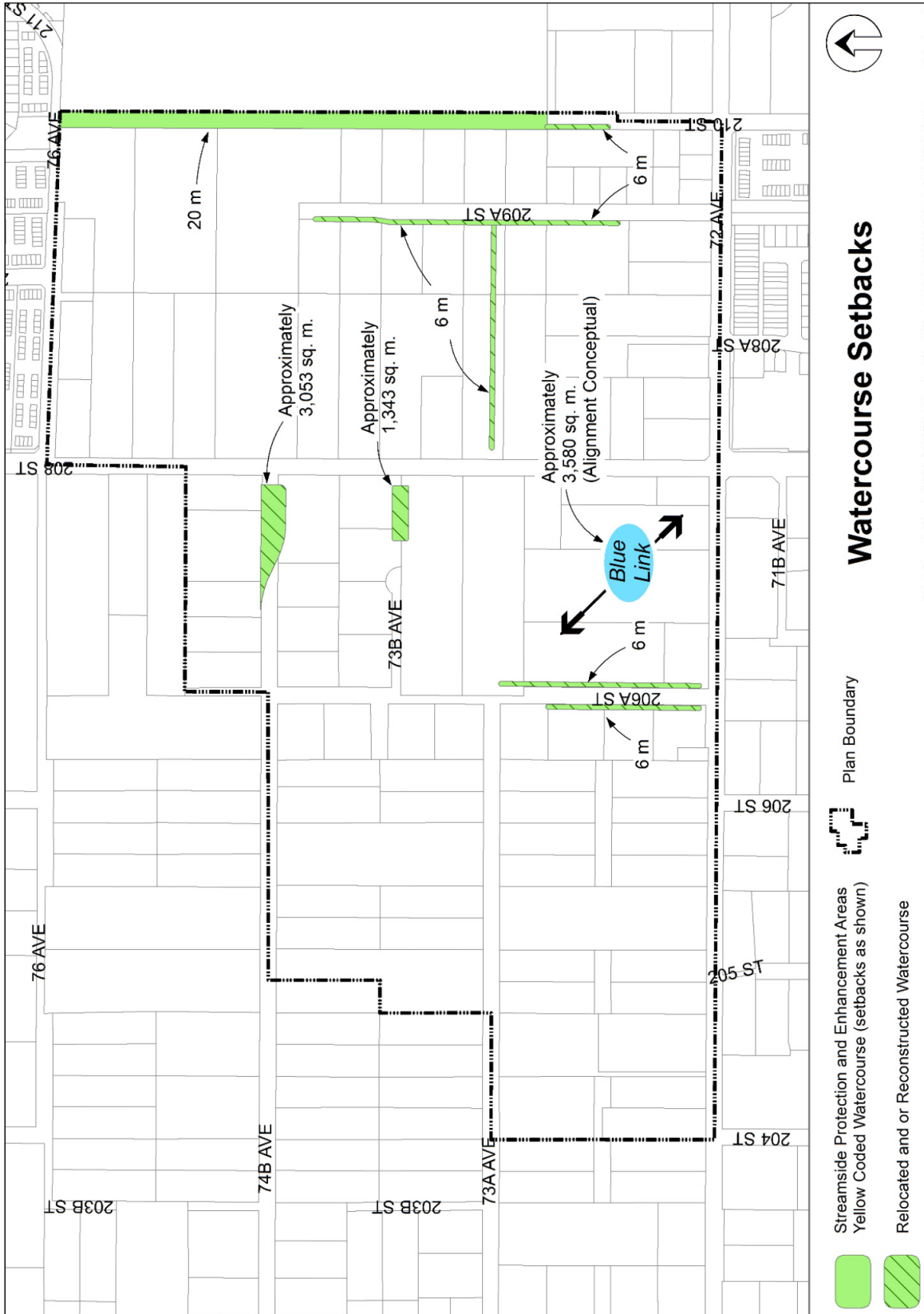
- parking. No public access is to be granted for private entrances onto the green links.
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage, etc.);
 14. Registration 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 and upkeep of the green links and ecological 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 green links; and
 16. Payment of rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Smith Amenity Zoning Policy as amended from time to time.

Maps

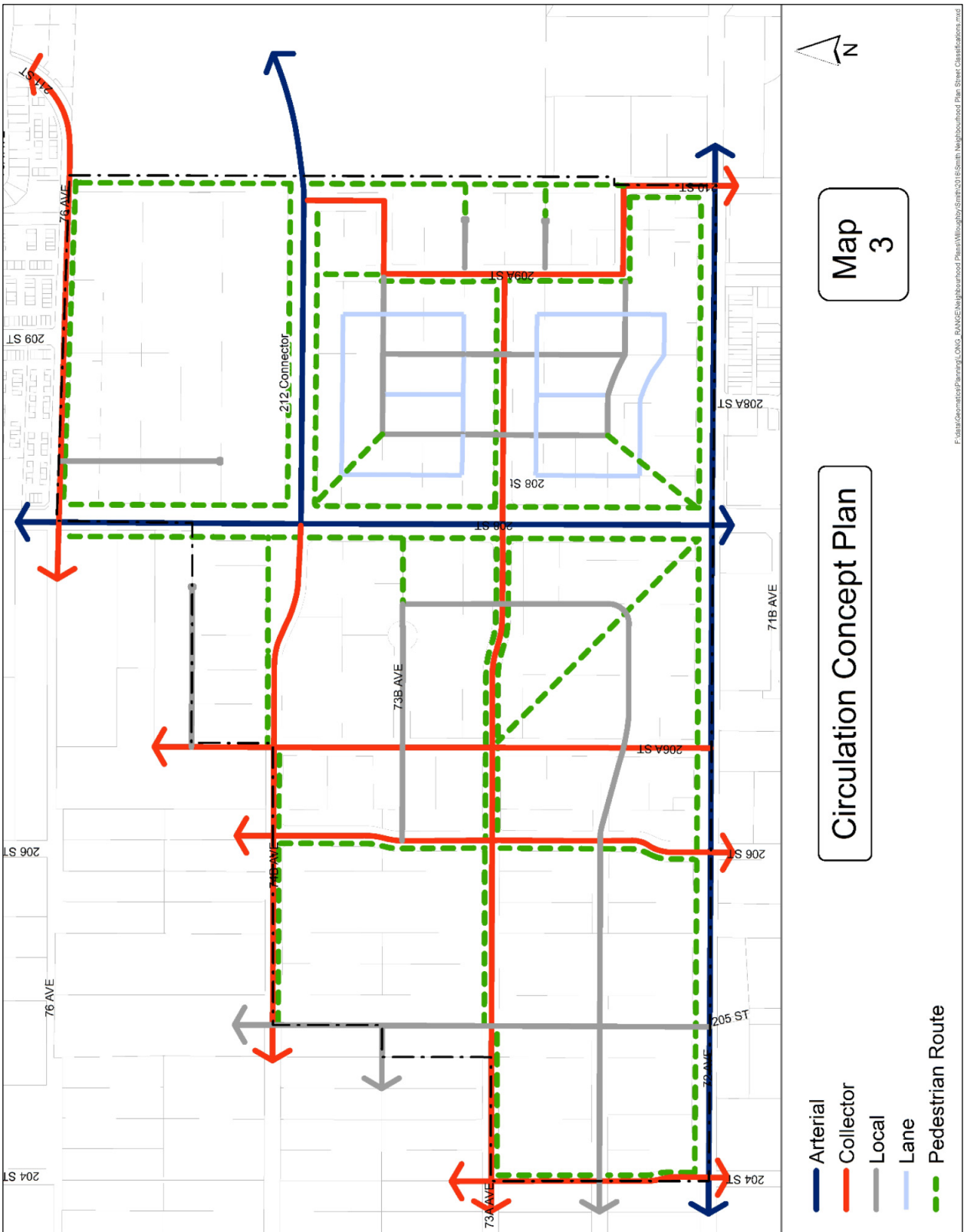
Map 1 | Smith Land Use Plan



Map 2 | Watercourse Setbacks



Map 3 | Circulation Concept Plan



The map displays the 73rd Avenue Corridor from 204th Street to 210th Street. Key features include:

- Streets:** 73rd Avenue runs north-south. East-west streets shown include 204th St, 206th St, 208th St, 210th St, 209th St, 208A St, 207th St, 206A St, 205th St, 204th St, 203rd St, 202nd St, 201st St, 200th St, 199th St, 198th St, 197th St, 196th St, 195th St, 194th St, 193rd St, 192nd St, 191st St, 190th St, 189th St, 188th St, 187th St, 186th St, 185th St, 184th St, 183rd St, 182nd St, 181st St, 180th St, 179th St, 178th St, 177th St, 176th St, 175th St, 174th St, 173rd St, 172nd St, 171st St, 170th St, 169th St, 168th St, 167th St, 166th St, 165th St, 164th St, 163rd St, 162nd St, 161st St, 160th St, 159th St, 158th St, 157th St, 156th St, 155th St, 154th St, 153rd St, 152nd St, 151st St, 150th St, 149th St, 148th St, 147th St, 146th St, 145th St, 144th St, 143rd St, 142nd St, 141st St, 140th St, 139th St, 138th St, 137th St, 136th St, 135th St, 134th St, 133rd St, 132nd St, 131st St, 130th St, 129th St, 128th St, 127th St, 126th St, 125th St, 124th St, 123rd St, 122nd St, 121st St, 120th St, 119th St, 118th St, 117th St, 116th St, 115th St, 114th St, 113th St, 112th St, 111th St, 110th St, 109th St, 108th St, 107th St, 106th St, 105th St, 104th St, 103rd St, 102nd St, 101st St, 100th St, 99th St, 98th St, 97th St, 96th St, 95th St, 94th St, 93rd St, 92nd St, 91st St, 90th St, 89th St, 88th St, 87th St, 86th St, 85th St, 84th St, 83rd St, 82nd St, 81st St, 80th St, 79th St, 78th St, 77th St, 76th St, 75th St, 74th St, 73rd St, 72nd St, 71st St, 70th St, 69th St, 68th St, 67th St, 66th St, 65th St, 64th St, 63rd St, 62nd St, 61st St, 60th St, 59th St, 58th St, 57th St, 56th St, 55th St, 54th St, 53rd St, 52nd St, 51st St, 50th St, 49th St, 48th St, 47th St, 46th St, 45th St, 44th St, 43rd St, 42nd St, 41st St, 40th St, 39th St, 38th St, 37th St, 36th St, 35th St, 34th St, 33rd St, 32nd St, 31st St, 30th St, 29th St, 28th St, 27th St, 26th St, 25th St, 24th St, 23rd St, 22nd St, 21st St, 20th St, 19th St, 18th St, 17th St, 16th St, 15th St, 14th St, 13th St, 12th St, 11th St, 10th St, 9th St, 8th St, 7th St, 6th St, 5th St, 4th St, 3rd St, 2nd St, 1st St.
- Proposed Roundabouts:** Indicated by red circles at intersections along 73rd Avenue.
- Proposed Turn Restrictions:** Indicated by yellow triangles at intersections along 73rd Avenue.
- Proposed Traffic Signals:** Indicated by black circles with a red dot at intersections along 73rd Avenue.
- Existing Traffic Signals:** Indicated by black circles with a green dot at intersections along 73rd Avenue.
- Proposed Lane:** Indicated by dashed lines.
- Existing Road:** Indicated by solid lines.
- Proposed Road:** Indicated by dashed lines.

A legend titled "Existing and Proposed Streets" defines the symbols used on the map. A north arrow is located in the top right corner.



Township of Langley
20338 - 65 Avenue
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