

REGIONAL AND CORPORATE SERVICES COMMITTEE

OPEN MEETING AGENDA

Wednesday, September 5, 2018

9:00 am

FVRD Boardroom, 45950 Cheam Avenue, Chilliwack, BC

Pages

1. CALL TO ORDER

2. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS

MOTION FOR CONSIDERATION

THAT the Agenda, Addenda and Late Items for the Regional and Corporate Services Committee Open Meeting of September 5, 2018 be approved;

AND THAT all delegations, reports, correspondence and other information set to the Agenda be received for information.

3. DELEGATIONS AND PRESENTATIONS

None

4. MINUTES/MATTERS ARISING

4.1 **Minutes of the Regional and Corporate Services Committee Open Meeting - July 10, 2018**

4 - 9

MOTION FOR CONSIDERATION

THAT the Minutes of the Regional and Corporate Services Committee Open Meeting of July 10, 2018 be adopted.

5. CORPORATE ADMINISTRATION

5.1 **Regional District Fire Inspection of Public Used Facilities**

FOR INFORMATION ONLY

- Corporate report dated September 5, 2018 from Paul Gipps, Chief Administrative Officer

6. FINANCE

- Corporate report dated September 5, 2018 from Mike Veenbaas, Director of Financial Services
- Officer's Certificate

MOTION FOR CONSIDERATION

THAT the Fraser Valley Regional District Board authorize the Regional District to enter into an agreement with BMO to provide up to \$250,000 in credit capacity for a Purchasing Card program with the understanding that the Regional District will be responsible for payment of all amounts charged;

AND THAT the Fraser Valley Regional District Board authorize its signatories to execute the agreement with BMO.

7. REGIONAL PROGRAMS AND SERVICES**7.1 ENVIRONMENTAL SERVICES****7.1.1 FVRD Regional Solid Waste Removal Bylaw No. 1495, 2018**

17 - 27

- Corporate report dated September 5, 2018 from Stacey Barker, Deputy Director of Regional Programs
- Draft Bylaw No. 1495, 2018

MOTION FOR CONSIDERATION

THAT the Fraser Valley Regional District Board consider giving three readings and adoption to the bylaw cited as "*Fraser Valley Regional District Regional Solid Waste Removal Bylaw No. 1495, 2018*".

7.1.2 Air Quality and Wildfire Smoke in 2018

28 - 32

FOR INFORMATION ONLY

- Corporate report dated September 5, 2018 from Marina Richter, Environmental Services Coordinator

7.2 REGIONAL PARKS

No Items.

7.3 STRATEGIC PLANNING AND INITIATIVES**7.3.1 FVRD Regional Transit Expansion – Feasibility Study for Service between Mission and Kent**

33 - 36

FOR INFORMATION ONLY

- Corporate report dated September 5, 2018 from Melissa

Geddert, Planning Technician

- North of Fraser - Maps

7.4 OUTDOOR RECREATION AND PLANNING

No Items.

8. ADDENDA ITEMS/LATE ITEMS

9. ITEMS FOR INFORMATION AND CORRESPONDENCE

- | | | |
|-----|--|-----------|
| 9.1 | <u>Letter dated July 26, 2018 from Metro Vancouver regarding 'Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley - Williams Neighbourhood Plan'.</u> | 37 - 165 |
| 9.2 | <u>Letter dated August 22, 2018 from Regional District North Okanagan regarding 'Support for UBCM Resolution - Business Licensing'.</u> | 166 - 166 |

10. REPORTS BY STAFF

11. REPORTS BY DIRECTORS

12. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA

13. ADJOURNMENT

MOTION FOR CONSIDERATION

THAT the Regional and Corporate Services Committee Open Meeting of September 5, 2018 be adjourned.

FRASER VALLEY REGIONAL DISTRICT

REGIONAL AND CORPORATE SERVICES COMMITTEE

OPEN MEETING MINUTES

Tuesday, July 10, 2018
9:00 am
FVRD Boardroom, 45950 Cheam Avenue, Chilliwack, BC

Members Present: Director Jason Lum, City of Chilliwack, Chair
Director Pam Alexis, District of Mission
Director Ray Boucher, Electoral Area F
Director Henry Braun, City of Abbotsford
Director Bill Dickey, Electoral Area D
Director Leo Facio, Village of Harrison Hot Springs
Director Alec Niemi, Electoral Area C
Director Terry Raymond, Electoral Area A
Director Patricia Ross, City of Abbotsford
Director John Van Laerhoven, District of Kent
Director Wilfried Vicktor, District of Hope

Regrets: Director Sharon Gaetz, City of Chilliwack

Staff Present: Paul Gipps, Chief Administrative Officer
Mike Veenbaas, Director of Financial Services
Suzanne Gresham, Director of Corporate Initiatives
Barclay Pitkethly, Director of Regional Programs
Stacey Barker, Deputy Director of Regional Programs
Jennifer Kinneman, Manager of Corporate Affairs
Jaime Schween, Manager of Corporate Administration
Christina Vugteveen, Manager of Parks
Johannes Bendle, Planner I
Adam Swartz, GIS Technician III
Trina Douglas, Animal Control Supervisor
Amanda Molloy, Executive Assistant to CAO and Board
Matthew Fang, Network Analyst I
Chris Lee, Recording Secretary

Also Present: Deneen McArthur, Corporate Services and Legislative Assistant,
Regional District of Central Okanagan

1. CALL TO ORDER

Chair Lum called the meeting to order at 9:00 a.m.

2. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS

Moved By FACIO
Seconded By BOUCHER

THAT the Agenda, Addenda and Late Items for the Regional and Corporate Services Committee Open Meeting of July 10, 2018 be approved;

AND THAT all delegations, reports, correspondence and other information set to the Agenda be received for information.

CARRIED

3. DELEGATIONS AND PRESENTATIONS

3.1 Presentation on the "My Dog Matters" Rewards Program

Deneen McArthur, Corporate Services and Legislative Assistant of Regional District of Central Okanagan provided a presentation on '*My Dog Matters*' Rewards Program. She noted that the Program began in 2013 in the District of Central Okanagan and was created to reward dog owners who license their dog(s) and provide them with the benefits of licensing. She reported that the District partnered with local businesses to provide licensed dog owners with store discounts. With these discounts, dog owners could easily recoup their annual licence fees.

Ms. McArthur provided information on the Rewards App which is easy and convenient for dog owners to use for paying dog licence, register new dog or remove a pet. Information on rules for dog parks is also available on the App.

Ms. McArthur noted that this Program has been very successful at the District of Central Okanagan and that sale of dog licences has more than doubled and continues to increase.

3.1.1 Animal Control - Dog Licencing Update

The report dated July 10, 2018 from the Deputy Director of Regional Programs pertaining to the sale of dog licences within the FVRD's animal control program was provided for information.

4. MINUTES/MATTERS ARISING

4.1 Minutes of the Regional and Corporate Services Committee Open Meeting - June 12, 2018

Moved By FACIO
Seconded By RAYMOND

THAT the Minutes of the Regional and Corporate Services Committee Open Meeting of June 12, 2018 be adopted.

CARRIED

5. CORPORATE ADMINISTRATION

5.1 Elections Update

The report dated July 10, 2018 from the Manager of Corporate Administration pertaining to the upcoming General Local Elections was provided for information.

6. FINANCE

No items.

7. REGIONAL PROGRAMS AND SERVICES

7.1 ENVIRONMENTAL SERVICES

No items.

7.2 REGIONAL PARKS

No items.

7.3 STRATEGIC PLANNING AND INITIATIVES

7.3.1 FVRD Regional Transit Service Update – Bus Routes #66 Fraser Valley Express, #11 Agassiz-Harrison, and #22 Hope

The report dated July 10, 2018 from Planner I with respect to transit service updates for bus routes #66 Fraser Valley Express, #11 Agassiz-Harrison and #22 Hope was provided for information.

In response to a question regarding the impact of the discontinuation of Greyhound services, staff noted that there will be more impact to the smaller communities and it is expected to see higher ridership in our regional transit services. It was also noted that we can play a role in terms of increasing frequency of existing services and developing more regional connections north side of the Fraser. The ability to regulate frequency of trips was also raised.

7.3.2 BC Transit Board of Directors

Moved By ROSS
Seconded By VICKTOR

THAT the Fraser Valley Regional District Board direct staff to request the Hon. Claire Trevena, Minister of Transportation and Infrastructure that the Fraser Valley be represented on the BC Transit Board of Directors.

AND THAT the Fraser Valley Regional District Board consider selecting a political representative, either the FVRD Chair or a Mayor, to apply to the BC Transit Board of Directors for the Lieutenant Governor in Council's consideration.

CARRIED

7.4 OUTDOOR RECREATION PLANNING

No items.

8. OTHERS MATTERS

No items.

9. ADDENDA ITEMS/LATE ITEMS

None

10. REPORTS BY STAFF

None

11. REPORTS BY DIRECTORS

Director Facio reported that the Golf Tournament scheduled for July 18, 2018 at Harrison Hot Springs has been cancelled due to lack of participants.

12. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA

None

13. RESOLUTION TO CLOSE MEETING

Moved By FACIO
Seconded By NIEMI

THAT the meeting be closed to the public, except for Senior Staff and the Executive Assistant, for the purpose of receiving and adopting Closed Meeting Minutes convened in accordance with Section 90 of the *Community Charter* and to consider matters pursuant to:

- Section 90(1)(c) of the *Community Charter* - labour relations or other employee relations;
- Section 90(1)(i) of the *Community Charter* - the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
- Section 90(1)(k) of the *Community Charter* - negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the Committee, could reasonably be expected to harm the interests of the regional district if they were held in public.

CARRIED

The Open Meeting recessed at 9:31 a.m.

14. RECONVENE OPEN MEETING

The Open Meeting reconvened at 10:15 a.m.

Following discussion, a motion with respect to the TransCanada Highway expansion was brought forward.

VICKTOR/FACIO

THAT the Fraser Valley Regional District Board direct staff to schedule a meeting with Hon. Claire Trevena, Minister of Transportation and Infrastructure and Premier Horgan indicating the need for Provincial support of funding for Highway 1 widening.

CARRIED

15. RISE AND REPORT OUT OF CLOSED MEETING

None

16. ADJOURNMENT

Moved By FACIO
Seconded By DICKEY

THAT the Regional and Corporate Services Committee Open Meeting of July 10, 2018 be adjourned.

CARRIED

The Regional and Corporate Services Committee Open Meeting adjourned at 10:16 a.m.

MINUTES CERTIFIED CORRECT:

.....
Director Jason Lum, Chair

To: Regional and Corporate Services Committee
From: Mike Veenbaas, Director of Financial Services

Date: 2018-09-05
File No: 1690-21

Subject: FVRD Purchasing Card Program – BMO Agreement

RECOMMENDATION

THAT the Fraser Valley Regional District Board authorize the Regional District to enter into an agreement with BMO to provide up to \$250,000 in credit capacity for a Purchasing Card program with the understanding that the Regional District will be responsible for payment of all amounts charged;

AND THAT the Fraser Valley Regional District Board authorize its signatories to execute the agreement with BMO.

STRATEGIC AREA(S) OF FOCUS

Provide Responsive & Effective Public Services

BACKGROUND

For many years Fraser Valley Regional District has maintained a purchasing card program, similar to our member municipalities. The purchasing card allows for the purchase of low value goods and services via an option that is significantly lower than traditional purchasing methods. Cardholders are expected to follow the policies and procedures outlined in FVRD's Purchasing Policy.

DISCUSSION

FVRD has been presented with an opportunity to join the Province of BC Purchasing Card consortium which allows for a better fee structure and a stronger software platform for the administration of the program.

The existing FVRD Purchasing Card program has 53 cardholders each with varying individual credit limits set based on the cardholders position and purchasing needs. It should be noted that the current program has a \$30 per card annual fee.

The proposed Purchasing Card program brings a software solution that will greatly enhance the program's administration and provide cardholders with the online tools to effectively manage their purchases and resulting coding into the regional district's financial system. In addition, there is no annual card fee for this program which alone saves FVRD about \$1,600 per year.

The BMO program includes membership from District of Mission, City of Chilliwack and District of Kent, along with the Abbotsford School District.

In order to initiate the process to transition to the new program, BMO requires the passing of a resolution allowing FVRD to enter into a credit arrangement with BMO.

COST

There are no costs associated with the administration of the purchasing card program. All actual purchase costs are allocated to the applicable service area as authorized by the financial plan bylaw.

CONCLUSION

FVRD has been presented with an opportunity to change purchasing card providers that will allow for reduced administration costs and increased administration/cardholder efficiency. In order to enable this transition, BMO requires the passing of a motion allowing FVRD to enter into a credit arrangement with BMO.

COMMENTS BY:

Paul Gipps, Chief Administrative Officer

Reviewed and supported

OFFICER'S CERTIFICATE

TO: Bank of Montreal (“**BMO**”)

The undersigned, _____, _____,
(insert first and last name) *(insert title)*
 of _____
(insert the name of the organization)

certifies for and on behalf of the FRASER VALLEY REGIONAL DISTRICT
without personal liability, intending that the same may be relied upon by you, that:

General

1. I am a duly appointed officer of the FRASER VALLEY REGIONAL DISTRICT and have knowledge of the matters hereinafter certified.
2. I have reviewed the books and records and other documents of the FRASER VALLEY REGIONAL DISTRICT and have made such enquiries and investigations as I consider necessary or advisable for the purpose of verifying the matters set out below.

Matters Pertaining to the Public Body

3. The FRASER VALLEY REGIONAL DISTRICT is a public body and broader public sector participant under the Government of British Columbia
(insert one: "laws of the [State/Province/Territory] of [name]" or "federal laws of Canada")
4. There are no provisions in the FRASER VALLEY REGIONAL DISTRICT articles or the by-laws or any shareholders' agreement relating to the FRASER VALLEY REGIONAL DISTRICT which restrict or limit the powers of the FRASER VALLEY REGIONAL DISTRICT or its directors with respect to the ability of the FRASER VALLEY REGIONAL DISTRICT to borrow, give financial assistance or create security interests in its property, assets and undertaking.
5. Attached as Schedule "A" is a true copy of the resolutions (the "**Authorizing Resolutions**") passed by the board of directors of the FRASER VALLEY REGIONAL DISTRICT authorizing the FRASER VALLEY REGIONAL DISTRICT to borrow from, and incur other obligations to, BMO. The Authorizing Resolutions remain in full force and effect, unamended, and there exist no other resolutions of the board of directors of the FRASER VALLEY REGIONAL

DISTRICT relating to the matters set out in the Authorizing Resolutions. The FRASER VALLEY REGIONAL DISTRICT has full power and authority to execute, deliver and perform its obligations contained in the documents as contemplated by the Authorizing Resolutions (all such documents, hereafter the “Documents”).

6. All Documents executed by the FRASER VALLEY REGIONAL DISTRICT and delivered to BMO are, respectively, in a form contemplated in the Authorizing Resolutions. Each person who executed and delivered the Documents to BMO had full authority to do so on behalf of the FRASER VALLEY REGIONAL DISTRICT and each signature affixed to the Documents is the true and proper signature of the signatory.

Incumbency

7. Each person whose name is set out below is, as of the date of this certificate, an authorized signatory who is authorized to execute documents on behalf of the FRASER VALLEY REGIONAL DISTRICT and the signature set out beside each person’s name and title is the true signature of that person:

Name	Title	Signature
_____	_____	_____
_____	_____	_____
_____	_____	_____

[The balance of this page is intentionally left blank; the signature page follows]

This certificate may be relied upon by BMO in connection with any dealings it may have with the FRASER VALLEY REGIONAL DISTRICT from time to time.

DATED this ____ day of _____, 20____.

Name:

Title:

Execution Page – Officer's Certificate

SCHEDULE "A"
Authorizing Resolutions

**RESOLUTION OF THE DIRECTORS OF
FRASER VALLEY REGIONAL DISTRICT**

(insert the name of the Corporation)
(the "Corporation")

WHEREAS the Corporation has the power and capacity to borrow money upon the credit of the Corporation and to mortgage and charge all or any of the real and personal property of the Corporation;

AND WHEREAS it is in the best interest of the Corporation to enter into an arrangement with Bank of Montreal ("**BMO**") to provide the Corporation with credit by way of a corporate credit card account (an "**Account**");

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Corporation is hereby authorized to enter into an arrangement with BMO to provide the Corporation with credit by way of an Account, under which arrangement the Corporation may request that BMO issue cards on the Account, and the Corporation will be responsible for the payment of all amounts (including fees and interest) charged to the Account, the whole substantially on the terms and conditions set out in the draft corporate card agreement (the "**Agreement**") submitted to, and hereby approved by, the directors;

2. THAT *(select one)*:

☐ the person with the title of: _____ is
(insert title)

☐ any one of the following persons with the titles of: _____ is
(insert titles)

☐ any two of the following persons with the titles of: _____ are
(insert titles)

hereby authorized to sign the Agreement with BMO substantially on the terms and conditions of the draft thereof approved by the directors, with such changes or modifications as the persons so signing may in their sole discretion deem appropriate, and to sign from time to time such other documents, agreements, amendments to, and restatements of, the Agreement and to do such other things they in their sole discretion

deem appropriate or advisable in connection with, or to give effect to, such Agreement and the program contemplated thereunder.

The execution and delivery of any other agreements, instruments or documents ancillary or incidental to the documents referred to in this resolution which may have been executed or delivered prior to the enactment of this resolution, regardless of the officer or other employee of the Corporation who executed such agreement, instrument or document, and regardless of any informality in such execution or delivery, are hereby ratified, approved and confirm

To: Regional and Corporate Services Committee

Date: 2018-09-05

From: Stacey Barker, Deputy Director of Regional Programs

File No: 5360-27-001

Subject: FVRD Regional Solid Waste Removal Bylaw No. 1495, 2018

RECOMMENDATION

THAT the Fraser Valley Regional District Board give three readings and adoption to the bylaw cited as "*Fraser Valley Regional District Regional Solid Waste Removal Bylaw No. 1495, 2018*".

STRATEGIC AREA(S) OF FOCUS

Support Environmental Stewardship

Support Healthy & Sustainable Community

PRIORITIES

Priority #1 Waste Management

SUMMARY OF ISSUE

Fraser Valley Regional District (FVRD) Bylaw No. 1478 to create a Service Area for Regional Solid Waste Management received three readings by the Board on May 23, 2018. Since then, the bylaw has also received statutory consent from municipal and electoral area stakeholders and is expected to be granted approval by the Inspector of Municipalities prior to the Board's next meeting on September 25, 2018.

Subject to approval from the Inspector of Municipalities, the accompanying regulatory Bylaw No. 1495 regarding the adoption of regional sorting requirements for recyclable and organic material will be submitted to the Board at its September 25, 2018 meeting for its consideration.

BACKGROUND

To reduce the amount of solid waste being landfilled and to conserve reusable resources, the FVRD is putting forth new regional sorting requirements for all residents, businesses, and institutions, whereby organic and recyclable material will be separated from the residual waste stream. The implementation of new sorting requirements will help the region realize the first milestone of the FVRD's Solid Waste Management Plan and will represent a significant accomplishment along the path toward Zero Waste.

Sorting requirements will only apply to solid waste generated by the residential sector (both single and multi-family) and by the industrial, commercial and institutional (ICI) sector. It will not apply to demolition, land-clearing or construction (DLC) sector, nor will it apply to waste generated through agricultural production. It also does not include waste that is excluded from the scope of the FVRD's Solid Waste Management Plan (hazardous, agricultural, biomedical, or liquid waste).

The proposed regulatory bylaw specifies the requirements for the separation of basic recyclable and organic material from the residual waste stream. It does not limit the application of existing provincial regulation or local government bylaws.

The new Service Area enacted under Bylaw No. 1478, 2018 is the foundational mechanism which will allow for the establishment of the corresponding regulatory bylaw (Bylaw No. 1495, 2018). This Service Area does not mean that the FVRD will provide a collection service; rather, it sets the policy or requirements for which owners or occupiers of property must comply.

Consultation on the proposed source separation bylaw was concluded in 2017 and the FVRD has been working closely with municipal solid waste representatives, the Waste Management Association of BC, Lidstone & Company, and the Ministry of Environment, to finalize the new policy that is before the Board for their consideration.

DISCUSSION

The requirements included within the *Fraser Valley Regional District Regional Solid Waste Removal Bylaw No. 1495, 2018* (attached) will not take effect until April 1, 2020, which will provide the FVRD with ample time to promote the new requirements and to provide the public with significant lead time to amend their waste management practices, if required. This time period is consistent with feedback received during public consultation.

The FVRD will initiate public promotion of the new requirement starting in January 2019. Promotion of the new requirements will follow the same pattern as was conducted by the FVRD through its pre-consultation and consultation phases. This will include engaging directly with representative business organizations, specific sector groups, professional associations, and interest groups.

The FVRD will also continue working with the waste management industry sector through the existing working group. As they are the key service providers, we will be working in partnership with them to supply notice and educational information about the sorting requirements to all their clients. The FVRD will also gather feedback on all educational and promotional materials created to ensure the greatest success.

The FVRD is not expecting compliance with the bylaw will occur overnight. Fostering successful sorting behaviour and having it become a cultural norm in our communities will take time. Educational efforts, awareness, and waste generator communications will ramp up over the next 18 months. Adequate time will be given for residents and businesses to implement effective plans for separating food waste and recyclables from the garbage.

When enforcement does begin after the bylaw takes effect in April 2020, it will be the goal of the FVRD to bring Waste Generators into compliance first through education, before any punitive fines would be considered. Initial enforcement will focus on large generators of food waste like supermarkets and major restaurants and hotels. We recognize there may be unique challenges for some businesses, and we will work together with the waste management industry to find solutions. Many businesses that are

early adopters have already implemented practical solutions and they will be encouraged to share their success through our social media channels to serve as examples and inspiration for others.

Education and awareness efforts will centre around the FVRD's Waste Wise initiative and associated website. The FVRD will provide a variety of educational materials including brochures, bin labels, helpful hints, industry specific guides, and notices to assist property owners. We will also supply this material to haulers who can provide it to their customers. The FVRD will work closely with all municipal solid waste representatives to ensure that public awareness efforts occur in concert with any solid waste communication initiatives already occurring in their municipality. An update regarding the communications plan and materials will be brought forward to the Board as the campaign progresses.

To ensure that the material that is separated by the waste generator is kept separated and processed properly, the FVRD will be working over the next year to develop a solid waste management facility Code of Practice. Initiating a Code of Practice, rather than facility permitting or licencing, will be more practical and affordable for the FVRD to administer, will not limit private industry from making long-term investments, will not be cumbersome nor limit the movement of waste. This Code of Practice will be developed in consultation with local facility owners and within the waste management industry working group.

COST

The FVRD will administer the Source Separation requirements through its Regional Solid Waste Budget. Costs for education and enforcement will be kept within the existing funding limits. This budget is not funded through taxation, but through a user-pay system called a Tonnage Levy on all waste disposed. Although the FVRD is not proposing to raise this budget, funding from the Levy will decrease as Source Separation becomes more successful. Less waste equals less Levy.

The expected Tonnage Levy shortfall was presented as an informational item to the Board last fall during budget discussions, but no decisions were made at that time. The issue will be brought to Board in January during current budget discussions for a decision on how to move forward. In the meantime, various options and implications to each community will be discussed with municipal and electoral area staff representatives to solicit feedback which will be presented to the Board during budget discussions.

CONCLUSION

Regional sorting requirements for recyclable and organic material for all residents, businesses and institutions is consistent with strategies outlined in the FVRD's Solid Waste Management Plan and will assist the region in achieving its diversion goals. This new policy will:

- Avoid wasting beneficial resources which can be turning into new products
- Save valuable space in our landfills
- Reduce our impact on climate change through reduced landfill methane production
- Generate local industry programs and jobs
- Provide the opportunity for composted organics to enrich our local soils

COMMENTS BY:

Barclay Pitkethly, Director of Regional Programs

Reviewed and supported.

Mike Veenbaas, Director of Financial Services

Reviewed and supported.

Paul Gipps, Chief Administrative Officer

Reviewed and supported

FRASER VALLEY REGIONAL DISTRICT

BYLAW NO. 1495, 2018

A Bylaw Respecting the Removal and Disposal of Municipal Solid Waste

WHEREAS to advance the goals set out in the Solid Waste Management Plan, the Fraser Valley Regional District wishes to maximize the diversion of organic and recyclable materials;

WHEREAS Section 316(a) of the *Local Government Act* enables the Fraser Valley Regional District to require persons to use a waste disposal or recycling service;

AND WHEREAS Section 316(b) of the *Local Government Act* enables the Fraser Valley Regional District to require owners and occupiers of real property to remove trade waste, garbage, rubbish and other matter from their property and take it to a specified place;

AND WHEREAS Section 419 of the *Local Government Act* enables the Fraser Valley Regional District, in connection with a requirement in relation to a matter, to authorize officers, employees and agents of the regional district to enter, at all reasonable times, on any property to inspect and determine whether all regulations, prohibitions and requirements are being met;

AND WHEREAS section 7.2.2 of the Fraser Valley Regional District Solid Waste Management Plan Update 2016 – 2026 contemplates that the Fraser Valley Regional District will establish waste reduction and recycling bylaw initiatives,

NOW THEREFORE, the Board of the Fraser Valley Regional District enacts as follows:

1. CITATION

This bylaw may be cited as *Fraser Valley Regional District Regional Solid Waste Removal Bylaw No. 1495, 2018*.

2. INTERPRETATION

a) In this Bylaw, unless the context requires otherwise:

"Bylaw Enforcement Officer" means a person designated pursuant to section 5. a) of this bylaw;

"Environmental Management Act" means the *Environmental Management Act*, S.B.C. 2003 c. 53, as amended or replaced from time to time and all regulations thereunder;

"EPR Products" means products for which producers are responsible pursuant to the *Recycling Regulation*, B.C. Reg. 449/2004 adopted under the *Environmental Management Act*, as

may be amended or replaced from time to time, including antifreeze, tires, batteries, electronics, paper and packaging;

“Facility” includes all types of buildings and structures that are authorized by a governmental authority to receive, handle or process one or more types of Municipal Solid Waste, including Recycling Depots, Transfer Stations, Material Recovery Facilities, Mixed Waste Material Recovery Facilities, Organic Facilities and landfills;

“Local Government Act” means the *Local Government Act*, R.S.B.C., 2015 c. 1, as amended or replaced from time to time and all regulations thereunder;

“Material Recovery Facility” means a Facility that receives, separates and prepares Recyclable Material for marketing to end-user markets and manufacturers;

“Mixed Municipal Solid Waste” means Municipal Solid Waste that has undergone a process of Source Separation by a Waste Generator, but has not undergone a further separation process at a Mixed Waste Material Recovery Facility;

“Mixed Waste Material Recovery Facility” means a Facility that receives Mixed Municipal Solid Waste for the purpose of maximizing the diversion of Organic Material and Recyclable Material, and further separates Recyclable Material and Organic Material for marketing to end-user markets and manufacturers with only the remaining Residual Waste being directed for disposal;

“Municipal Solid Waste” means refuse that originates from residential, commercial or institutional sources within municipalities and electoral areas excluding the following:

- refuse that originates from demolition, land clearing or construction sources; and
- waste excluded from the scope of the Solid Waste Management Plan (hazardous, agricultural, biomedical and liquid waste).

“Organics Facility” means a Facility that receives one or more types of Organic Material for the purpose of composting or digestion;

“Organic Material” means material that can be composted or digested, including the following:

- **Food waste** including meat, fish, seafood, bones, grain products (bread/pasta/baked goods), salad, salad dressing, coffee grounds, dairy products, eggs, egg shells, fruits, vegetables, pasta, nuts, nutshells, non-liquid fats, butter, mayonnaise, and other condiments;
- **Food soiled paper** including paper that has been soiled by or comingled with food residue, compostable paper packaging, paper plates, carbon paper, facial tissue, paper napkins or towels;
- **Plant waste** including grass clippings, moss, tree trimmings and branches, leaves, plants, flowers, weeds, bark mulch, but excluding agricultural waste; and

- **Single-use wooden food utensils** including toothpicks, popsicle sticks, stir sticks, skewers and chop sticks;

“Recycling Depot” means a Facility that accepts Recyclable Material for the purpose of transport to a Materials Recovery Facility or direct marketing to end-user markets and manufacturers, including businesses and depots that receive EPR Products;

“Recyclable Material” means the following items, clean and clear of debris:

- **Paper packaging** including box board, cardboard, corrugated cardboard, paper bags without plastic liners, paper pet food bags without plastic liners, paper egg cartons, paper drink trays;
- **Paper containers** including milk and juice cartons, tetra paks, frozen dessert boxes, disposal coffee cups;
- **Plastic containers** including plastic food containers, plastic tubs, plastic bottles, plastic lids, clamshell containers, milk jugs, coffee pods, plant pots and trays, microwavable plastic bowls, microwavable plastic cups, and un-numbered rigid plastic packaging;
- **Metal items** including aluminium foil, plates and trays, tin foil, cans and lids, household aerosol containers, cardboard and metal wound containers;
- **Printed paper** including newspaper, magazines, office paper, phone books, greeting cards;
- **Film plastic** including shopping bags, bread bags and overwrap; and
- **Glass** including glass bottles and glass jars;

“Residual Waste” means Municipal Solid Waste that has undergone a separation process at a Mixed Waste Material Recovery Facility;

“Solid Waste Management Plan” means the Fraser Valley Regional District Solid Waste Management Plan Update 2016 – 2026, approved by the Minister of Environment pursuant to section 24 of the *Environmental Management Act*;

“Source Separation” means the process conducted by a Waste Generator at the point of waste generation whereby the Waste Generator uses barriers, containers or other means of containment to, at minimum, separate from Municipal Solid Waste, into separate distinguishable accumulations, Organic Material and Recyclable Material;

“Transfer Station” means a Facility that receives one or more of Recyclable Material, Organic Material, or Mixed Municipal Solid Waste for the purposes of further transport;

“Waste Generator” means an owner or occupier of residential, commercial or institutional property at which Municipal Solid Waste of any scope is generated, produced or results from; and

“Waste Hauler” has the meaning set out in section 26 of the *Environmental Management Act*.

- b) This Bylaw will be interpreted in accordance with the following principles:
- i. Except where expressly stated otherwise, terms defined in the *Local Government Act*, the *Environmental Management Act* and the Solid Waste Management Plan apply to the terms used in this Bylaw.
 - ii. The words “include” or “including” means that the list is not exhaustive.
 - iii. Headings are for convenience only.
 - iv. Single terms include plural, and masculine pronouns include feminine and gender-neutral.
 - v. This Bylaw does not detract from the regime established for the collection of EPR Products under the *Recycling Regulation, B.C. Reg. 449/2004*.
 - vi. This Bylaw does not limit the application of any provincial, regional or municipal laws or bylaws regulating the disposal, collection, management or storage of solid waste or recyclable material.
 - vii. This Bylaw does not restrict or prohibit backyard composting where permitted by applicable laws and bylaw.

3. PURPOSE AND AREA OF APPLICATION

- a) This Bylaw is enacted to maximize Source Separation within the FVRD.
- b) This Bylaw applies within the participating areas of the Regional Solid Waste Management Service Area of the Fraser Valley Regional District as established by bylaw.

4. WASTE DISPOSAL

- a) A Waste Generator shall remove Organic Material, Recyclable Material and Mixed Municipal Solid Waste from their property, and shall either:
 - i. take Organic Material, Recyclable Material and Mixed Municipal Solid Waste to the types of Facilities specified in section 4. c) of this bylaw; or
 - ii. arrange for one or more Waste Haulers to collect Organic Material, Recyclable Material and Mixed Municipal Solid Waste and take it to the types of Facilities specified in section 4. c).
- b) A Waste Generator shall inform its tenants, employees and contractors in writing of the requirements of this Bylaw, and of the location of containers and facilities used for Source Separation on the property.
- c) To comply with this Bylaw:
 - i. Organic Material must be taken to either:
 - a. an Organics Facility, or

- b. a Transfer Station that handles Organic Material separately from other types of Municipal Solid Waste,
that is authorized by a governmental authority to receive the type of Organic Material being taken;
- ii. Recyclable Material must be taken to either:
 - a. a Recycling Depot,
 - b. a Material Recovery Facility, or
 - c. a Transfer Station that handles Recyclable Material separately from other types of Municipal Solid Waste,
that is authorized by a governmental authority to receive the type of Recyclable Material being taken; and
- iii. Mixed Municipal Solid Waste must be taken to either:
 - a. a Transfer Station,
 - b. a Mixed Material Recovery Facility, or
 - c. another Facility,
that is authorized by a governmental authority to receive the type of Mixed Municipal Solid Waste being taken.
- d) Nothing in this Bylaw will be interpreted to prohibit a Waste Generator from Source Separating Municipal Solid Waste or Mixed Municipal Solid Waste that they generate into more distinct types than prescribed in section 4. b).

5. ENFORCEMENT AND COMPLIANCE

- a) The Board may appoint by bylaw or resolution a person or persons to be a Bylaw Enforcement Officer and exercise the power of the Bylaw Enforcement Officer under this Bylaw.
- b) A Bylaw Enforcement Officer may:
 - i. enter a Facility, or a Waste Generator's property, to inspect for compliance with this Bylaw. Without limiting the foregoing, inspection may include opening and sorting through waste bags, bins and other containers to detect by sound, smell or sight the presence of Organic Material, Recyclable Material or Mixed Municipal Solid Waste; and
 - ii. issue verbal or written orders to Waste Generators who do not comply with this Bylaw.
- c) A person who:
 - i. contravenes any provision of this Bylaw or does any act or thing which contravenes any provision of this Bylaw, or suffers or allows any other persons to do any act or thing which contravenes any provision of this Bylaw;
 - ii. neglects to do or refrains from doing anything required to be done by any provision of this Bylaw; or

- iii. fails to comply with an order issued by a Bylaw Enforcement Officer under this Bylaw, or suffers or allows any other person to fail to comply with an order under this Bylaw, is guilty of an offence against this Bylaw and liable to the penalties imposed under this Bylaw.
- d) Every person who commits an offence against this Bylaw is punishable on summary conviction by a fine of not less than \$5,000.00 and not more than \$10,000.00.
- e) Every person who commits an offence of a continuing nature against this Bylaw is liable to a fine not less than \$5,000.00 and not more than \$10,000.00 for each day such offence continues.
- f) Designated contraventions of this Bylaw may be enforced pursuant to Fraser Valley Regional District Bylaw Offence Notice Enforcement Bylaw, as amended or replaced from time to time.

6. GENERAL

Nothing in this Bylaw is intended to relieve any person from complying with any other applicable enactment.

7. SEVERABILITY

If a portion of this bylaw is found invalid by a court, it will be severed and the remainder of the bylaw will remain in effect.

8. EFFECT

This Bylaw will come into effect on April 1, 2020.

9. READINGS AND ADOPTION

READ A FIRST TIME THIS _____ day of _____

READ A SECOND TIME THIS _____ day of _____

READ A THIRD TIME THIS _____ day of _____

ADOPTED THIS _____ day of _____

Chair/Vice-Chair

Corporate Officer/Deputy

9) CERTIFICATION

I hereby certify that this is a true and correct copy of *Fraser Valley Regional District Regional Solid Waste Removal Bylaw No. 1495, 2018*, as adopted by the Board of Directors of the Fraser Valley Regional District on the
Dated at Chilliwack, BC this

Corporate Officer/Deputy

DRAFT

To: Regional and Corporate Services Committee
 From: Marina Richter, Environmental Services Coordinator

Date: 2018-09-05
 File No: 9050-30-075

Subject: Air quality and wildfire smoke in 2018

INTENT

This report is intended to advise the Fraser Valley Regional District Board of information pertaining to regional air quality issues and wildfire smoke experienced during the summer of 2018. Staff is not looking for a recommendation and has forwarded this information should members want more clarification or to discuss the item further.

STRATEGIC AREA(S) OF FOCUS

Support Environmental Stewardship
 Support Healthy & Sustainable Community

PRIORITIES

Priority #2 Air & Water Quality

BACKGROUND

Air quality (AQ) management in the Lower Fraser Valley (LFV) is administered by a collaborative committee of multiple government agencies, including the Fraser Valley Regional District (FVRD). The LFV Air Quality Monitoring Network performs an essential function for the AQ management system. Twenty-nine stations continuously monitor air pollutants and weather parameters from Hope to Horseshoe Bay. Collected data provides the foundation for AQ decisions at the airshed scale. The FVRD hosts six stations in the network spanning over the eastern part of the valley, which often sees episodes of the worst air quality in the airshed.

An air quality advisory is issued when the data shows that levels of key air pollutants (known as Criteria Air Contaminants), such as particulate matter, ground-level ozone, nitrogen and sulfur oxides, and carbon monoxide, exceed ambient AQ objectives. The advisories notify the public of poor air quality and recommend actions in order to protect their health. Release of an advisory typically occurs after it has been discussed and agreed upon by air quality experts from the local agencies, including the FVRD.

All AQ advisories issued in the LFV since 1996 have been due to exceedance of AQ objectives for ground-level ozone, fine particulate matter PM_{2.5}, or both at the same time (Figure 1). The most common sources of regional air pollution are forest wildfires and meteorological conditions conducive

to ozone formation. The effects on air quality are typically widespread through the large portions of the airshed.

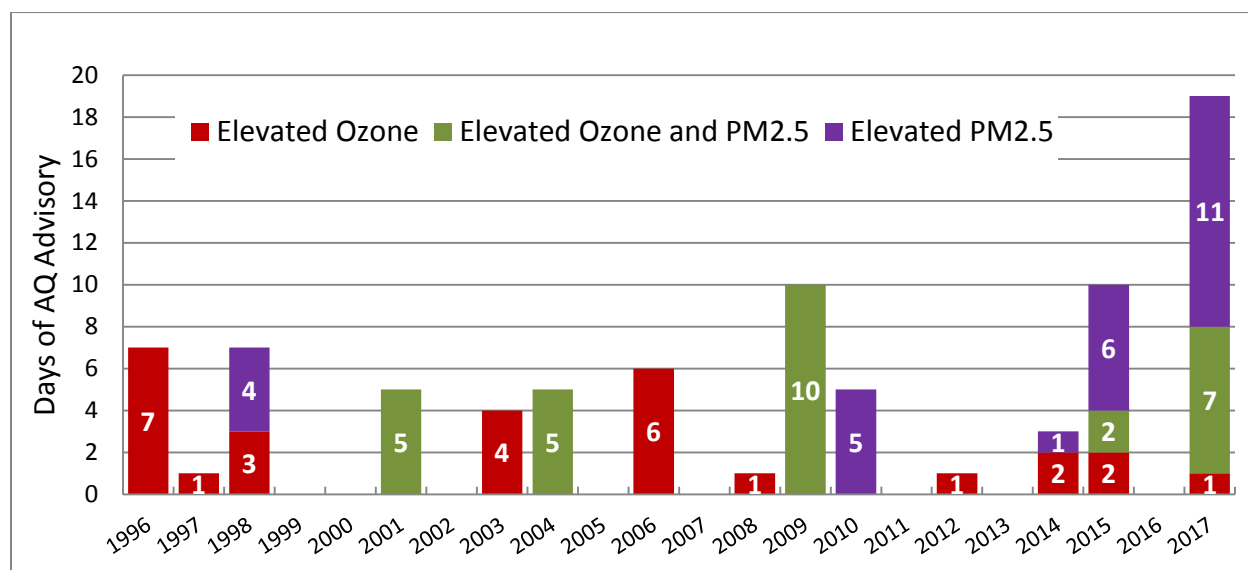


Figure 1. Number of days under AQ advisories in the LFV (adopted and modified from: 2015 Lower Fraser Valley Air Quality Monitoring Report, 2016-2017 data added)

DISCUSSION

Air Quality Advisories

The summer of 2018 has seen unprecedented degradation of air quality in the Lower Fraser Valley. In July-August 2018, the AQ advisories have been issued for 21 days (up to the date this report was submitted), and the advisory season is expected to continue through September. The 2018 numbers have already exceeded the totals in some of the worst years of 2009, 2015, and 2017 (Figure 1), setting a new record for poor air quality in our region.

An AQ advisory during wildfire smoke is typically issued in the LFV when the 24-hour average concentration of PM_{2.5} exceeds 25µg/m³ at two or more monitoring stations. This might or might not coincide with episodes of poor visibility, which sometimes occur when PM_{2.5} concentrations are below the advisory levels.

While most of the advisories were due to forest wildfire smoke from the interior BC and western USA, the current state of air quality cannot be blamed entirely on factors originating from outside our airshed. A significant number of local advisories were due to elevated ground-level ozone levels, resulting from local emissions (nitrogen oxides and volatile organic compounds, primarily), as well as hot temperatures, dry weather, and intense sunshine. The advisory level for ground-level ozone in the LFV is 65ppb (particles-per-billion) for 8-hour average concentration at two or more monitoring stations.

Figures 2 and 3 show concentrations of PM_{2.5} and ground-level ozone, respectively, measured at the AQ stations in the FVRD in July-August 2018 (the numbers are preliminary and have not been validated or quality assured). The highest levels were observed for PM_{2.5} occurred between August 19-26, and for ozone between July 25-30.

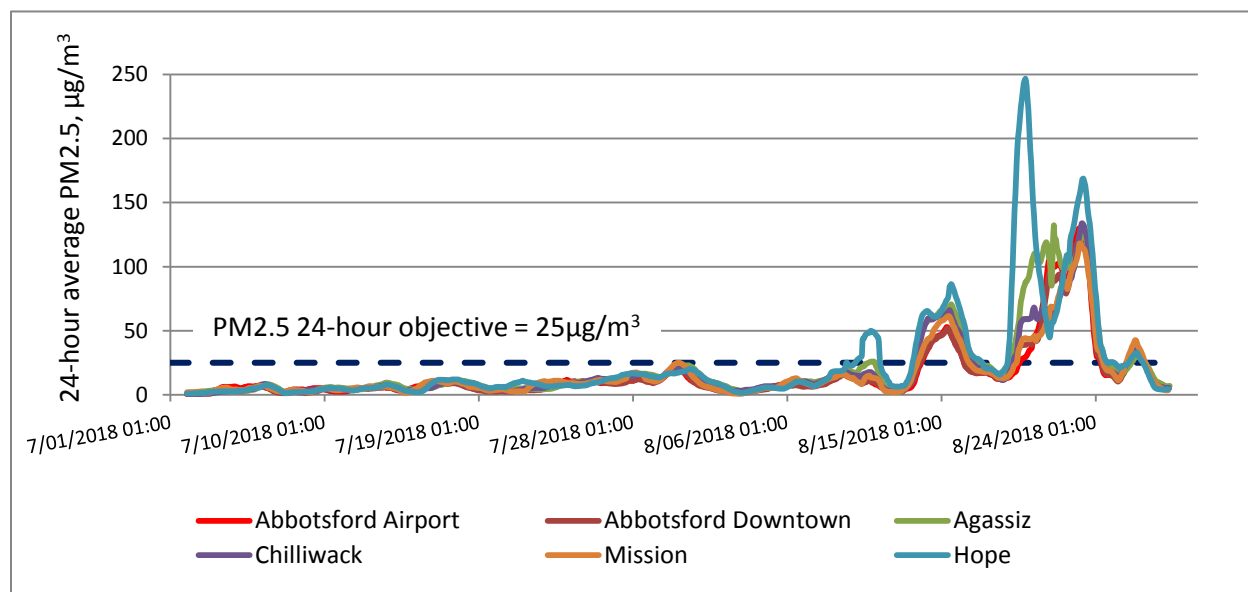


Figure 2. PM_{2.5} ambient concentrations in the FVRD in July-August 2018

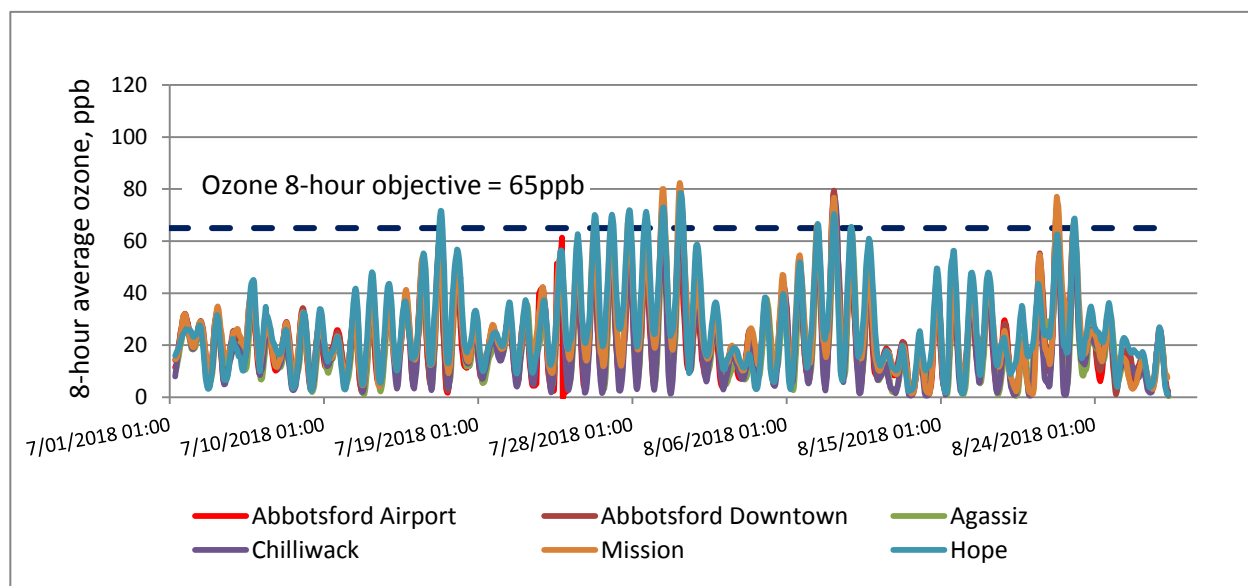


Figure 3. Ground-level ozone ambient concentrations in the FVRD in July-August 2018 (the graph also shows diurnal variation of daylight-sensitive ozone)

Wildfire smoke and public health

Recent trends suggest that BC forest wildfire seasons are becoming longer and more extreme each year. Wildfires generate lots of smoke which can saturate ambient air, travel long-distance, and linger over large territories for extended periods of time. Wildfire smoke is a complex mixture of air pollutants, including fine particulate matter (PM_{2.5}), carbon monoxide, nitrogen oxides, volatile organic compounds, and small amounts of heavy metals. The health effects of smoke might vary from slight discomforts to serious health problems, especially for those with pre-existing respiratory and cardiopulmonary conditions. Studies of wildfire smoke health effects showed that asthma medication dispensations and physician visits increased rapidly and significantly during fire smoke episodes in British Columbia¹.

Earlier in 2018, the local health and air quality agencies, including the FVRD, coordinated developing proactive messaging about wildfire smoke targeting the general population exposed to smoke effects. The objective of proactive messaging is to inform residents of risks and hazards of wildfire smoke, where to obtain information, and how to minimize smoke impacts and protect their health. The messaging is designed by public health professionals as brief information sheets intended to answer questions frequently asked during wildfire smoke events and cover some basic topics, such as smoke effects on health, use of masks and air filters, working outside, taking care of children, and overall minimizing exposure during smoke episodes. The information also includes interactive AQ data and maps and is available at <https://bc.lung.ca/news/latest-news/wildfires-what-you-should-know>.

The wildfire smoke information is also publicized through the FVRD's website and social media channels and provides links to the air quality resources available provincially and regionally.

COST

N/A

CONCLUSION

The summer of 2018 has seen a record number of AQ advisories in the Fraser Valley. Most of these were due to wildfire smoke from interior BC and western USA; however, ground-level ozone formation also played a contributing role, resulting from high temperatures, dry weather and high precursor concentrations. The FVRD is working collaboratively with other agencies in the airshed to improve communications to help our residents to minimize exposure and protect their health during degraded air quality events.

¹ Evidence Review: Health surveillance for wildfire smoke events, 2014 BC Centre for Disease Control

COMMENTS BY:

Barclay Pitkethly, Director of Regional Programs

Reviewed and supported

Mike Veenbaas, Director of Financial Services

No further financial comments.

Paul Gipps, Chief Administrative Officer

Reviewed and supported

To: Regional and Corporate Services Committee

Date: 2018-09-05

From: Melissa Geddert, Planning Technician

File No: 8330-02-28111

Subject: FVRD Regional Transit Expansion – Feasibility Study for Service between Mission and Kent

INTENT

This report is intended to advise the Regional and Corporate Services Committee and Electoral Area Services Committee of information pertaining to the feasibility study currently being undertaken by BC Transit for the expansion of transit service between Mission and Kent. Staff is not looking for a recommendation and has forwarded this information should members want more clarification to discuss the item further.

STRATEGIC AREA(S) OF FOCUS

Foster a Strong & Diverse Economy

Support Healthy & Sustainable Community

Provide Responsive & Effective Public Services

PRIORITIES

Priority #2 Air & Water Quality

BACKGROUND

Chilliwack Area Transit Future Plan and *Abbotsford-Mission Transit Future Plan*, adopted in 2013 by the respective communities and Fraser Valley Regional District (FVRD), recommends a feasibility study of potential service along the Highway 7 corridor between District of Kent and District of Mission. In accordance with the *Transit Future Action Plans*, BC Transit has initiated the beginning stages of a high level feasibility study.

DISCUSSION

The FVRD has requested a feasibility study to determine service options between the District of Mission and District of Kent on the north side of the Fraser River. BC Transit has initiated the study and has developed a two phase approach.

Phase one is a high level assessment of ridership demand, service options, cost estimates and required resources.

Phase two of the study will include First Nations engagement, local government engagement, and public engagement; and will provide a proposed schedule, a greater detailed cost analysis, a possible cost sharing strategy, detailed infrastructure requirements, and local government approval if necessary.

The Regional and Corporate Services Committee, Electoral Area Service Committee and FVRD Board will be provided regular updates throughout the project.

The objectives of the Mission-Kent Feasibility Study serve to define the expected role of transit in the study area in terms of service levels. The study will identify transit demand based on demographic data and existing transit services and will develop transit service options and associated costs.

The proposed 51 km route will travel between the District of Mission and the District of Kent Kent(Agassiz) along Highway 7 on the north side of the Fraser River. The route will pass through or near several First Nations communities and communities within Electoral Areas "C" and "G". Community engagement will be part of the planning process for the service (please see attached maps)

COST

No costs are incurred at this time. Budgetary impacts will be determined in phase two of the feasibility study.

CONCLUSION

Phase one of the Mission-Kent Transit Feasibility Study is underway. The Regional and Corporate Services Committee, Electoral Area Services Committee and Board will be provided regular updates as the project moves forward.

COMMENTS BY:

Alison Stewart, Manager of Strategic Planning and Initiatives

Reviewed and supported

Barclay Pitkethly, Director of Regional Programs

Reviewed and supported

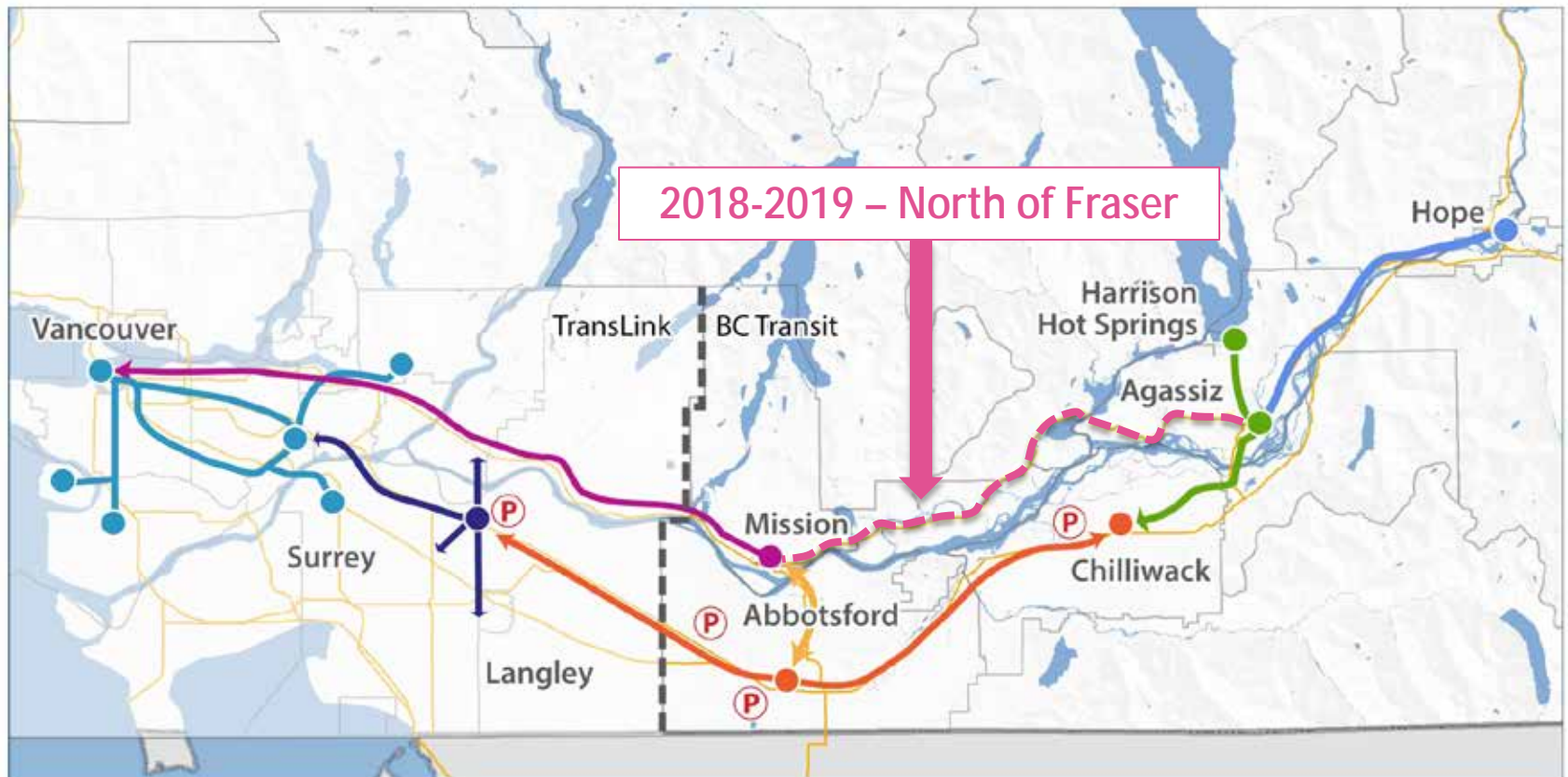
Mike Veenbaas, Director of Financial Services

Reviewed and supported

Paul Gipps, Chief Administrative Officer

Reviewed and supported

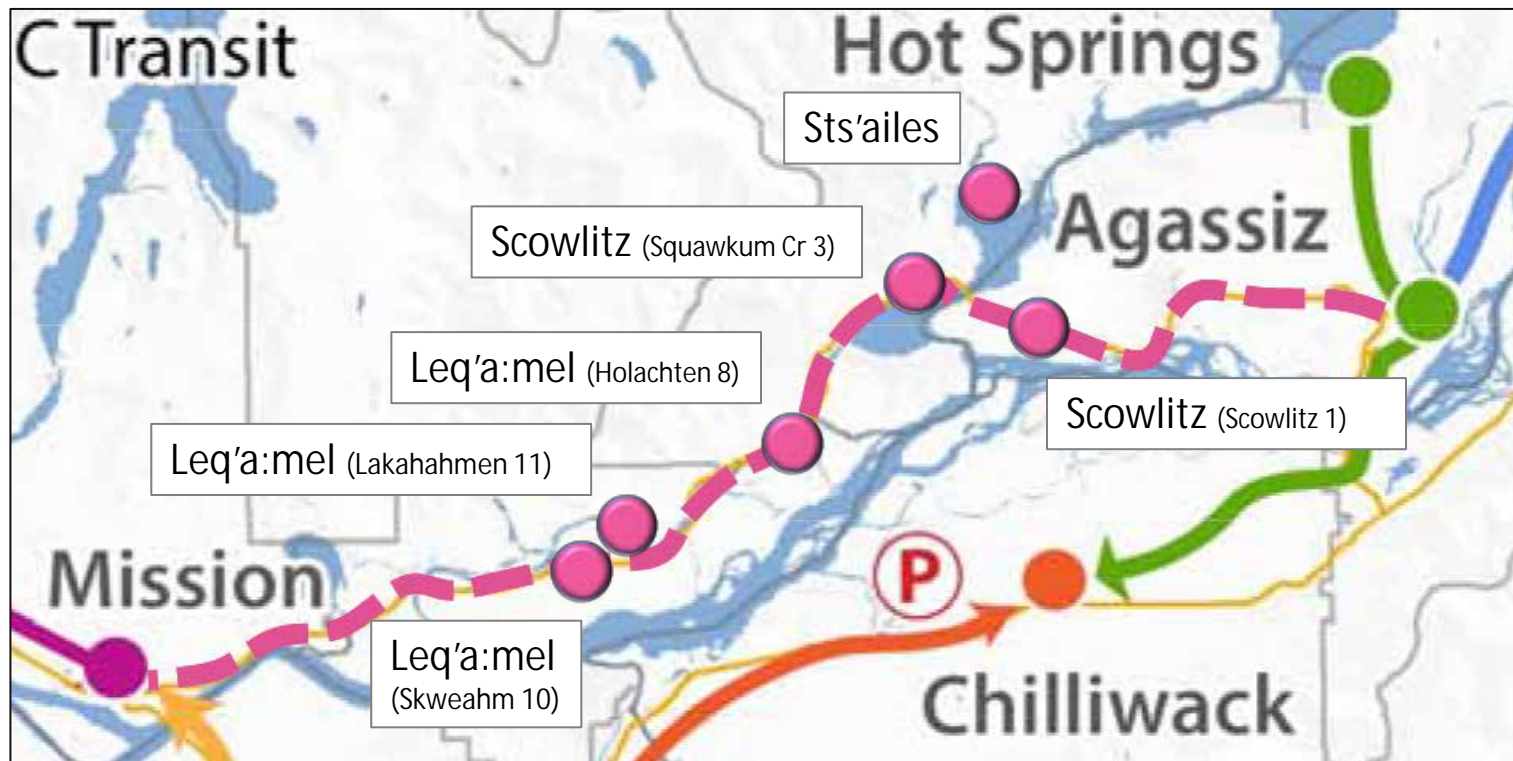
Future & Existing Transit Connections



North of Fraser

First Nations consultation

2018-2019 – North of Fraser



JUL 26 2018

Chair Jason Lum and Board of Directors
Fraser Valley Regional District
45950 Cheam Avenue
Chilliwack, BC V2P 1N6
VIA EMAIL: info@gvrd.ca

Dear Chair Lum and Board of Directors:

Re: Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley – Williams Neighbourhood Plan

The Township of Langley submitted a request to Metro Vancouver to amend *Metro Vancouver 2040: Shaping our Future* (Metro 2040), the regional growth strategy, by changing the regional land use designation on portions of the site from “Mixed Employment” to “General Urban”, and from “General Urban” to “Mixed Employment”. The amendment bylaw would enable implementation of the Williams Neighbourhood Plan, recently completed by the Township of Langley.

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2040 minor amendment process and in response to the Township of Langley’s request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;*
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and*
- c) direct staff to notify affected local governments as per Metro Vancouver 2040: Shaping our Future section 6.4.2.*

This letter provides notification to affected local governments and other agencies of the proposed amendment to *Metro 2040*.

This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing. For more information on regional growth strategy amendment procedures, please see *Metro 2040* Section 6.4.

25763087

A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding consistency with *Metro 2040* is enclosed.

You are invited to provide written comments on this proposed amendment to *Metro 2040*. **Please provide your comments via a Council or Board resolution by Friday September 14, 2018. Comments can be submitted to Chris Plagnol, Corporate Officer by mail to 4730 Kingsway, Burnaby BC, V5H 0C6 or by email at Chris.Plagnol@metrovancover.org.**

If you have any questions with respect to the proposed amendment, please contact James Stiver, Manager, Growth Management and Transportation, Parks Planning and Environment by phone at 778-452-4698 or by email at James.Stiver@metrovancover.org.

Yours sincerely,



Greg Moore
Chair, Metro Vancouver Board

GM/NC/HM/js

cc: Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver

Attachments

1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018 (Doc# 25359277)
2. Report dated May 29, 2018, titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley — Williams Neighbourhood Plan". (Doc# 25366805)

25763087

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018**

A Bylaw to Amend
Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

Township of Langley - Williams

WHEREAS the Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;
 - b) Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*. This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018*.

READ A FIRST TIME this 22 day of June, 2018.

READ A SECOND TIME this 22 day of June, 2018.

READ A THIRD TIME this _____ day of _____, 2018.

PASSED, AND FINALLY ADOPTED this _____ day of _____, 2018.

Chris Plagnol, Corporate Officer

Greg Moore, Chair

SCHEDULE A

The Township of Langley *Williams* amendment includes lands redesignated from Mixed Employment to General Urban, and from General Urban to Mixed Employment.

Prior to Amendment

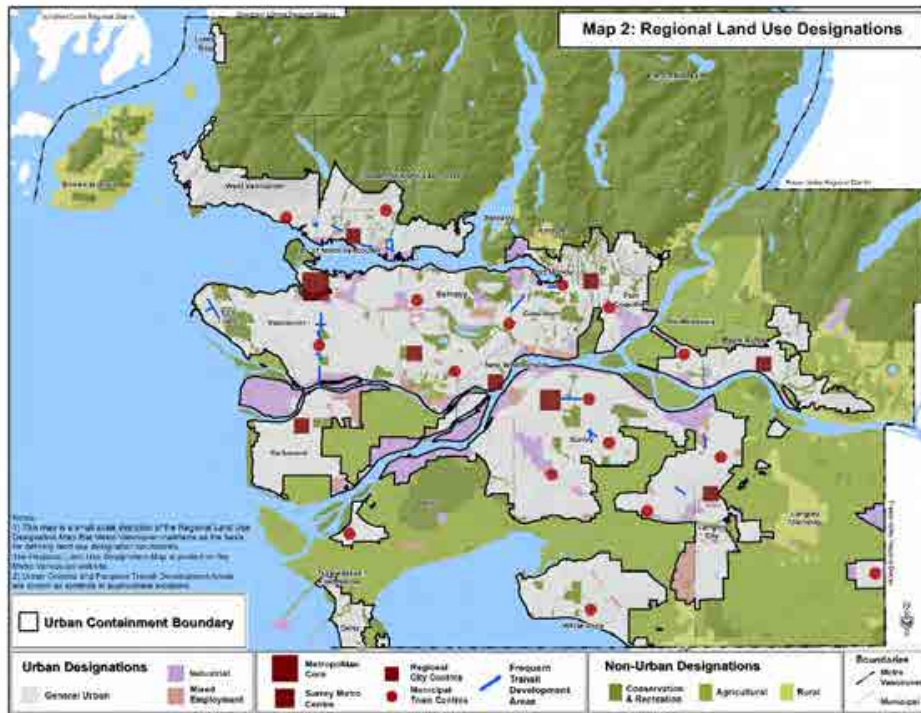


Post Amendment

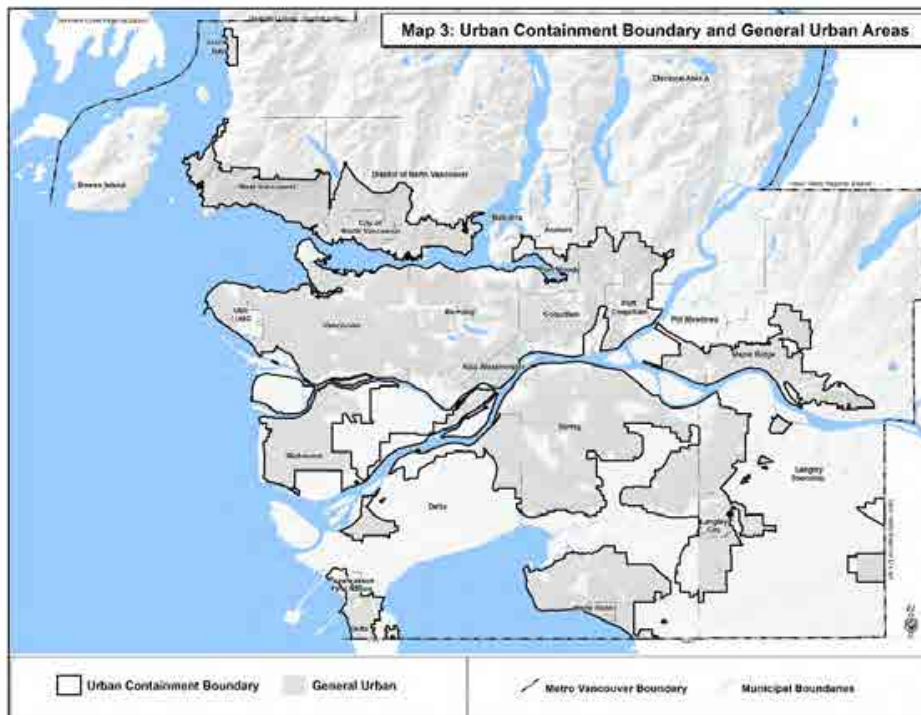


SCHEDULE B

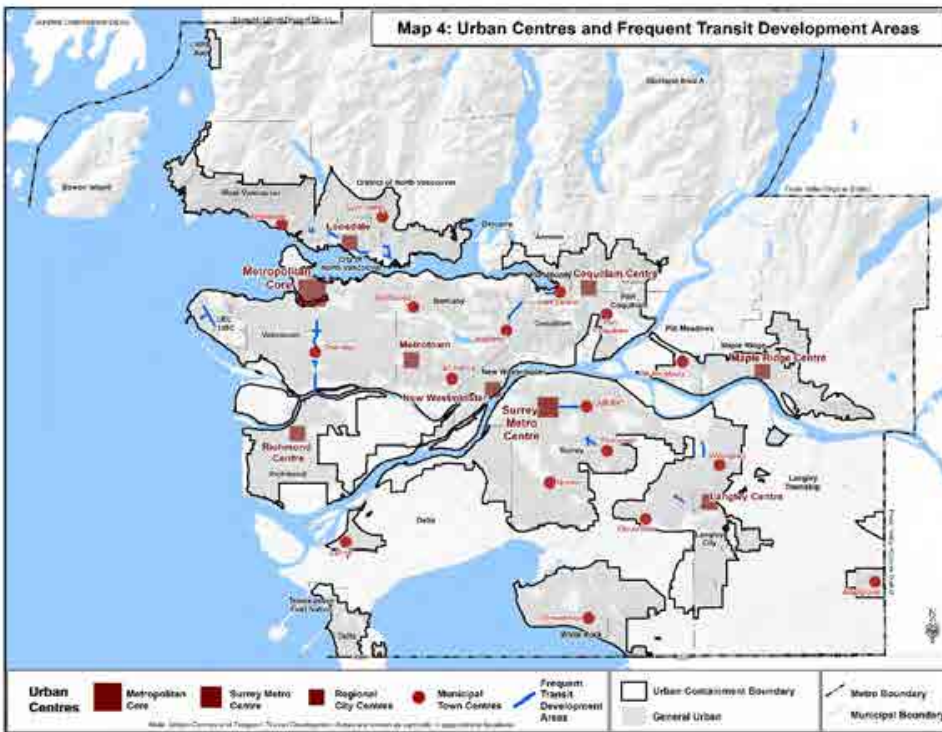
Map 2 Regional Land Use Designations



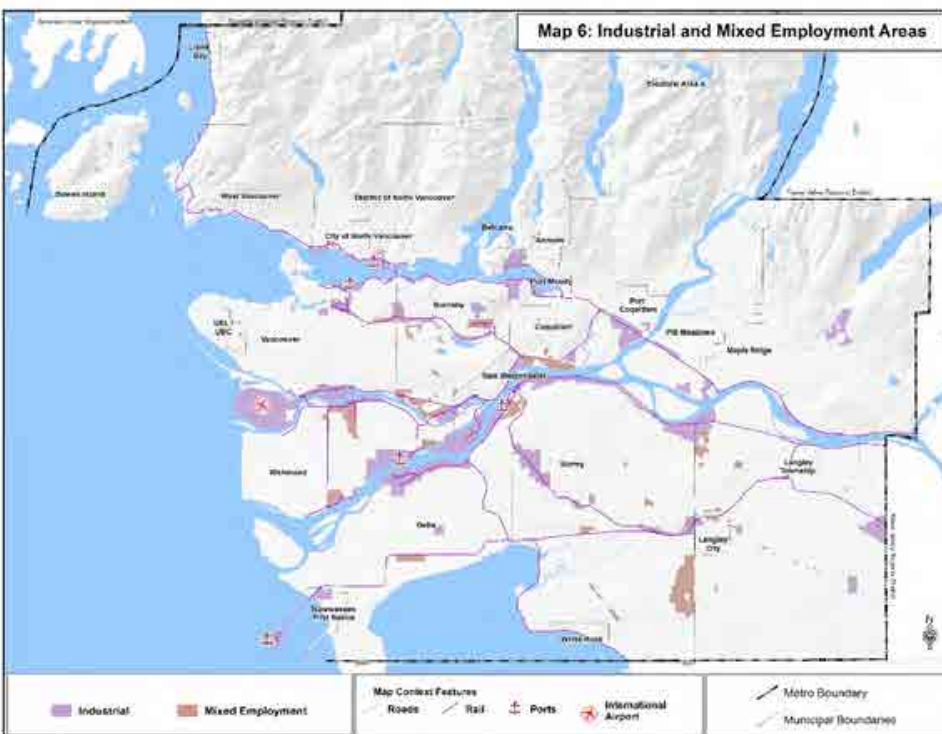
Map 3 Urban Containment Boundary and General Urban Areas



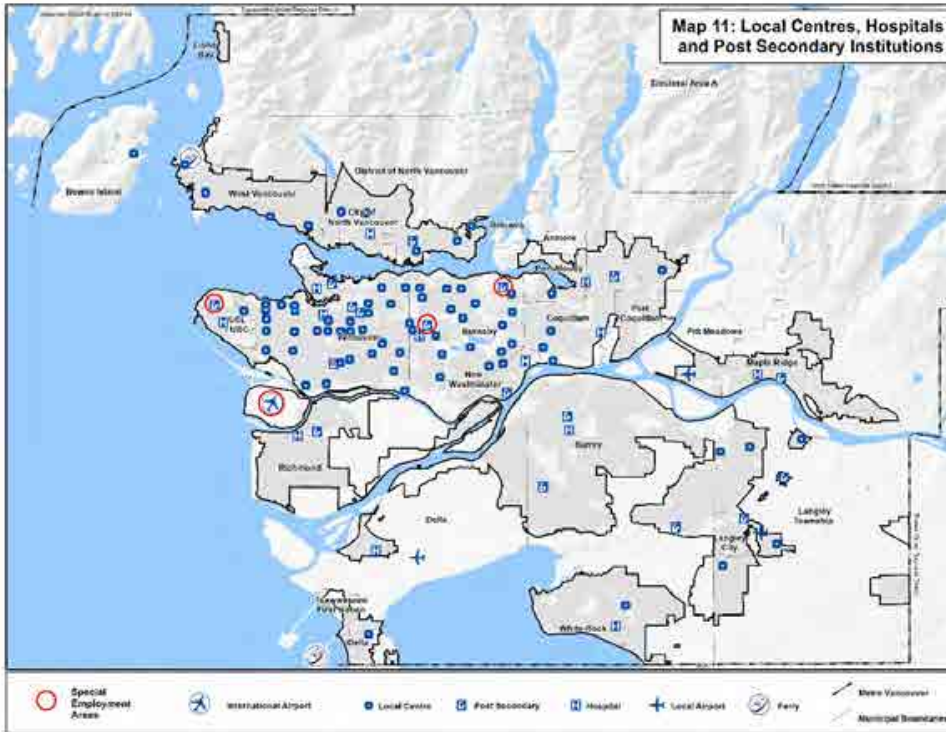
Map 4 Urban Centres and Frequent Transit Development Areas



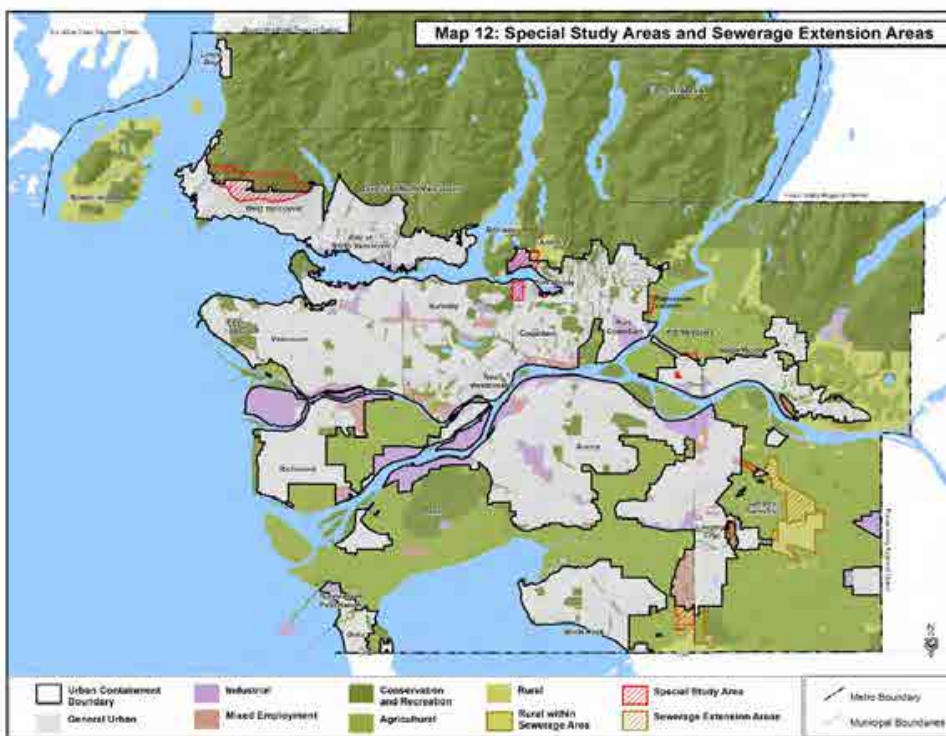
Map 6 Industrial and Mixed Employment Areas



Map 11 Local Centres, Hospitals and Post-Secondary Institutions



Map 12 Special Study Areas and Sewerage Extension Areas



To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation
Parks, Planning and Environment Department

Date: May 29, 2018 Meeting Date: June 8, 2018

Subject: ***Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment
Request from the Township of Langley – Williams Neighbourhood Plan**

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
 - b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
 - c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.
-

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the Township of Langley's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the Williams Neighbourhood Plan area (Attachment 1).

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to regional land use designations. On April 8, 2018, the Township of Langley Council gave first and second reading to Langley *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334*. The amendment bylaw will implement the newly minted Williams Neighbourhood Plan completed by the Township.

At the April 8, 2018 meeting, Township Council also passed the following resolution:

That Council submit a request to Metro Vancouver for amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334;

A public hearing for the Williams Amendment was held on April 23, 2018, and Township of Langley Council read *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334* a third time on May 7, 2018. A Council decision on final adoption of the Bylaw will be

scheduled following a Metro Vancouver Regional District (MVRD) Board decision on the requested *Metro 2040* amendment.

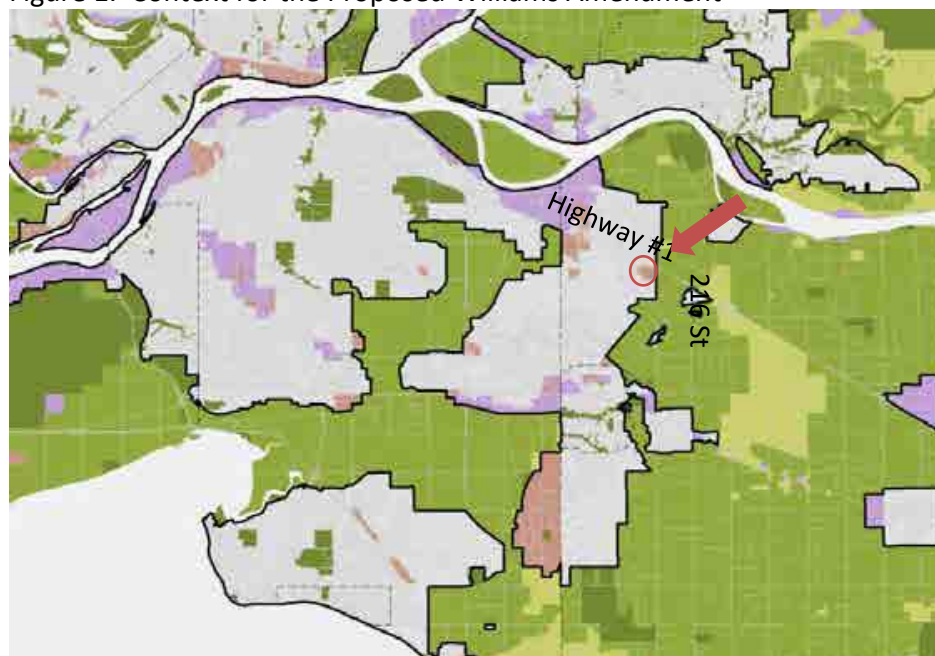
PROPOSED *METRO 2040* LAND USE DESIGNATION AMENDMENT

The proposed amendment includes lands with a General Urban and Mixed Employment regional land use designation. On May 8, 2018 Metro Vancouver received a written request from the Township of Langley to consider a *Metro 2040* amendment for the Williams Neighbourhood Plan area (Attachment 2). This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing.

DETAILS OF THE PROPOSED AMENDMENT

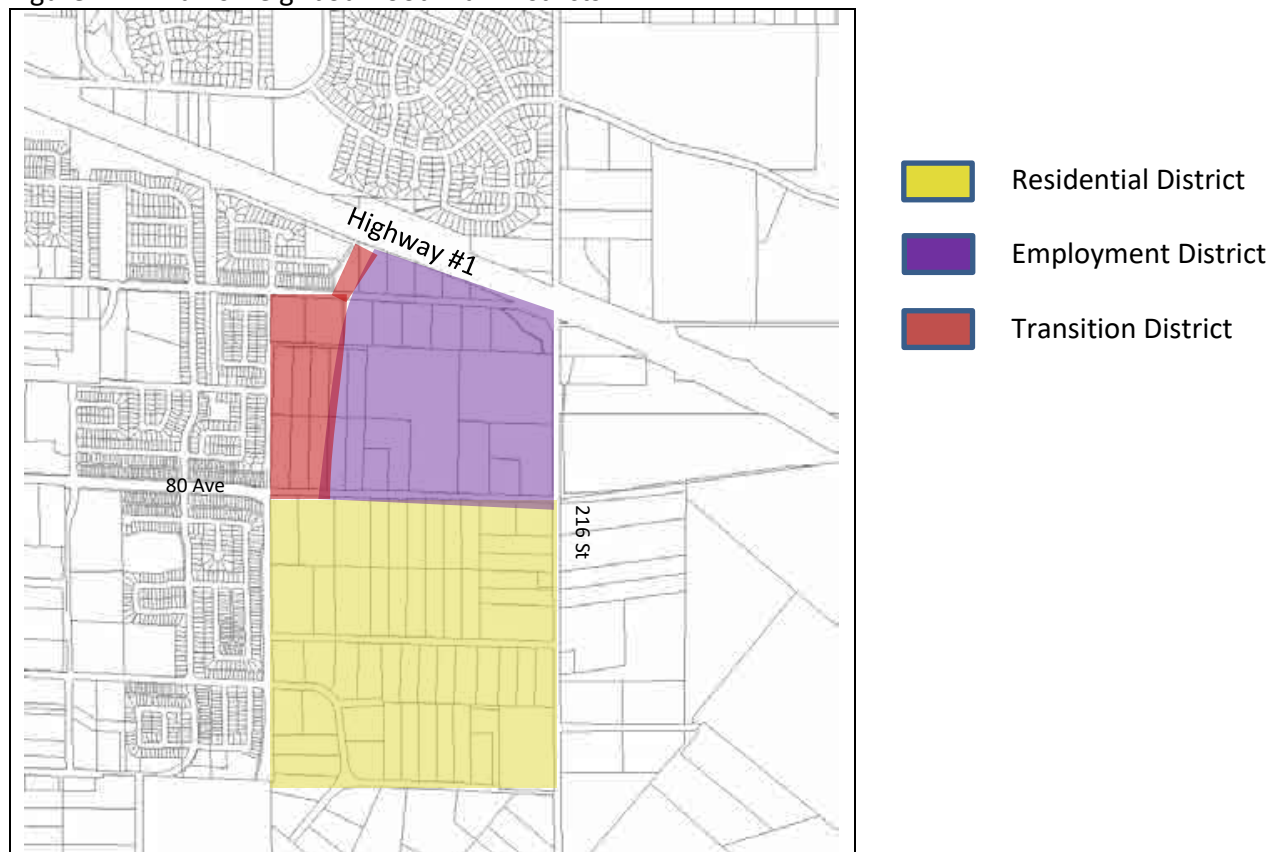
The Williams area is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the *Metro 2040* Urban Containment Boundary are planned for future urban development (See Figure 1). The current *Metro 2040* land use designations in the Williams area were submitted by the Township of Langley in its regional context statement, which was accepted by the MVRD Board on November 25, 2016. The Williams area is adjacent to Highway #1, at 216 Street, where a future interchange is planned.

Figure 1. Context for the Proposed Williams Amendment



As is generally the process with community land use planning processes, the Willoughby Area Plan established an initial land use concept for the component Williams area, with detailed land use planning intended to occur through a subsequent comprehensive neighbourhood planning process. The proposed Williams Neighbourhood Plan, initiated by the Township in September 2015, is the result of that subsequent work. The Neighbourhood Plan incorporates a large, 110 hectare area, encompassing 3 districts for employment uses, residential uses, and a transition area (see Figure 2).

Figure 2. Williams Neighbourhood Plan Districts



As a result, the proposed *Metro 2040* land use amendments are intended to fine tune and appropriately buffer the proposed General Urban residential uses from the proposed light industrial/commercial uses within the Mixed Employment designated areas of the Williams plan; the greenway network buffer is proposed to be located within the General Urban area. This reconfiguration of the *Metro 2040* General Urban and Mixed Employment designation boundaries would result in the conversion of 2 hectares from General Urban to Mixed Employment, and 4 hectares from Mixed Employment to General Urban, resulting in a net decrease of 2 hectares of Mixed Employment lands (see Figure 3).

The Williams Neighbourhood is within the larger Willoughby area of the Township of Langley. The associated area plan is significant in the implementation of *Metro 2040* as it establishes a land use concept that will guide the continuing transformation of this emerging urban subregion from its current semi-rural residential status to urban. The area is within the *Metro 2040* Urban Containment Boundary and is anticipated for future urban development.

Figure 3. Existing and Proposed Metro 2040 Designations



Application Review

The Township of Langley's proposed amendment was assessed in relation to the applicable *Metro 2040* provisions. Site considerations identify locational factors that may have significant implications for *Metro 2040*. The intent of the regional site assessment is not to interfere with municipal planning, but rather to identify potential regional planning implications or any regional significance of the proposed land use changes.

The proposed amendment would redesignate 4 hectares of land designated Mixed Employment to General Urban, and redesignate 2 hectares of land designated General Urban to Mixed Employment. The *Metro 2040* General Urban designation allows all forms of urban development.

Under *Metro 2040* Goal 2 - *Support a Sustainable Regional Economy*, Metro Vancouver and its member jurisdictions have committed to *Protecting the Supply of Industrial Land*. This strategy contains two regional land use designations, Industrial and Mixed Employment, both intended to support industrial uses, and the latter to also facilitate commercial and other employment related uses to help meet the needs of the regional economy. Neither regional designation permits residential uses.

In implementing the policy actions under this strategy, Metro Vancouver and member jurisdictions have identified the need to manage the employment – residential interface to protect the integrity and viability of industrial and employment uses, while addressing and minimizing impacts to adjacent residential areas.

In consideration of the above, staff recognize the extensive public engagement and plan evaluation process undertaken by the Township to prepare the Williams Neighbourhood Plan, the foundational work of which was established by the Willoughby Community Plan in 1998. Staff also appreciate that the area is currently not developed as an employment area, but rather planned to accommodate a range of business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community servicing in nature. The introduction of these types of uses, proximate to the existing Yorkson neighbourhood to the west of 212 Street, and north of 83 Avenue, does create a potential for conflict with more sensitive land uses, such as residential. The proposed Williams Plan:

- creates a transitional area between the established neighbourhood and the future employment district in the Williams Neighbourhood;
- provides for a gradual transition in housing types/density and accommodate a greenway/conservation lands to act as a buffer between the neighbourhoods;
- provides a mix of housing and employment opportunities;
- provides a separator between the Fraser Highway and the new proposed residential uses; and
- provides additional lands for commercial and industrial development/jobs in proximity to housing, and urban amenities.

The intent of *Metro 2040's* Strategy 5.1 is to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking. Land use changes can and often significantly influence travel patterns.

As required under *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report that was presented to the May 11, 2018 meeting of the Regional Planning Advisory Committee (RPAC) for information and comment. RPAC received the staff report for information and did not provide comment.

Metro Vancouver staff conclude that the proposed amendments are generally consistent with *Metro 2040* goals and strategies, as they provide additional lands for commercial and industrial uses within the Urban Containment Boundary and in proximity to housing and urban amenities, in a way that manages the interface with adjacent residential uses.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
 - b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
 - c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.

2. That the MVRD Board decline the *Metro Vancouver 2040: Shaping our Future* land use designation amendment request from the Township of Langley for the Williams Neighbourhood Plan area.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations of this report. If the MVRD Board chooses Alternative 1, staff will prepare correspondence notifying affected local governments of the proposed amendment to provide an opportunity for comment. Once the notification period is closed, staff will return with a summary of comments and the Board can then consider 3rd and final reading of the amendment bylaw. The Township of Langley will also be requested to submit a consequential amendment to its Regional Context Statement. If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The Township of Langley may challenge the decision and engage a dispute resolution process.

SUMMARY / CONCLUSION

The Township of Langley has requested that MVRD Board consider a Type 3 minor amendment to *Metro 2040* for its Williams Neighbourhood Plan area. The proposed amendment is consistent with *Metro 2040* strategy for development in urban areas in that it contributes to integrating an area designated for employment uses into an existing urban residential neighbourhood in a growing area of the region.

Primarily, the amendment creates a detailed plan for this portion of the Willoughby area by accommodating a range of future business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community serving in nature, proximate to the established Yorkson residential neighbourhood.

Metro 2040 allocates and anticipates lands within the Urban Containment Boundary for the development of new urban communities. The Township of Langley's Willoughby area is one of the larger developing urban areas in the region. Staff recommend Alternative 1, as the proposed amendment will serve to shape the form of this emerging urban area in a manner generally consistent with *Metro 2040's* goals and strategies.

Attachments

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*
2. Township of Langley correspondence dated May 8, 2018 regarding *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334* (Orbit Doc 25406971)

25366805

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018**

A Bylaw to Amend
Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

Township of Langley - Williams

WHEREAS the Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;
 - b) Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*. This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018*.

READ A FIRST TIME this _____ day of _____, 2018.

READ A SECOND TIME this _____ day of _____, 2018.

READ A THIRD TIME this _____ day of _____, 2018.

PASSED, AND FINALLY ADOPTED this _____ day of _____, 2018.

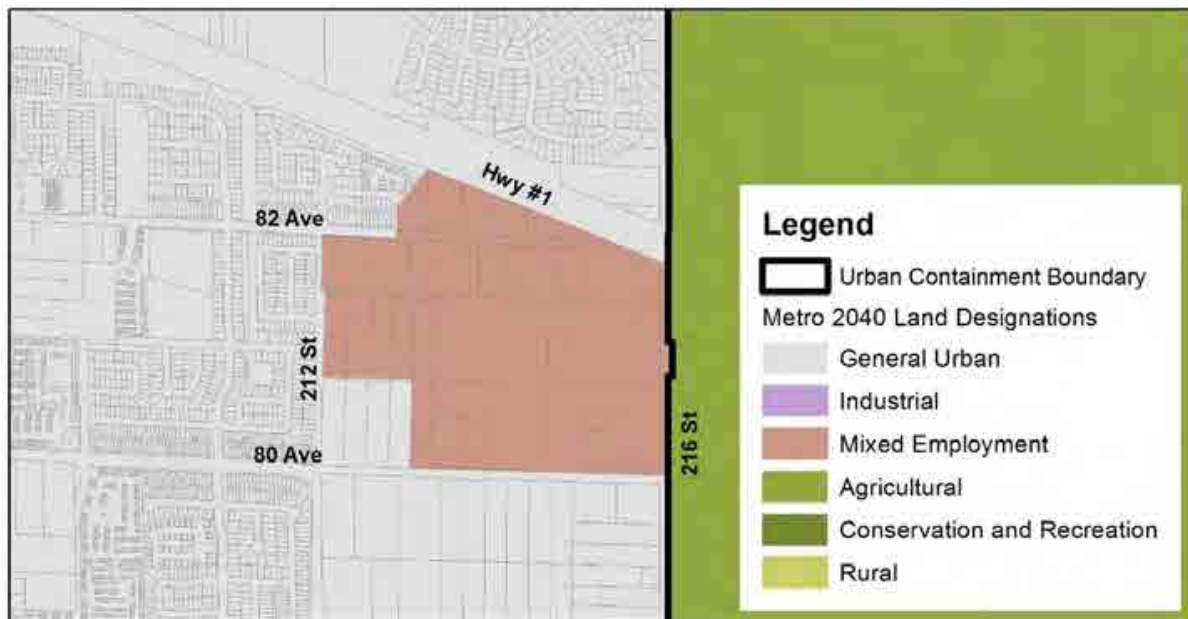
Chris Plagnol, Corporate Officer

Greg Moore, Chair

SCHEDULE A

The Township of Langley *Williams* amendment includes lands redesignated from Mixed Employment to General Urban, and from General Urban to Mixed Employment.

Prior to Amendment

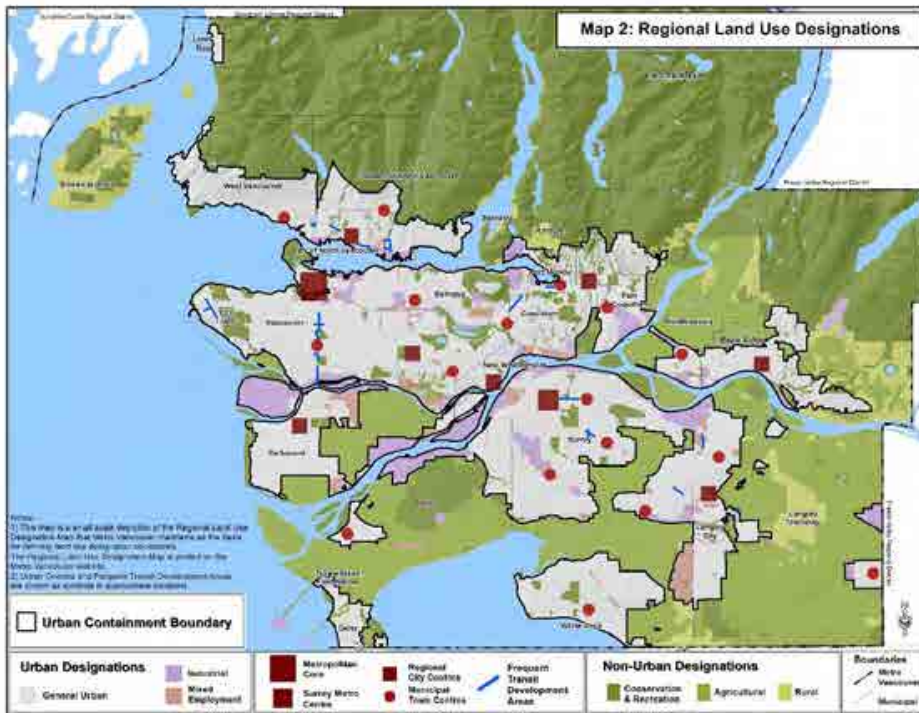


Post Amendment

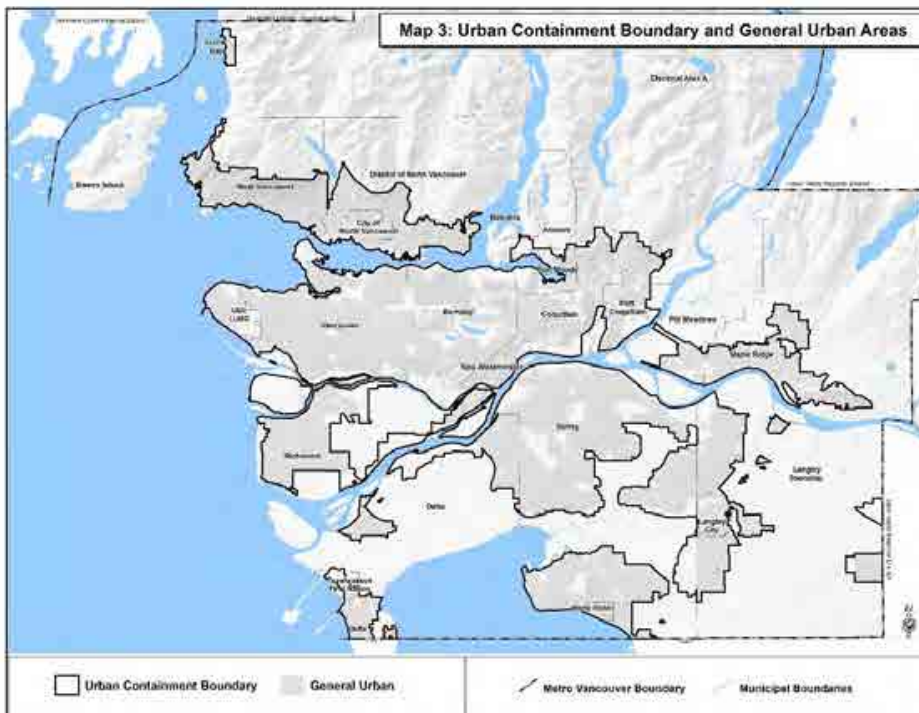


SCHEDULE B

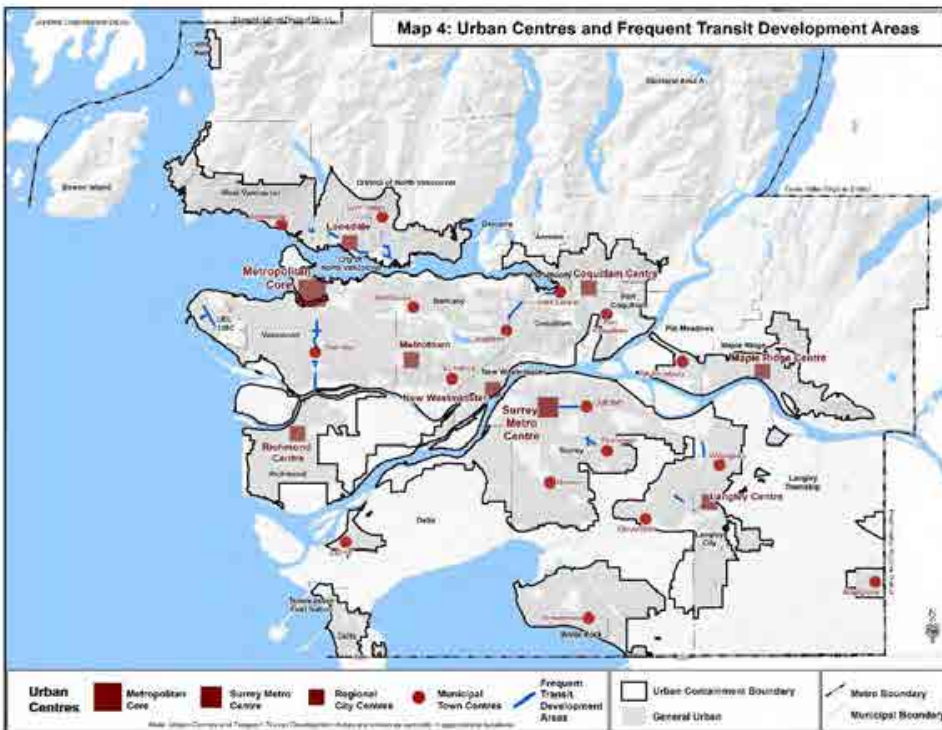
Map 2 Regional Land Use Designations



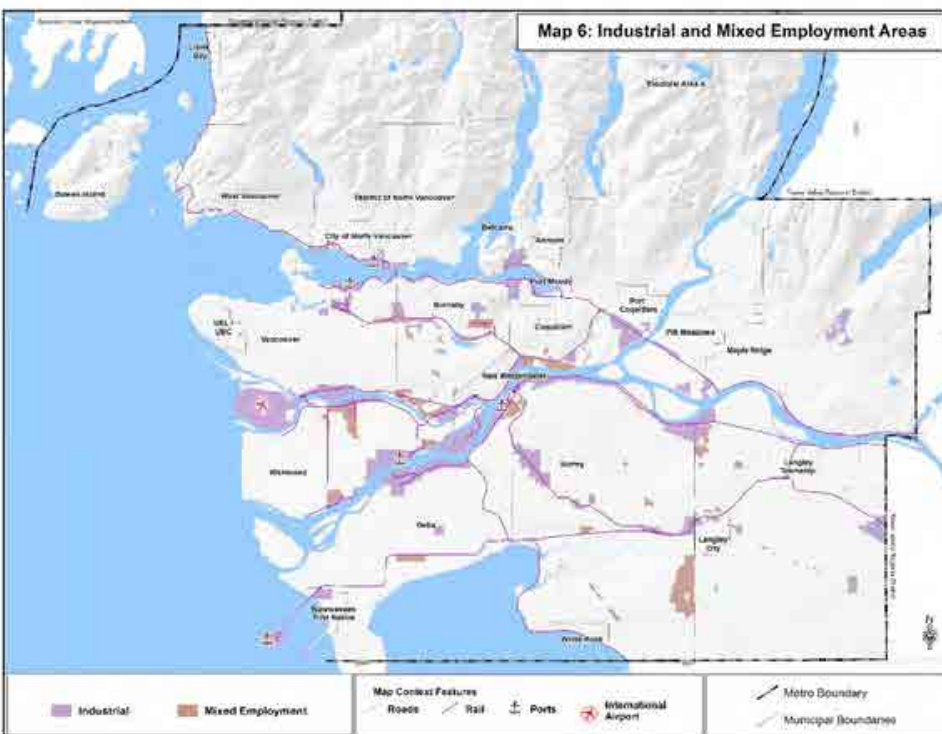
Map 3 Urban Containment Boundary and General Urban Areas



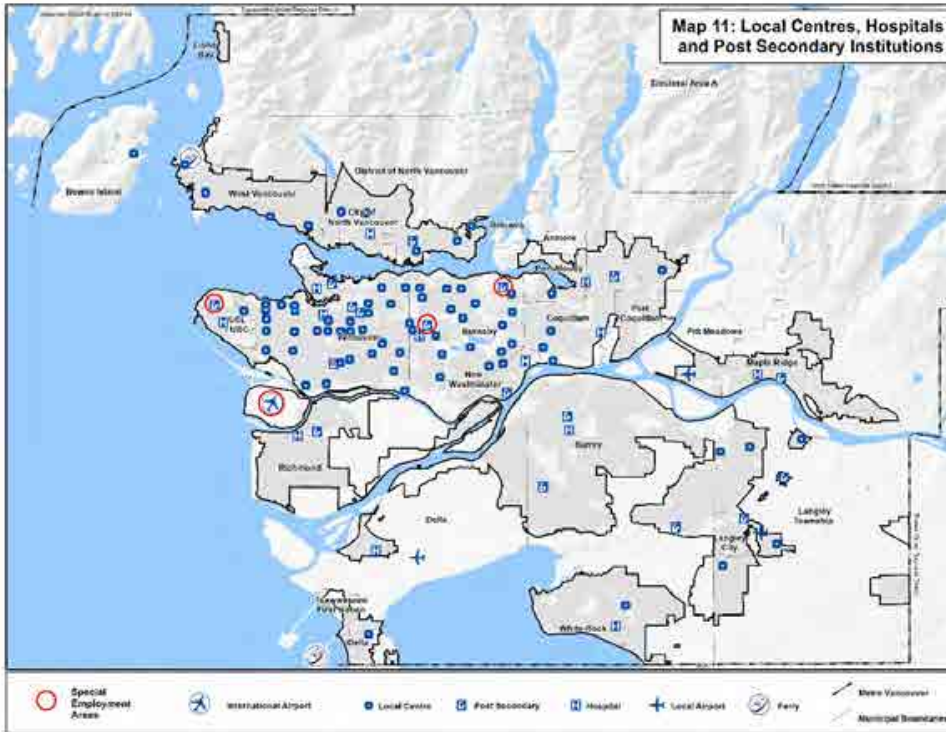
Map 4 Urban Centres and Frequent Transit Development Areas



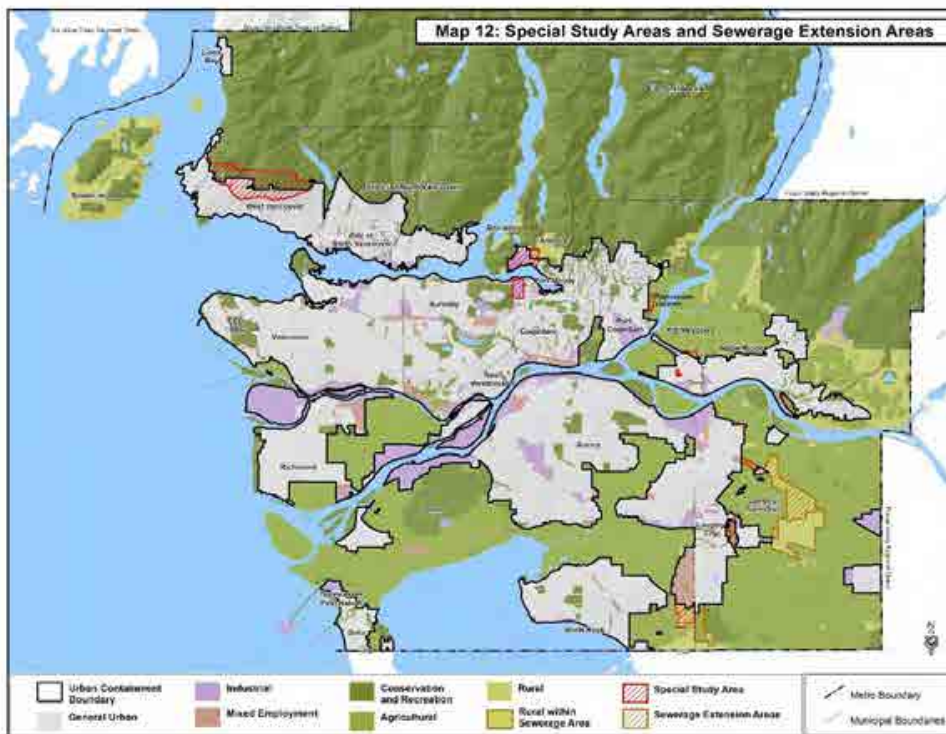
Map 6 Industrial and Mixed Employment Areas



Map 11 Local Centres, Hospitals and Post-Secondary Institutions



Map 12 Special Study Areas and Sewerage Extension Areas





Est. 1873

May 8, 2018

Bylaw No 5334 and 5335

James Stiver, Manager,
Growth Management and Transportation
Metro Vancouver
Via Email: James.Stiver@metrovancover.org

Heather McNell,
Director of Regional Planning and Electoral Area Services
Metro Vancouver
Via Email: Heather.McNell@metrovancover.org

Terry Hoff
Senior Regional Planner
Metro Vancouver
Via Email: Terry.Hoff@metrovancover.org

Dear James Stiver, Heather McNell and Terry Hoff:

**Re: "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment
(Williams Amendment) Bylaw 2018 No. 5334"; and**

**"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment
(Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment
(Williams Neighbourhood Plan) Bylaw 2018 No. 5335"**

Attached is a copy of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334, certified correct at third reading, along with accompanying Bylaw No. 5335 and the draft May 7, 2018 Regular Evening Council meetings, including Council amendments.

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

Township Council is requesting Metro Vancouver make amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334.

The revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 will be forwarded, once all the amendments have been incorporated in the plan.

If you have any questions, please feel free to call Stephen Richardson of our Community Development Division at 604.533.6042.

Yours truly,



Wendy Bauer, CMC
TOWNSHIP CLERK

Attachments

copy: S. Richardson, Director, Development Services/Approving Officer

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334**

EXPLANATORY NOTE

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334**

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334".
2. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map 1 – Land Use' to change the designation of lands from Urban to Mixed Employment and from Mixed Employment to Urban for areas as shown on Schedule 'A' attached to and forming part of this bylaw.
3. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map A-1 – RGS Land Use' in Schedule 1 Regional Context Statement to change the designation of lands from General Urban to Mixed Employment and from Mixed Employment to General Urban for areas as shown on Schedule 'B' attached to and forming part of this bylaw.

READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018

_____ Mayor _____ Township Clerk

CERTIFIED CORRECT AT THIRD READING



**WENDY BAUER
Township Clerk**

SCHEDULE 'A'
BYLAW NO. 5334



SCHEDULE 'B'
BYLAW NO. 5334



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

EXPLANATORY NOTE

Bylaw 2018 No. 5335 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related amendments to the land use and road classification provisions of the Willoughby Community Plan. Development permit provisions of the Willoughby Community Plan are also amended, including new design guidelines for outdoor employee amenity spaces, strengthening refinements for agricultural edge and escarpment protection, and the expansion of the Energy Conservation and GHG Emission Reduction Development Permit Area to include the Williams Neighbourhood Plan area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335".
2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:
 - a) Replacing bullet point "10.", of Section 2.1 Design Principles, with the following:

"10. Areas adjacent to extensive agricultural lands can accommodate a range of land uses, including industrial, commercial, institutional, recreational and residential. Residential uses should be generally and relatively lower density compared to more central Willoughby neighbourhoods (along 200 and 208 Street corridors) in order to contribute to transitions along the urban / rural edge."
 - b) Deleting the second sentence for bullet point "A.", of Sub-Section 3.1.1 Suburban Residential;
 - c) Adding the phrase "and at the 216 Street Interchange in the Williams area" at the end of the first sentence of the paragraph, the phrase "in Carvolth, and more modest scale, yet distinctive buildings in Williams" at the end of the third sentence of the paragraph, and the phrase "and the Williams Plan" at the end of the last sentence of the paragraph, of Sub-Section 3.3.1 Gateway;
 - d) Replacing bullet point "C.", of Section 3.4 Places To Work (Business Park), with the following:

"C. The Business Park area at 80 Avenue near 216 Street is predicated on the Highway #1 interchange at 216 Street. This location has close proximity to provincial highways and provides employment close to home."
 - e) Adding the word 'Williams' in the 'Neighbourhood Plan' column and in the 'Development Permit Area' rows of Areas 'B', 'C', 'G', 'I' and 'O' to the summary matrix in Section 4.0 'Development Permit Areas';

- f) Adding the following development permit guidelines to subsection 4.3.3 'Development Permit Area "G" – Business/Office Park', under the category heading of 'Site Design':
- "Outdoor employee amenity space is required for employees. Design of the recreation space must provide places to sit and eat appended or immediately adjacent to the main building.
 - Size of amenity space to be scaled to the size of the building(s).
 - Minimum required 35m².
 - Larger buildings may require additional amenity space with multi-tenant buildings providing multiple amenity spaces distributed throughout the site.
 - Design of the recreational space must consider:
 - must be integrated into the overall landscape scheme and coordinated with the overall architecture
 - may be located on the roof of the main building(s)
 - a place(s) to sit and eat that are durable
 - weather protection (precipitation, shade, etc.)
 - landscaping (soft and hard features)
 - avoiding locations near venting or access/egress points
 - locations with limited nuisance (e.g. noises and smells). Design solutions may include, but are not limited to:
 - noise barriers, where appropriate
 - wind protection
 - screening from unsightly uses
 - integration of lighting and servicing (water, gas, electricity, etc.) as warranted
 - In addition, recreational activity space(s) may be considered, such as, but not limited to:
 - basketball hoop(s)
 - horseshoe pit(s)
 - barbeque pit(s)
 - lawn darts
 - badminton net(s)
 - ping pong table(s)
 - putting green(s)";

- g) Adding the following development permit 'exemptions', following the list of 'objectives' to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

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

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

- h) Adding the following development permit guidelines to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

- "Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows, and maintain pre-development infiltration rates.
- Building setbacks and buffers shall be established in accordance with the BC Ministry of Agriculture *Guide to Edge Planning: Promoting Compatibility Along Agricultural – Urban Edges*, as updated from time to time. Any required buffers shall be installed prior to commencing building construction.
- A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation in the adjacent buffer area."

- i) Adding the word "Minimum" to the beginning of the phrases '15m Continuous Vegetative Buffer' and '7.5m Continuous Vegetative Buffer' on the two illustrations to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection';

- j) adding the words "Williams Neighbourhood Plan Schedule "W-10" to Section 5.0;

- k) amending Map 1, "Long Range Land Use Map" to reflect the land use amendments to the Williams Plan Area as shown on Schedule 'A' attached to and forming part of this bylaw;

- l) amending Map 2, "Greenway and Residential Bonus Density Areas" to reflect the greenway amendments in the Williams Plan Area as shown on Schedule 'B' attached to and forming part of this bylaw;

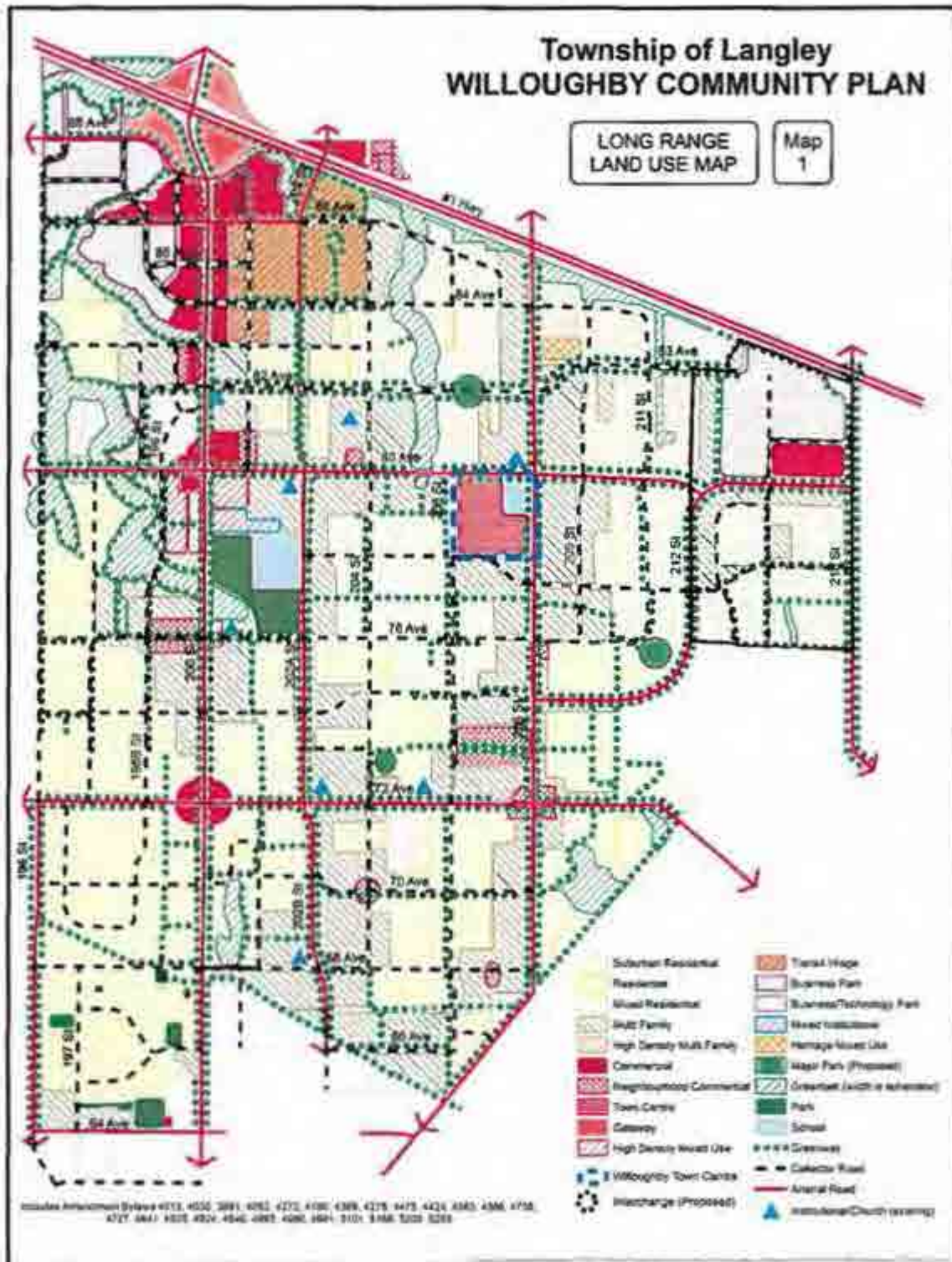
- m) amending Map 4, "Development Permit Areas" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'C' attached to and forming part of this bylaw;

- n) amending Map 4A, "Energy Conservation and GHG Emission Reduction Development Permit Area" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'D' attached to and forming part of this bylaw; and

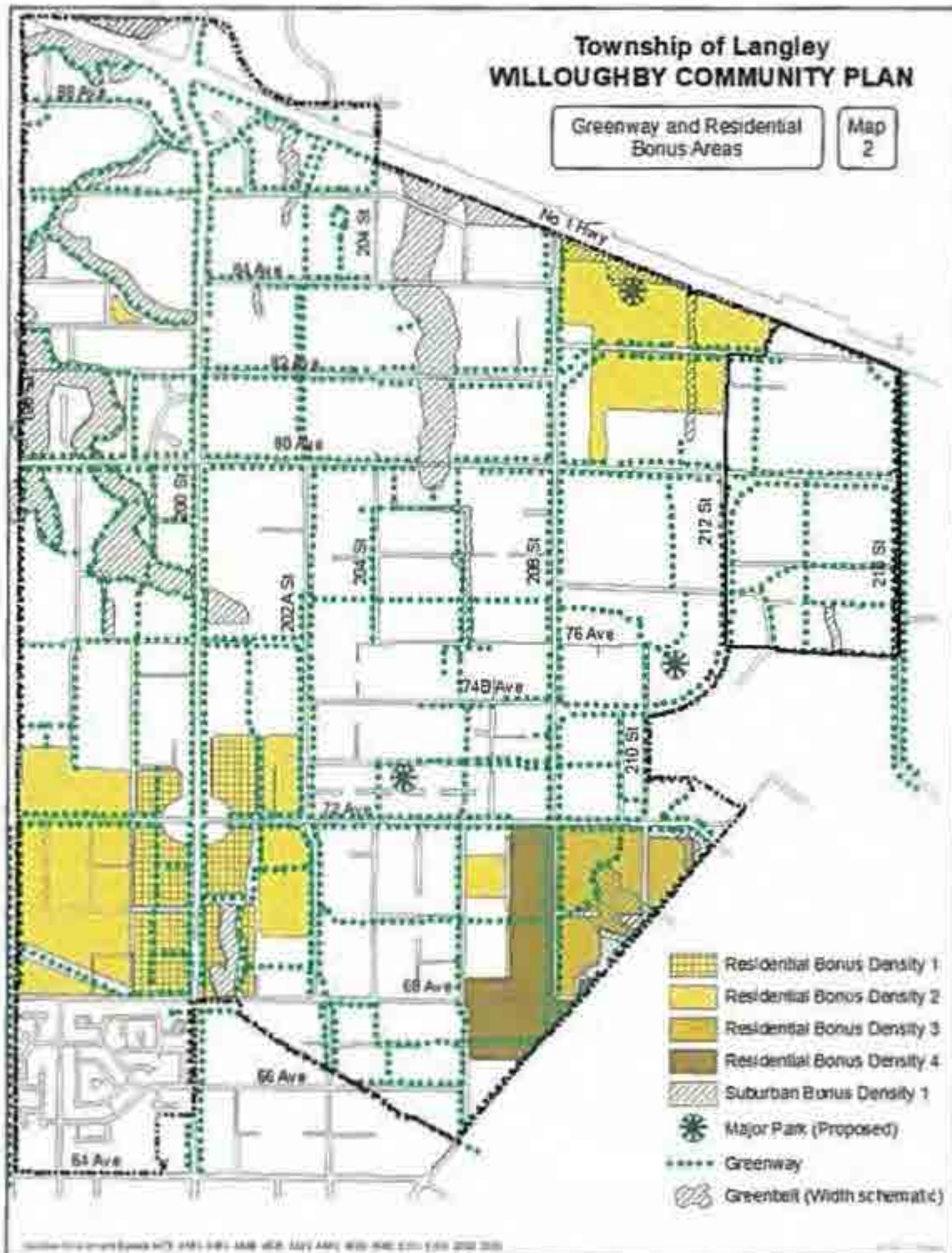
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|------------------------------|----|--------|-------|--------|
| READ A FIRST TIME the | 09 | day of | April | , 2018 |
| READ A SECOND TIME the | 09 | day of | April | , 2018 |
| PUBLIC HEARING HELD the | 23 | day of | April | , 2018 |
| READ A THIRD TIME the | 07 | day of | May | , 2018 |
| RECONSIDERED AND ADOPTED the | | day of | | , 2018 |

Mayor _____ Township Clerk

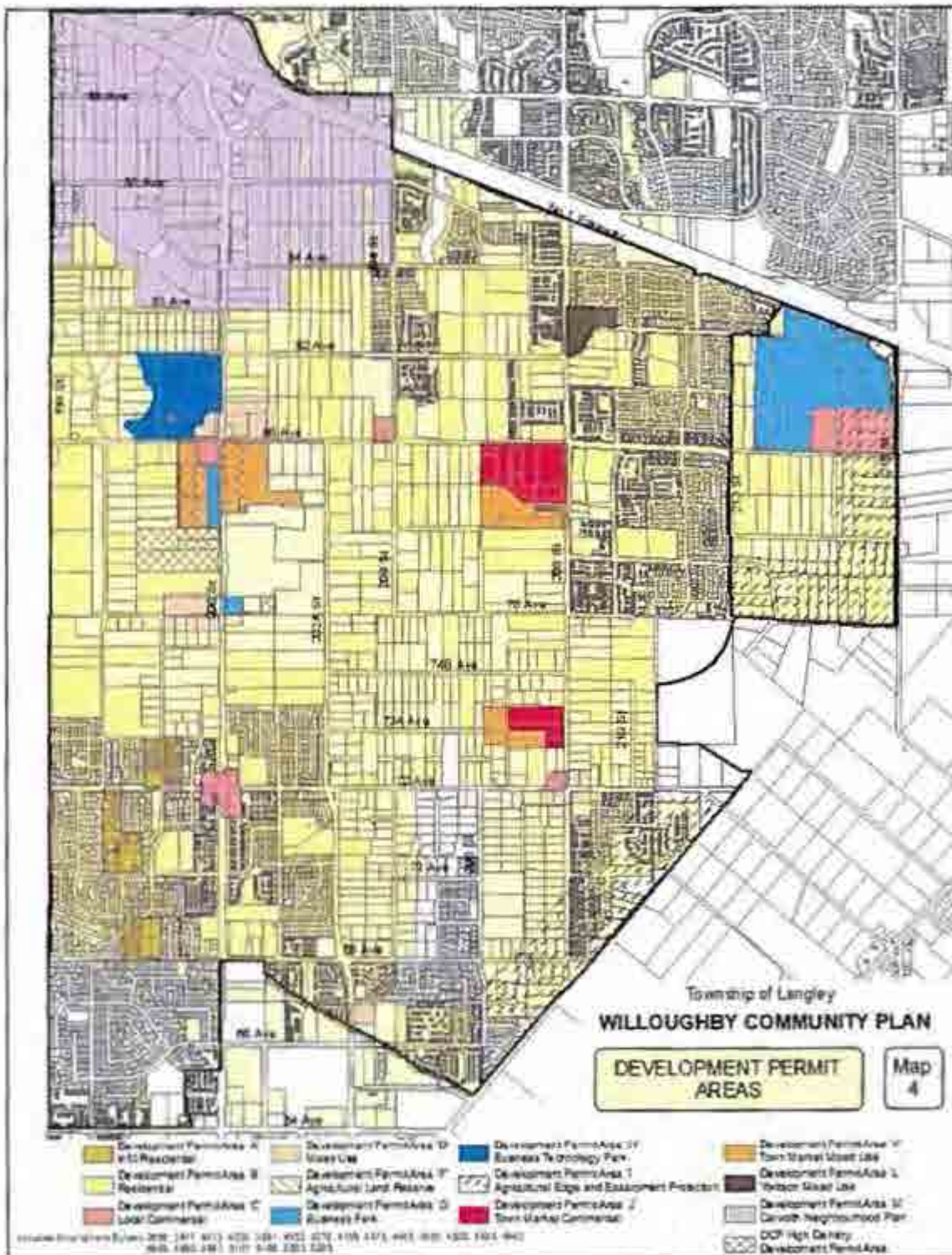
SCHEDULE 'A'
BYLAW NO. 5335



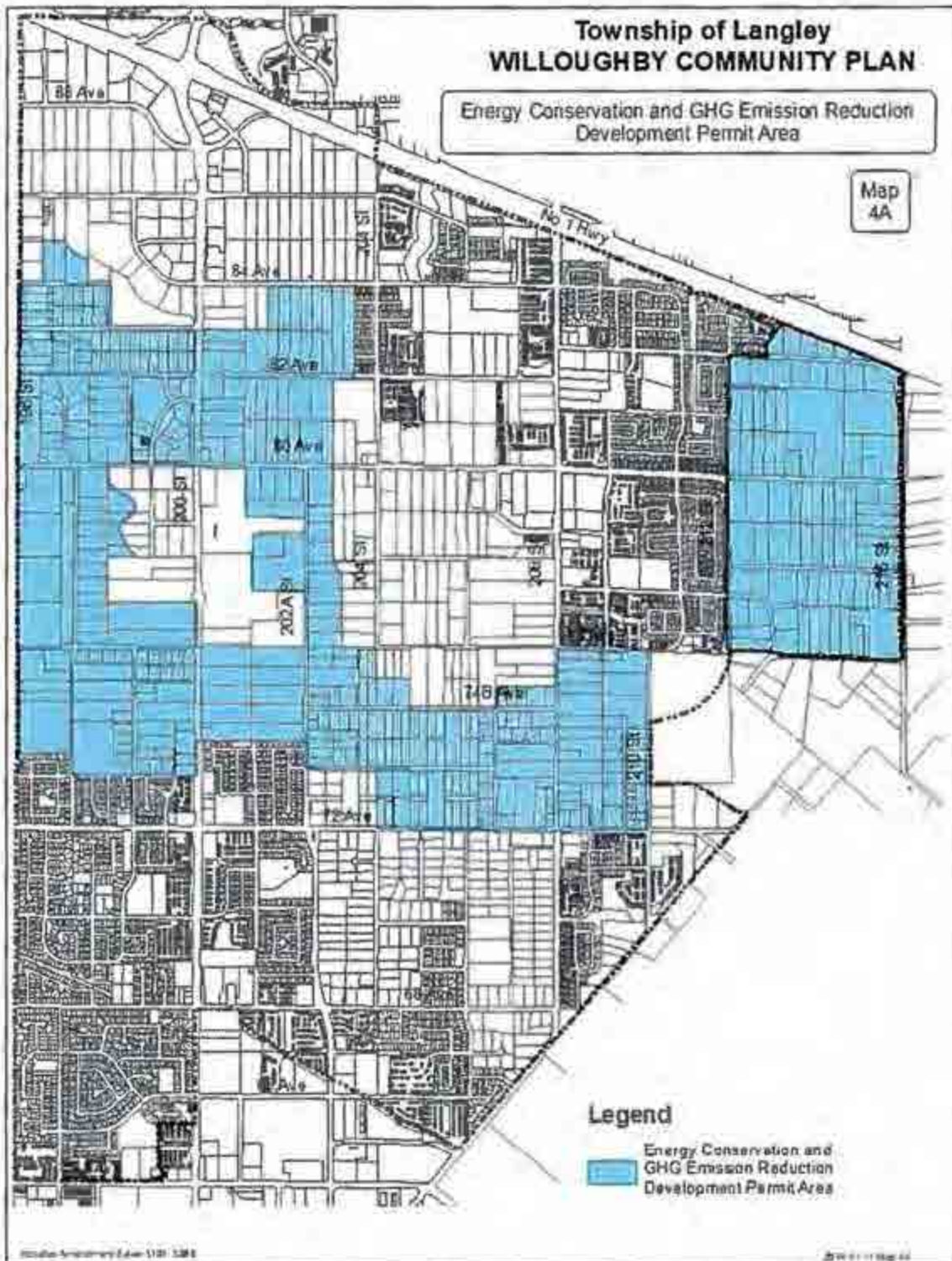
SCHEDULE 'B'
BYLAW NO. 5335



SCHEDULE 'C'
BYLAW NO. 5335



SCHEDULE 'D'
BYLAW NO. 5335

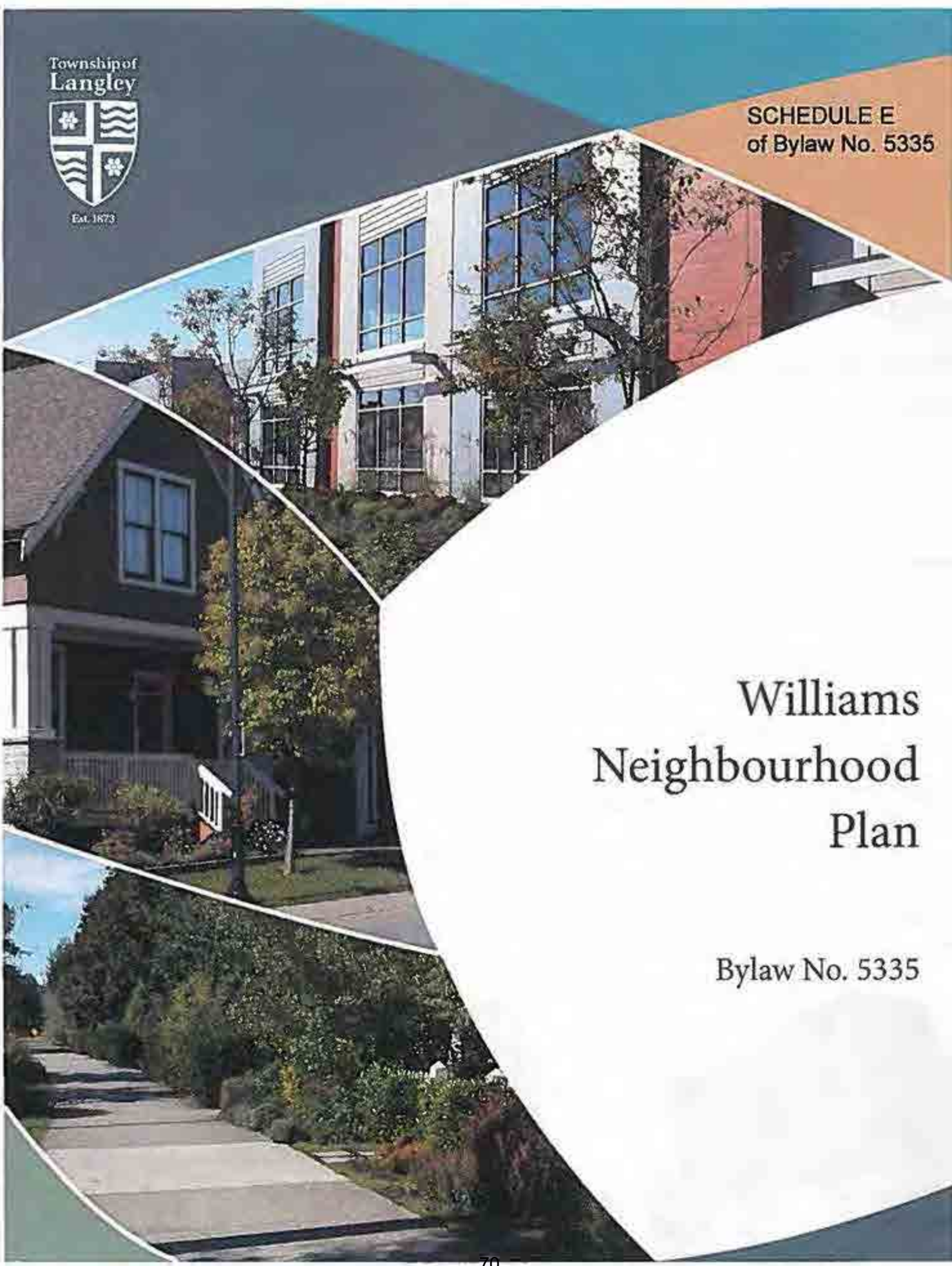


Township of
Langley



Est. 1873

SCHEDULE E
of Bylaw No. 5335



Williams Neighbourhood Plan

Bylaw No. 5335

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introduction



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

Introduction

1.1 CONTEXT

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



Figure 1.1 | Township of Langley Planning Framework

1.2 PURPOSE

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

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

1.3 PLAN AREA

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





Figure 1.2 | Williams Neighbourhood Plan Area

1.4 PLANNING PROCESS

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

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



STEP 2

VISION, GOALS & PRINCIPLES

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

STEP 4

PREFERRED LAND USE CONCEPT

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

STEP 5

COUNCIL CONSIDERATION OF PROPOSED PLAN

- Finalize Land Use Plan and prepare Williams Neighbourhood Plan
- Bylaw Consideration by Council
- Finalize Engineering Services Plan

STEP 1

ASSETS, OPPORTUNITIES & CHALLENGES

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

STEP 3

CONCEPT OPTIONS

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

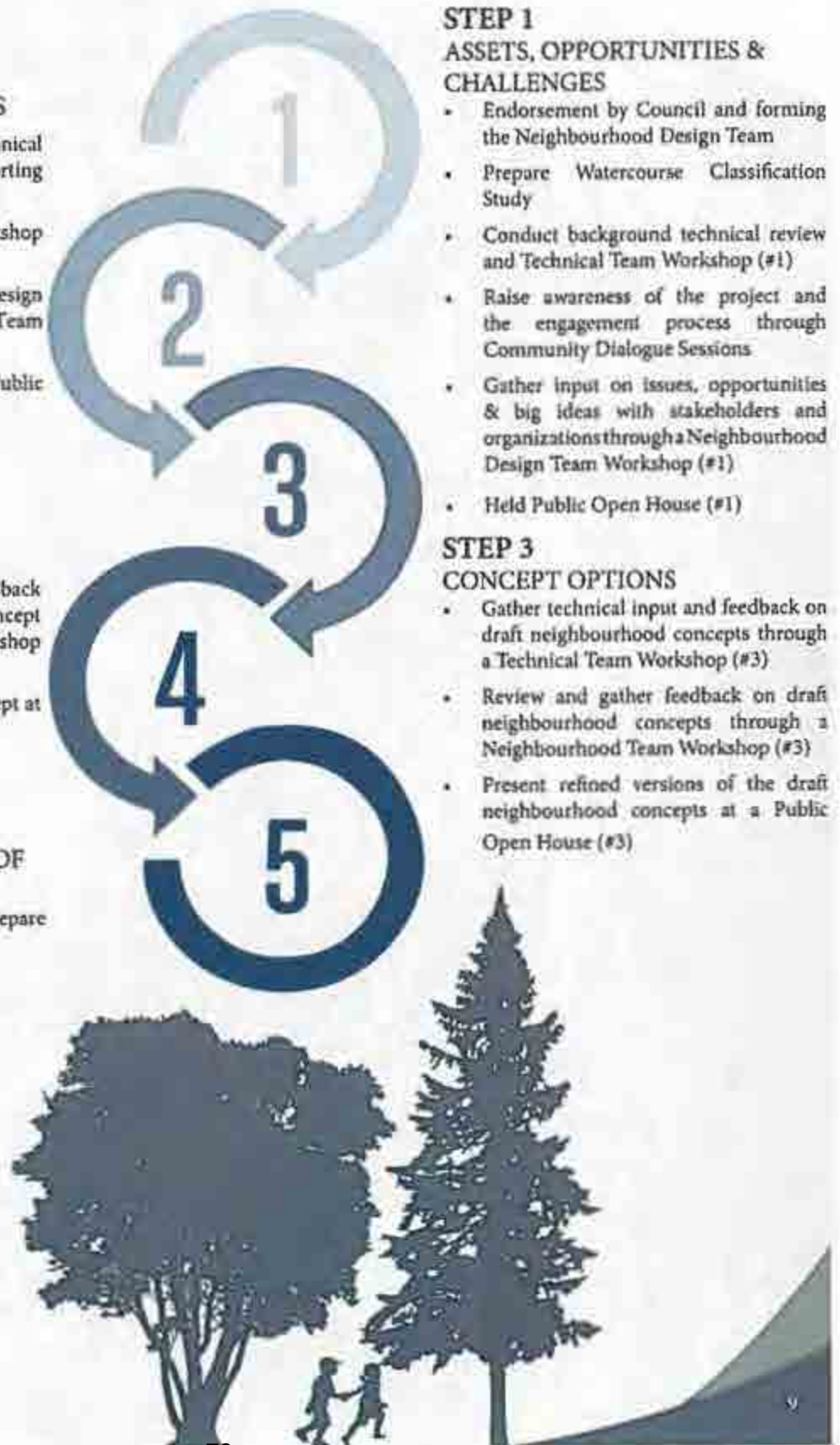


Figure 1.3 | Williams Neighbourhood Planning Process



1632

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

Background and Planning Context

2.1 SITE PLANNING CONTEXT

2.1.1 LAND USE CONTEXT

Within the Williams neighbourhood, the predominant existing land use is rural residential and some established single family estates on small acreage parcels. The neighbourhood is bordered by the urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing parcels of land range from 0.17 to 7.73 hectares (0.42 acres to 19.11 acres) in size, with more than three-quarters having a lot size of between 0.8 and 1.0 hectares (2 and 2.5 acres). This evolving subdivision pattern dates from over a century ago (1913 to 2008).

2.1.2 ENVIRONMENTAL CONTEXT

Geotechnical and Hydrogeological Conditions:

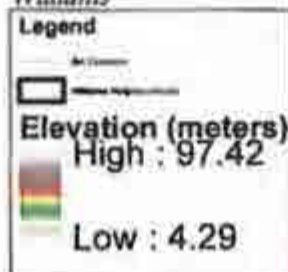
One of the defining features of the Williams area is the terrain, specifically the Willoughby Escarpment, that skirts along the southern edge, adjacent to the Milner Valley. The highest elevation in the Williams neighbourhood is along the western edge. From there, the elevation for most of the Williams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

Aquatic Resources:

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



Figure 2.1 | Elevation in Williams



Vegetation and Forest Cover:

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

2.1.3 HERITAGE CONTEXT

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

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

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

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

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



2.1.4 MOBILITY CONTEXT

Network Overview:

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

Significant improvements are planned to the road network with the construction of the 216 Street Interchange, the 80 Avenue Extension and 212 Street Connector that will improve north-south and east-west connections.



Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Willoughby area, from Langley Centre and Langley South. The Carvolth Transit Exchange located at 202 Street and 86 Avenue provides transit service both east and west, connecting Township residents to other transit hubs in the region such as the Lougheed Skytrain Station in Burnaby and points east to Abbotsford.

Public transit service is currently not provided within the Williams neighbourhood. However, it is anticipated as development occurs service could likely serve the area, possibly along 80 Avenue and the 212 Connector.

Pedestrian and Cycling Facilities:

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

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



2.1.5 INFRASTRUCTURE CONTEXT

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

Stormwater Management:

The existing drainage system in the Williams neighbourhood is consistent with a rural environment and consists primarily of open ditches and driveway culverts located along roadways and some property lines. Tributaries of two Guy Creeks, one in the north and another in the south of the Plan area, eventually drain to Salmon River through a culvert under Glover Road. Rainwater management facilities in many forms will be required to support the development. The application of on-site best management practices (BMPs) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance networks will be employed to protect both Guy Creek systems and manage flood risk within the planned neighbourhood and downstream.

Water:

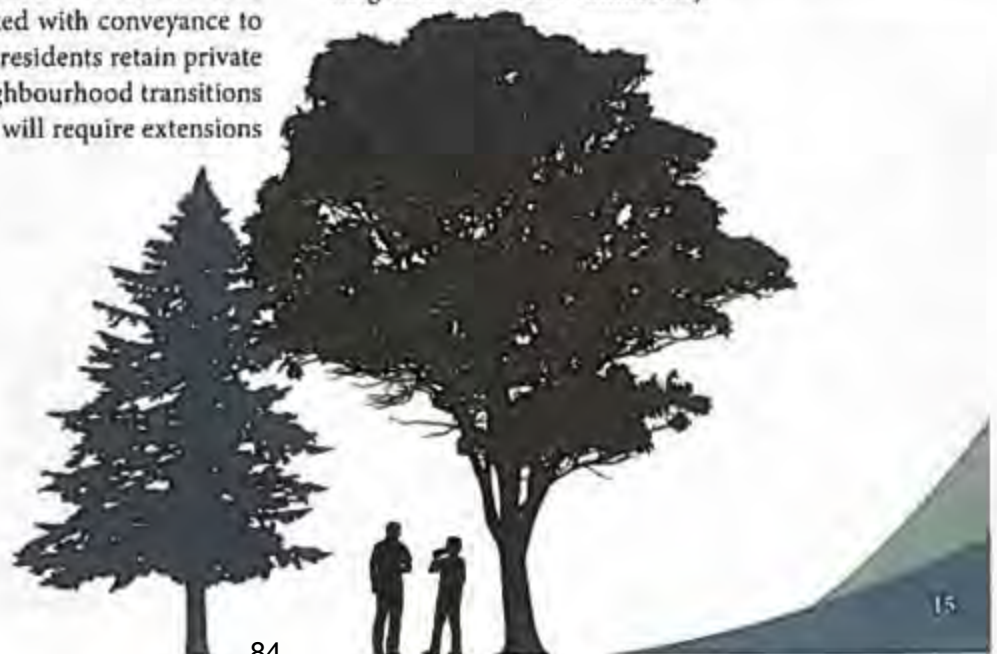
The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains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

Sanitary Sewer:

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

2.1.6 ENERGY CONTEXT

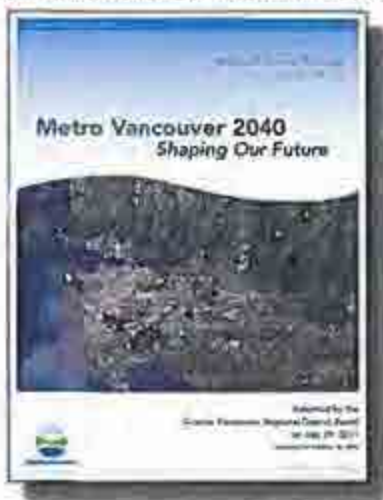
The general topography of the Williams area includes south-facing slopes that are ideal for implementing energy conservation and greenhouse gas emission management measures through neighbourhood, street and block patterns and design, and the siting of buildings and other features that optimize energy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



2.2 POLICY FRAMEWORK

2.2.1 METRO VANCOUVER REGIONAL GROWTH STRATEGY

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



2.2.2 OFFICIAL COMMUNITY PLAN

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



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

As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods, and serve as the policy manifestation of a complete community. Centres take on different forms yet offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers, and serve as important neighbourhood gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in an organizational, spatial hierarchy within communities and neighbourhoods.

The cohesive and integrative spatial arrangement and pattern of the different components in centres help create synergies among land uses and environmental features, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

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

2.2.3 WILLOUGHBY COMMUNITY PLAN

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



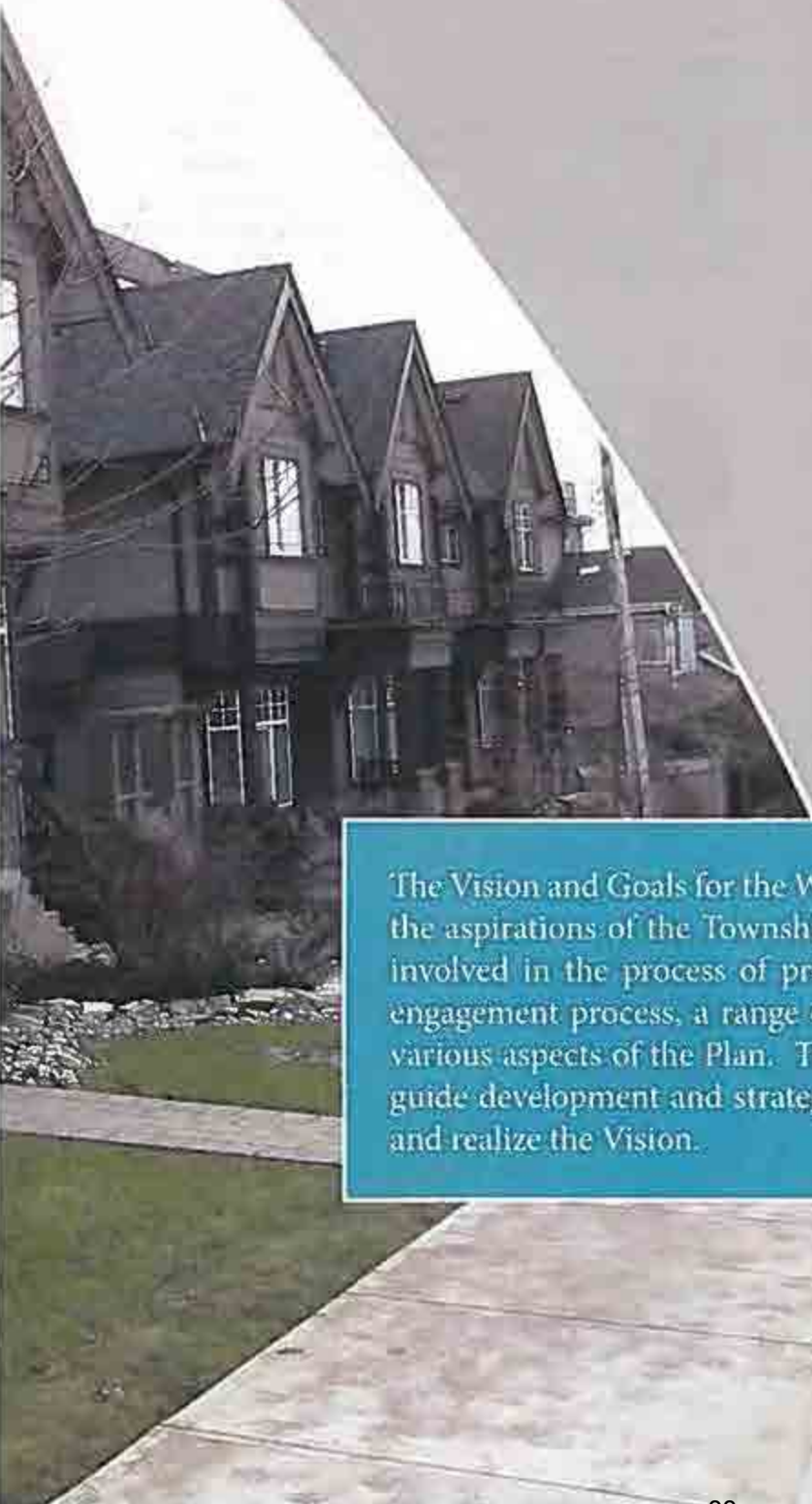
The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is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

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

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



neighbourhood vision and goals



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

Neighbourhood Vision and Goals

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

3.1 VISION STATEMENT

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

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

3.2 GOALS

Goals are broad statements that provide direction for the development and implementation of the detailed policies and guidelines of the Neighbourhood Plan. They express a common understanding of how to ultimately realize the Vision for the neighbourhood and are intended to influence and guide future growth and development in the Williams neighbourhood. The goals for the Williams Neighbourhood Plan area are as follows:

Goal 1:



Gateway into the Township

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

Goal 2:



Good Jobs Close to Home

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

Goal 3:



Affordable and Accessible Homes

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

Goal 4:



Local Shops and Services

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



Goal 5:



Sustainable Transportation

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

Goal 6:



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

Goal 7:



Connected Streets That Move People and Goods

Enhance the road capacity on arterials and provide a fine-grain grid network that encourages walking and cycling for local trips.

Goal 8:



A Learning Community

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

Goal 9:



Natural Areas

Respect the environment by preserving important areas, stands of trees, viewsheds (to the valley and from Glover Road), and wildlife habitat where feasible.

Goal 10:



Remembering Our History

Incorporate history into neighbourhood design elements.

Goal 11:



Energy Efficiency

Incorporate energy efficient design into the lot and block patterns that facilitate solar orientation and take advantage of the south sloping conditions.

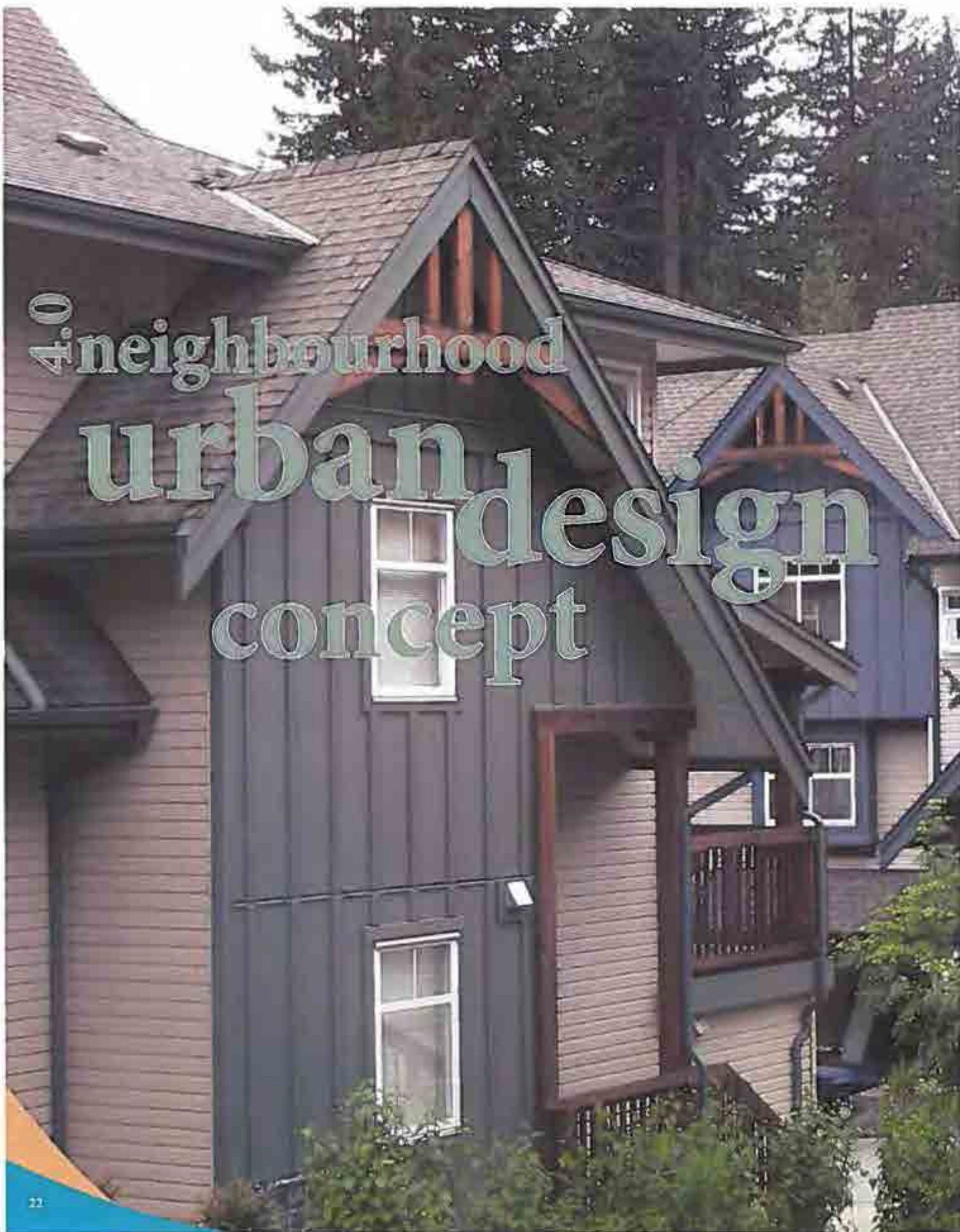
Goal 12:



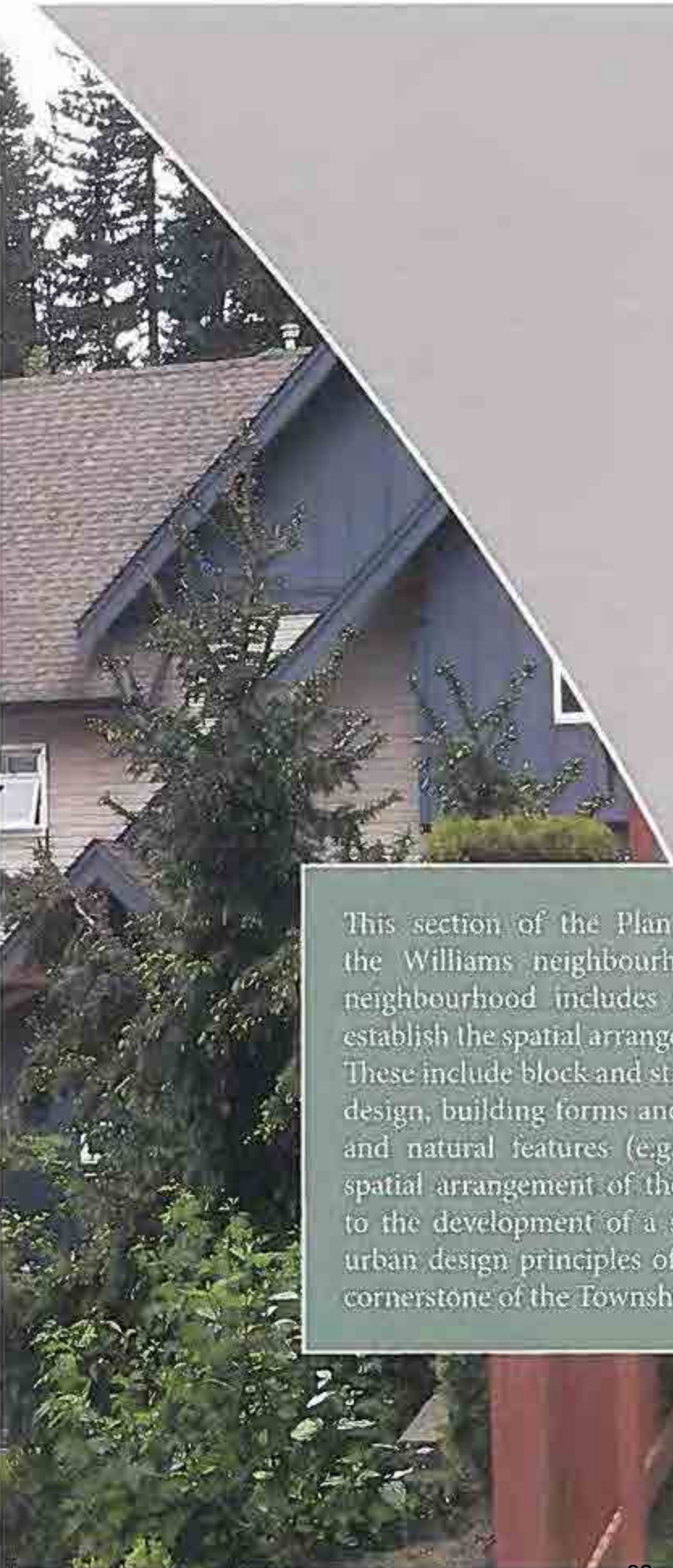
An Implementable Plan

Develop a plan that is readily implementable by ensuring that employment land uses are supported by market demand and that future development is within existing sewer capacity, unless an opportunity arises that can fund an upgrade.





neighbourhood
urban design
concept



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

Neighbourhood Urban Design Concept

4.1 NEIGHBOURHOOD DESIGN CONCEPT

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

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

The Employment District, the Transition District and the Residential District are the key elements that define the spatial structure of the Williams neighbourhood (See Figure 4.1 - opposite page). The Employment District is a strategic location which supports commercial and business employment, that will provide jobs close to home, will be an attractive place to invest and run a business and will provide commercial services for local residents, employees, students and the travelling public. Proximity to the University District (to the east of 216 Street) will further complement the employment and business opportunities, and support commercial services that are accommodated in the Williams neighbourhood.

The Employment District accommodates a range of business and employment activities that contribute to the development of a complete community in both the Williams and the broader Willoughby area. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

The Employment District is located adjacent to the Highway #1 interchange and will also accommodate commercial establishments that provide services to motorists, and for non-pedestrian-oriented retail and services. Uses in this District include those that meet the needs of the travelling public such as a gas station, restaurants, overnight accommodations, vehicle repair and other comparison retail, that also serve the needs of workers and business owners in adjacent and nearby employment areas, including the neighbouring (eastward) University District. The Employment District will also provide a modestly-sized shopping area and destination that will contribute to a distinct 'sense of place' for the Williams area. Shops and services, including a grocery outlet, with retail at grade and office space above, provide local residents and neighbouring employees and students with access to daily goods and services.

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

The Residential District includes predominantly a range of lower-density, compatible forms of residential development including single-family and semi-detached homes on compact and more traditional lot sizes, as well as townhouse forms of housing along the 80 Avenue and 212 Street corridors. Park spaces, greenways and trails, conservation and watercourse compensation areas that provide fish and wildlife habitat as well as protect and enhance the 'treed' character of the Willoughby Escarpment. An elementary school and other public amenities will contribute to establishing a highly-livable neighbourhood.

Benefiting from these strategic opportunities and context, Williams will ultimately become a distinct neighbourhood in the Willoughby community, and is projected to accommodate approximately 4,600 residents in 1,470 dwelling units at full build out.



Figure 4.1 | Neighbourhood Urban Design Concept



LEGEND

- Employment District
- Transition District
- Residential District



4.2 RESIDENTIAL NEIGHBOURHOOD URBAN FORM

The urban environment of a residential neighbourhood is composed of several "building blocks" that shape the built character. These building blocks include: block structure and street patterns, street design characteristics, lot patterns and building placement, building forms and types, vegetation, landscaping, natural features and open spaces, and distinctive place elements. Each of these building blocks contributes to shaping the neighbourhood environment and influences how places are experienced.

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

The block and street structure, sometimes called the DNA or 'genetic makeup' of a neighbourhood, is the setting for buildings and forms the basic, fundamental unit or building block of the neighbourhood arrangement and pattern. The neighbourhood block structure and street patterns influence the shape and location of development, define how people move about, and influence which travel modes are most effective in a given place.

The block is defined by the street and open space network that surrounds it, and the character of the street network is a function of the form, character, and the intensity of the block that front it. The lot is the fundamental component of the building blocks. The configuration of lots, particularly for residential areas, often contributes to how buildings are situated on said lots and the sustainable spatial pattern for the neighbourhood. Policies throughout this Plan provide guidance to address each of the urban form building blocks. However, the following policies are intended to specifically guide the design and development of the block and street patterns in residential areas of the neighbourhood.

Policies:

1. Design block perimeters and block face lengths that result in a street network with high connectivity, that balances pedestrian and bicycle comfort and mobility, emergency response times, transit accessibility, freight delivery, and automobile movement.
2. Layout the block and local road patterns in the Residential and Transition Districts with a maximum block size length of 160 metres between street intersections and on average between 130 and 150 metres. Blocks that front arterial streets can extend beyond this maximum block size length provided they incorporate Pedestrian Links between the arterial street and local and collector roads at a spacing similar to the average block length of between 130 and 150 metres.



3. Design and develop an urban spatial pattern of blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar strategies. Curvilinear block and local road patterns (see Figure 4.2) are encouraged in relatively steeper terrain areas, such as the residential area south of 78 Avenue. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.



Figure 4.2 Illustrates a curvilinear block and street pattern with a modified H-shaped subdivision configuration

4. Develop an interconnected local road network that conforms to the arterial, collector and local street hierarchy of roads in Williams as delineated in the Circulation Concept Plan (Map 3).
5. Design residential areas with a network of walkable streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these urban form patterns where the subdivision layout in question borders an arterial street or the urban / Agricultural Land Reserve boundary (e.g., 76 Avenue), or is adjacent to areas designated as Rowhouse/Townhouse, Conservation and Watercourse Compensation Areas.

6. Establish a configuration of blocks and lots that include rear lanes, particularly in areas designated as Single Family Mixed Residential and Rowhouse / Townhouse, in order to access off-street parking. The "H"-shaped configuration for rear lanes is preferred and is intended to provide an opportunity for short end blocks to feature fronting units (see Figure 4.3). Particular emphasis shall be given to arterial and collector streets identified in this Plan.

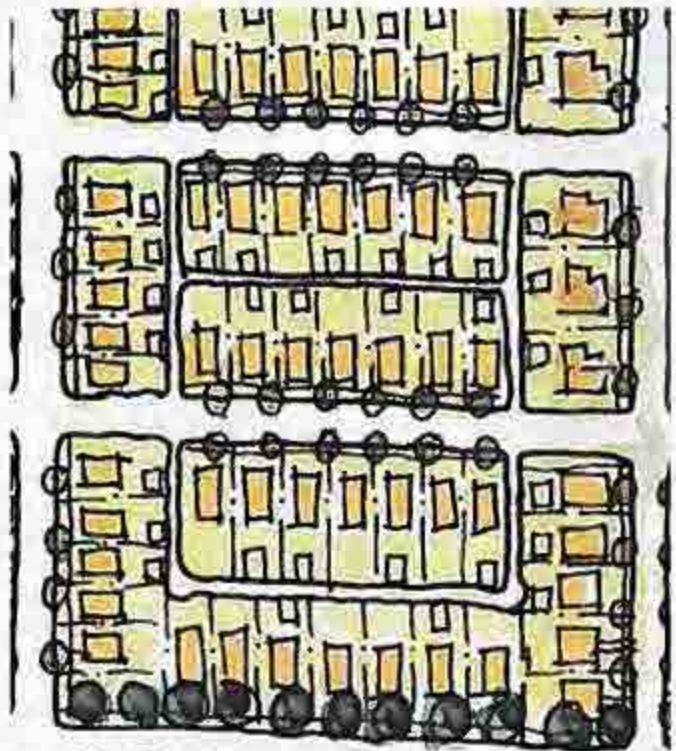
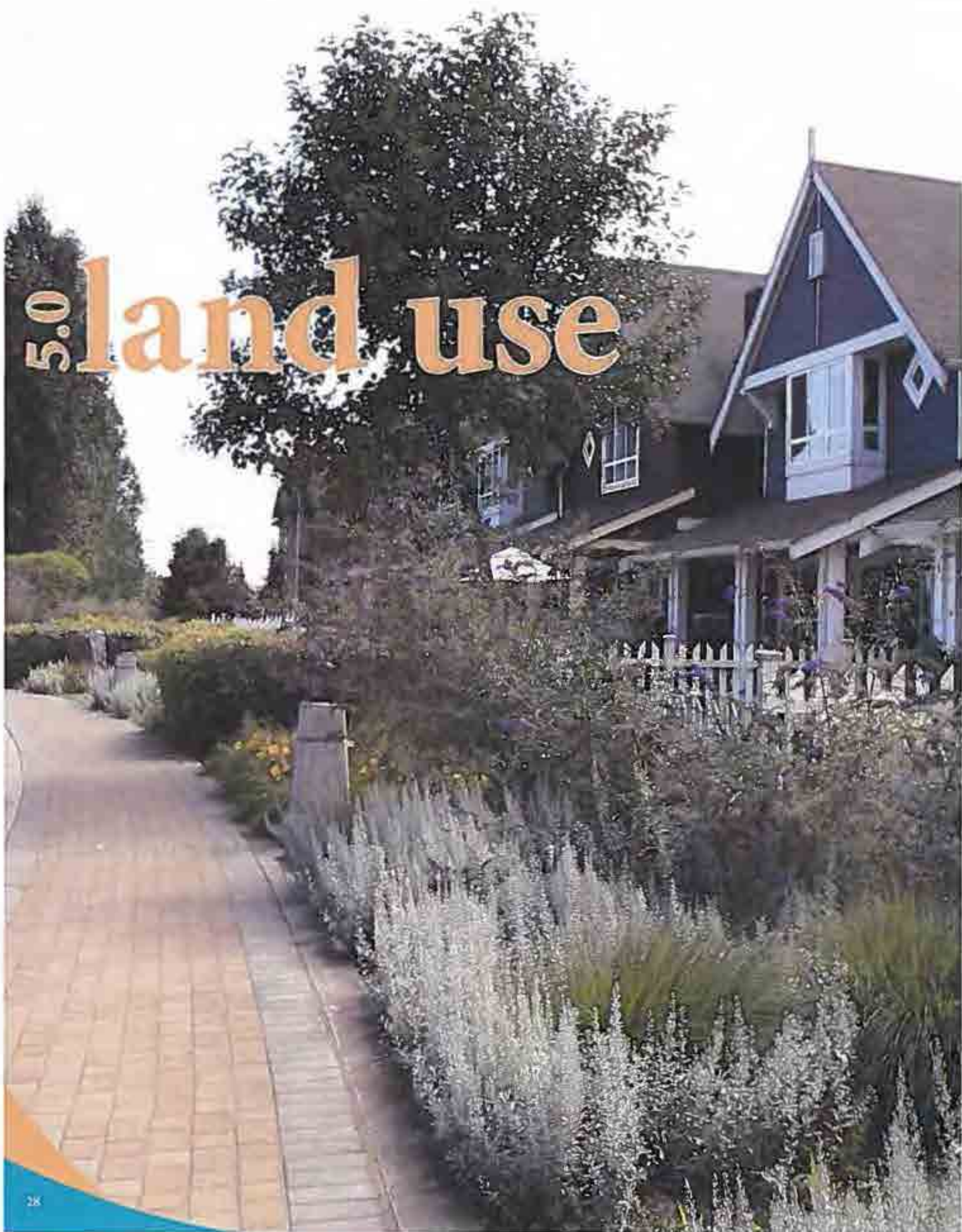
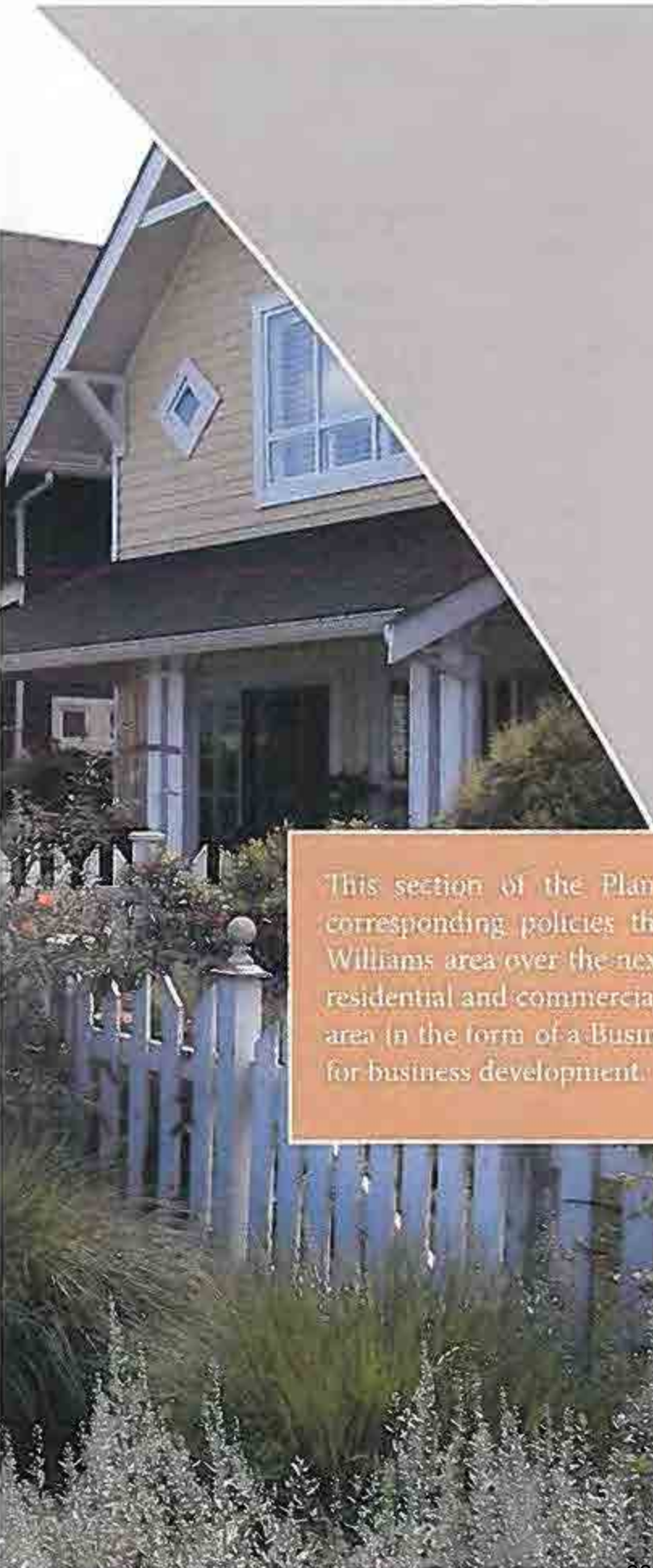


Figure 4.3 Illustrates a "H"-shaped street, block and street pattern







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

Land Use Plan

5.1 OVERVIEW

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

5.2 LAND USE DESIGNATIONS AND POLICIES

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

5.3 GENERAL LAND USE POLICIES

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

Policies:

All Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (e), (f), (h) and (j) of the Local Government Act (LGA) for development on lands within the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 and Map 4A of the Willoughby Community Plan, in order to achieve high quality and energy efficient architectural and site design.



2. Obtain a Development Permit in accordance with Section 488 (1) (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the vicinity of the urban/Agricultural Land Reserve edge in the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 of the Willoughby Community Plan, for the protection of farming (Development Permit Area "I"). Incorporate appropriate subdivision design, building setbacks and landscape buffers for lands along the east and south portions of the Williams neighbourhood that are adjacent to the Agriculture Land Reserve boundary in order to clearly establish the edge between the urban and rural areas, to enhance the viability of farming on adjacent agricultural lands, and mitigate and minimize the impacts of farming on urban lands. Variations to the buffer size will be considered when the retention of buildings of historic or heritage value are preserved.
3. Consider lower densities for developments, as applicable, in cases where they cannot be achieved due to site constraints (e.g. topography or riparian setback requirements). Maximum permitted density may not be achievable on all properties.
4. Ensure development and infrastructure projects build with the slope to minimize cut and fill excavations and to help preserve the natural topography of hillside areas. Also, buildings should be 'stepped' on sloping sites to reduce the height and massing of the development and reduce the need for retaining walls, wherever possible, in order to establish a complementary, pedestrian-friendly streetscape and to support site and neighbourhood design efforts to retain and enhance the treed character of the Willoughby Escarpment.
5. Design appropriate building transitions between different land uses and distinct building types that are respectful of views, densities, traffic, and noise. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications.



Residential Land Use Designations:

6. Provide for a variety of housing forms, sizes, floor layouts and tenures within the Williams Neighbourhood Plan area to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
 - a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, secondary suites and coach homes.
 - b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with 'master' bedrooms on the ground level.
 - c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.
 - d. Foster the development of non-market housing.
 - e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.
7. Calculate the land area density on the basis of gross developable land area where the minimum or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.
8. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.
9. Incorporate row(s) and stands of trees, along with the retention and integration of existing significant trees, as part of project design, as outlined in the Township's Subdivision and Development Servicing Bylaw Schedule 1 - Tree Protection. Planting of evergreen, coniferous trees shall be part of project design, wherever feasible.
10. Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road), in the preparation of Comprehensive Development Plans (CDPs; Policy 1 and 2, Sub-Section 11.4) and for all proposed developments, south of 80 Avenue.
11. Require new single family developments to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:
 - a. retain existing significant trees, especially evergreen, coniferous trees.
 - b. incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings).
 - c. require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.
 - d. encourage all visible building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails.
 - e. provide a strong street presence through street facing buildings that include elements such as extended front porches. Single family dwellings should not back onto a public road.



5.4 SINGLE FAMILY MIXED RESIDENTIAL

The Single Family Mixed Residential designation accommodates a range of single family housing on a variety of lot sizes (R-1, R-2 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplexes, and rowhomes, as well as accessory forms of housing such as secondary suites and coach homes.

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

Densities within this designation will range from 2.4 units per hectare (6 units per acre) to 4 units per hectare (10 units per acre). Policies specific for this designation are as follows:

Policies:

1. Provide for a variety of single family housing and compatible housing forms on a variety of lot sizes (R-1 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplex, and rowhomes at a minimum density of 2.4 units per hectare (6 units per acre) to a maximum density of 4 units per hectare (10 units per acre).
2. Foster the development of accessory housing including secondary suites or coach homes (R-1 and R-CL[CH]; defined in the Township of Langley Zoning Bylaw) with a single family home, along with the provision of an additional, non-tandem parking space on the lot for the secondary suite or coach home.

'Building Face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.

3. Design street, block and lot patterns to accommodate rear-loaded parking off of lanes. Although this rear-loaded pattern is the dominant (defined by land area or units) design form, front loaded lots will be considered when fronting along local roads if topographic or other site constraints make rear lane access difficult to achieve. In such cases, garages shall be recessed and comprise less than 50 percent of the front building face, in order to maintain a strong, pedestrian-oriented streetscape.



4. Provide a useable, covered front porch and a main entrance, that present to the street for all dwelling units. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall:
 - a. have a usable area with dimension that are no less than 1.5 metres by 3.0 metres;
 - b. be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
 - c. be a single-storey height and be integrated and located at the main entrance, and facing the public street.



5. Minimize the front yard setbacks in order to create a pedestrian-oriented street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.
6. Protect the privacy and livability of individual dwelling units and between developments through an appropriate transition of building height and massing, landscaping and sound attenuation.
7. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building shall be permitted.
8. Limit the quantity of single family development in the form of detached Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to no more than 50 percent of the units for any development for lands south of 80 Avenue, in order to ensure that a range and mix of housing in the Single Family Mixed Residential designation is provided. Accommodate single and two family development in the form of traditional sized lots, as defined as R-1 and R-2 in the Township of Langley Zoning Bylaw, for the remainder of the development. This requirement can be waived for developments that dedicate at least 25 percent of the gross site area for tree protection and tree enhancement areas that contribute to and enhance the treed character of the Willoughby Escarpment, provided that:
 - a. these areas are identified, as part of development application review, through
 - i. a viewscape analysis from the Milner Valley (various key points along Glover Road); and
 - ii. a Tree Management Plan as specified by the Subdivision and Development Servicing Bylaw, as amended.
 - b. these areas are situated, where feasible and appropriate, and informed by the above-noted development application review analysis:
 - i. along contour lines to contribute to and enhance the treed character of the Willoughby Escarpment; or
 - ii. adjacent to Watercourse Compensation Areas, Conservation Areas, the Wildlife Habitat Patch, Williams View Park, and/or Greenways, to further enhance and form a network of treed spaces; and
 - c. these areas are not part of the 5 percent parkland dedication or cash-in-lieu, as required as part of subdivision.
9. Encourage the development of semi-detached (fee-simple and/or strata tenures) Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw [e.g., R-CL(SD)], provided that:
 - a. Siting of semi-detached and duplex housing forms on corner lots shall align the main entrance for each dwelling unit to face each of the streets;
 - b. Design the off-street parking with no tandem spaces within a building;
 - c. Accommodate a minimum of one on-street parking space in the front of each dwelling unit.
 - d. Reflect or complement the architectural character of single family developments in the design of semi-detached and duplex housing; and
 - e. Comply with the development parameters as delineated in Policy 8 above. The semi-detached and duplex housing forms, on Residential Compact Lots, or equivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.



10. Provide for the development of Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to accommodate rowhomes, provided that:
 - a. Rowhouse developments are designed in a single row, fronting a road and serviced by a rear lane;
 - b. Design each building that contains no more than four units;
 - c. Provide adequate space between the interior sides of buildings to accommodate tree-planting;
 - d. Design the off-street parking with no tandem spaces within a building;
 - e. Accommodate a minimum of one on-street parking space in the front of each dwelling unit; and
 - f. Comply with the development parameters as delineated in Policy 8 above. The rowhome housing forms, on Residential Compact Lots, or equivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.

5.5 ROWHOUSE / TOWNHOUSE

The Williams Neighbourhood Plan includes the Rowhouse / Townhouse designation and the Townhouse Strata designation, each with different densities. The two designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and "empty nesters" and serve as a land use transition between predominantly low density, residential neighbourhoods and employment uses. The emphasis is on ground-oriented neighbourhood character of the Williams neighbourhood, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear lanes or internal driveways/strata roads. Dwelling units that front a public street will have direct pedestrian access to/from said street.



5.5.1 ROWHOUSE / TOWNHOUSE (20-37 uph / 8-15 upa)

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

Policies:

1. Provide for rowhouse or townhouse, as well as semi-detached dwellings on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw and duplexes, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density is 37 units per hectare (15 units per acre).
2. Limit the maximum height of buildings to three (3) storeys.
3. Establish block and street patterns that include a public lane or strata road, and provide continuous on-street parking along the public street that is not interrupted by driveway let-downs.



4. Design buildings and dwelling units, to include:
 - a. Street-facing, pedestrian-oriented dwelling units that provide a useable, covered front porch along and a main entrance, that present to the public street. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
 - b. Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
 - c. Four (4) or fewer dwelling units contained within each building.
 - d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.

5.3.2 TOWNHOUSE STRATA (20-54 uph / 8-22 upa)

The Townhouse Strata designation accommodates townhouse developments. This designation is located along the south and east sides of the 212 Street Connector, and at the northeast corner of 212 Street and 80 Avenue, and north of 83 Avenue, between predominately single family neighbourhoods in the Yorkson area and the Business Park and the Single Family Mixed Residential lands in Williams.



This townhouse designation provides affordable, ground-oriented housing for households with children, seniors and 'empty-nesters'. The Townhouse Strata land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Densities within this designation will range from 20 units per hectare (8 units per acre) to 54 units per hectare (22 units per acre). Policies specific to this designation are as follows:

Policies:

1. Provide for townhomes, including those with a master bedroom on the ground floor, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density of 54 units per hectare (22 units per acre).



2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the mid-block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83 Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.



3. Design buildings and dwelling units fronting 212 Street, the 212 Street cul-de-sac, north of 80 Avenue, 83 Avenue and mid-block Greenway link between 83 Avenue and the Highway #1 Greenway in neighbouring Yorkson, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to those across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhome development), to include:
 - a. pedestrian-oriented dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
 - b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
 - c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.
 - d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.
4. Provide direct, publicly-accessible connections in the form of Pedestrian Links (see Section 6.2.5) through Townhouse developments – from public road to public road – in areas designated Townhouse Strata, in the approximate locations delineated on Map 1 to support pedestrian connectivity along 212 Street Corridor.

5. Incorporate appropriate site design and townhouse building setbacks to accommodate a continuous evergreen, coniferous tree row, that integrates with site design requirements for street fronting dwelling units and comprised of retained and/or new tree plantings, along the south side of townhouse development sites that front 80 Avenue and along the east side of townhouse development sites that front 212 Street. This can be accomplished through both tree retention and/or new tree plantings, and are considered different than street trees in the public boulevard.

5.6 COMMERCIAL

The Williams Neighbourhood Plan incorporates a commercial area located at the northeast corner of 214 Street and 80 Avenue and includes a Neighbourhood Convenience Commercial designation and a Mixed Use Commercial designation. The two designations together will provide range a commercial services and amenities for local residents, employees, students and the travelling public. Policies that apply to both the Neighbourhood Convenience Commercial and Mixed Use Commercial designations are as follows:

Policies:

1. Site and design buildings to be street-fronting and pedestrian-focused, and oriented towards a public road to result in generally consistent active street frontages along 214 and 216 Streets, and 80 and 81 Avenues. Include design elements on building façades as well as landscaping elements and design features between buildings that front 214 Street and 80 Avenue that further support pedestrian orientation along the public street.



2. Landscape surface parking lots and locate them away from public street frontages by orientating and siting buildings and appropriate landscaping treatments in such a way as to create and/or give the appearance of a continuous, active street frontage, specifically along 214 and 216 Streets and 80 and 81 Avenues.
3. Require the scale and design character of the buildings and landscapes in these Commercial designations to integrate and be of high quality to complement the design and scale of the multi-family residential development on the south side of 80 Avenue. Design character should consider siting, setbacks, exterior finish, landscaping and parking areas, in relation to adjacent residential and agricultural/rural areas. Façade and roofline articulation with clear building entrances and other projecting elements are required. Blank or undifferentiated façades shall be avoided. Where drive-through services are permitted, drive isles and service windows shall be interior to the commercial development, not adjacent to and directly visible from the public street, and accommodated and integrated with the site design features for pedestrians throughout the Commercial designations and links to Greenways.
4. Orient and design buildings to maximize solar exposure and to limit shadowing on adjacent roads, sidewalks, other public spaces, and properties.
5. Incorporate internal pedestrian linkages within and across surface vehicle parking areas that also conveniently connect to public pedestrian areas such as Greenways. Provide continuous weather protection for pedestrians on all buildings with commercial frontages.
6. Consider the integration of childcare floorspace that could provide services to employees working in the neighbouring business park areas.
7. Include varied cladding materials of complementary colours and textures, visual elements, appropriate ornamental and energy efficient lighting, landscaping and other features for building frontages other than the front building face.

3.6.1 NEIGHBOURHOOD CONVENIENCE COMMERCIAL

Neighbourhood Convenience Commercial designation, is allocated for commercial establishments that are local-serving, pedestrian-oriented, street facing and street fronting buildings, some of which are mixed-use (e.g., retail and office) that address the arterial roads and have a high quality building design, landscaping and finishes. Permitted convenience commercial uses in this designation include cafés, medical and professional offices, grocery, and other goods and services serving residents of Williams residential neighbourhoods. The Neighbourhood Convenience Commercial designation will also accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands) and public gathering/seating areas and serve as a key destination for the neighbourhood. Policies specific to this Neighbourhood Convenience Commercial designation are as follows:

Policies:

8. Incorporate retail and service commercial uses that are local-serving, such as financial institutions, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, restaurants and cafés, and fitness centres (excluding service stations, vehicle servicing and drive-throughs). These types of retail and service commercial uses (not including the one [1] anchor grocery store) shall be located at-grade and shall be included in buildings that have a maximum floor-plate size of 1,000 m² (~11,000 ft²). Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.



9. Provide space for business, medical and professional offices on the second and third storeys of at least an equivalent amount of floor area dedicated for retail commercial uses that are provided on the first storey. The office space component must be built in conjunction with the retail commercial space component of a building.
10. Accommodate one (1) grocery establishment in the Neighbourhood Convenience Commercial designation with a maximum size of 4,000 m² (~43,100 ft²) that serves local residents and neighbouring employment uses, provided that the neighbourhood public plaza space (see Policy 12 below) and purpose-built office floor space, of a minimum size of 500 m² in a multi-storey, mixed-use retail/office building, are built in this precinct in conjunction with or before the development of the grocery building/space.
11. Design buildings in the Neighbourhood Convenience Commercial designation to be a minimum of two storeys in height. The building that accommodates the grocery establishment (Policy #10 above) is excluded from this height requirement, yet must incorporate architectural design details that 'mimic' and give the appearance of a two storey building.
12. Incorporate a neighbourhood public plaza space in this precinct with a minimum size of 450 m² (~4,850 ft²) that provides an open space for a variety of activities such as socializing, resting, and eating, and serves as a focal point for the neighbourhood. The plaza space should be integrated with adjacent buildings and the broader precinct, include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant views, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety.

5.6.2 MIXED USE COMMERCIAL

The Mixed Use Commercial designation is allocated for commercial establishments that provide services to motorists, and for non-pedestrian-oriented retail and services. Permitted uses in this Mixed Use Commercial designation include those that meet the needs of the travelling public such as a vehicle parts and repair, restaurants, seasonal and recreational goods and other comparison retail, that also serves the needs of workers and business owners in adjacent and nearby employment areas, and the University District. Policies specific to this Mixed Use Commercial designation are as follows:

Policies:

13. Incorporate retail and service commercial uses that serve the needs of both the residential areas and the employment generating, business park lands, as well as the travelling public, such as restaurants and cafés, financial institutions, and personal and business services (excluding service stations and gas bars). These types of retail and service commercial uses (not including an anchor grocery store) shall be located at-grade and shall have a maximum size of 1,000 m² (~11,000 ft²) per unit.
14. Accommodate one (1) large-format retail and service establishment in the Mixed Use Commercial designation with a maximum size of 6,000 m² (~64,600 ft²) that is limited to a home hardware/improvement type of use that could also include the servicing of vehicles less than 5,000 kg GVW.



5.7 WORK AND BUSINESS

The Williams Neighbourhood Plan incorporates a work and business area that supports limited commercial and a broad range of business and employment activities that contribute to the development of a sustainable and complete community in both the Williams and the broader Willoughby area. This work and business area will provide jobs close to home and will be an attractive place to invest and run a business and includes a Gateway designation, located at the northwest corner of 216 Street and 80 Avenue, and a Business Park designation, primarily situated between 80 Avenue and Highway #1.

5.7.1 GATEWAY

The Gateway designation is intended to include buildings and associated uses that visually 'frame' and 'wrap' the street corners of 80 and 81 Avenues, at and along 216 Street. Permitted uses in this Gateway designation include those that meet the needs of the travelling public such as a gas/service station, restaurants, overnight accommodations, and multi-storey office buildings. Careful attention to quality building design, siting, as well as landscaping to ensure that this precinct provides a key entry point to the Williams neighbourhood, the Willoughby community and the municipality more broadly. Policies specific to this Gateway designation are as follows:

Policies:

1. Provide one (1) hotel in the Gateway designation that could include guest rooms, lobby, conference and meeting rooms, restaurant, pub, guest amenities (etc., pool, exercise room), and limited retail space located in one building. Site and orient the building toward 216 Street and 80 Avenue.
2. Accommodate a maximum of one (1) gas bar, as defined in the Township of Langley Zoning Bylaw. Siting, design and access of the gas bar shall be oriented towards a non-arterial public road and shall include landscaping and design features along public frontages that support pedestrian orientation and give the appearance of an active use.
3. Incorporate retail and service commercial uses that meet the needs of the travelling public, such as restaurants, including drive-throughs, recreation, entertainment and instruction (e.g., yoga, dance, martial arts, fitness facilities), and the retail sale of goods and other services. The maximum size of any retail commercial use shall be 500 m² (~5,400 ft²).
4. Include purpose-built buildings that provide space for business, medical and professional offices, provided that purpose-built office floor space is built in conjunction with or before the development of at least 600 m² (6,500 ft²) of commercial retail floorspace in the Gateway designation and that the gross office floorspace component cannot be less than 1.5 times the gross commercial retail floorspace. Accommodate limited retail services on the ground floor that complement office uses in the building (e.g., small pharmacy that supports medical offices). For purposes of calculating gross floor area, retail commercial uses permitted as part of a hotel use defined above and built within the hotel building as well as the gas bar use shall not be considered as retail commercial floorspace.



5. Design distinctive buildings to emphasize the gateway functionality of the area within the vicinity of 216 Street and 80 Avenue that signifies the east entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Except for a gas bar and stand-alone buildings for restaurant uses, the minimum building height shall be three (3) storeys for any building sited immediately adjacent to an Arterial street. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces. Stand-alone buildings for restaurant uses must incorporate architectural design details that 'mimic' and give the appearance of a taller building (1.5 storeys or higher).

5.7.3 BUSINESS PARK

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



Policies:

1. Encourage and provide for a range of employment and business activities in the Business Park designation including warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.
2. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.



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



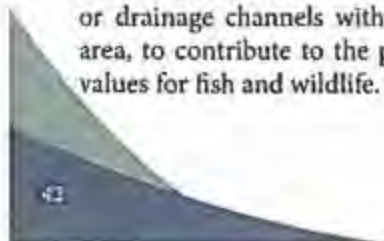
5.8 CONSERVATION AREAS

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

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

Policies:

1. Protect, enhance and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes based on the Township's Streamside Protection and Enhancement Areas (SPEAs), as described in the Township of Langley Official Community Plan (OCP).
2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.



3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.
4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

5.9 WATERCOURSE COMPENSATION AREAS

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

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

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



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

Policies:

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.
2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in Map 1 and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.
3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel and an additional Watercourse Compensation Area, with a minimum total of 26,368 m², a minimum length of 1,107 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be

identified and designed as part of the development of lands between 80 and 83 Avenues. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.

4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

An additional Watercourse Compensation Area, with a total of 5,849 m², a minimum length of 195 metres and a 15 metre wide planted buffer on either side of the stream channel (not including channel areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered an will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream channels in the south portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.



5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in Map 1 and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.
6. Complete at the time of development the watercourse relocations and compensations as depicted in Map 1 and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:
 - a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in Map 1 and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in Map 1 and delineated in policy above.
 - b. Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in Map 1 and delineated in policy above.
 - c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
 - d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in Map 1 and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to Greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the compensation or other environmental sensitive areas. Tree removal shall be avoided and additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in Map 1.



5.10 HOUSING AND POPULATION ESTIMATES

At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 4,600 people in 1,470 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 Designations	Approximate Area		Density	Population Density	Approximate Number of Dwelling Units	Approximate Population	Maximum Storeys from Grade
	Ha	Ac	Units Per Acre (UPA)	Person Per Unit			
Single Family Mixed Residential	38.6	95.4	6 - 10	3.8	763	2,900	2
Rowhouse / Townhouse	3.5	8.7	8 - 15	2.5	100	250	3
Townhouse	16.2	40.1	8 - 22	2.5	604	1,504	3
TOTAL					1,465	4,654	





community facilities



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

Community Facilities

6.1 PARKS AND OPEN SPACES

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



Illustrates neighbourhood park space in low density residential area

6.1.1 NEIGHBOURHOOD PARKS

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

Policies:

1. Provide a Neighbourhood Park (minimum 2 hectares [5 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 4 hectares (10 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.
3. Ensure that the Neighbourhood Park and the adjoining Elementary School that comprise the joint park-elementary school site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.



6.1.2 WILLIAMS VIEW PARK

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

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

Policies:

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



Figure 6.1 | Williams View Park Illustrative Design

6.1.3 POCKET PARK

The Pocket Park in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, and soft and hard surface spaces, for children, youth and adults of all ages. The Pocket Park is intended to be small but inviting areas of public space incorporated into urban areas. In Williams, there will be a minimum of one (1) Pocket Park. This park space, along with the neighbourhood park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Pocket Park can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Park are as follows:

Policies:

1. Develop a minimum of one Pocket Park located generally in the area indicated on Map 1, that is a minimum of 0.6 hectares (1.5 acres) in size.
2. Locate the Pocket Park in the vicinity of the intersection of 214 Street, between 78 and 76 Avenues, adjacent to a Greenway, and apply a forested design theme.
3. Design the Pocket Park as conceptually illustrated in Figure 6.2 and in accordance with the general specifications shown in Figure 6.3.
4. Provide on-street parking along the Pocket Park road frontage.
5. Fund the Pocket Park through the Williams Amenity Zoning Policy.



Figure 6.2 | Pocket Park Illustrative Design



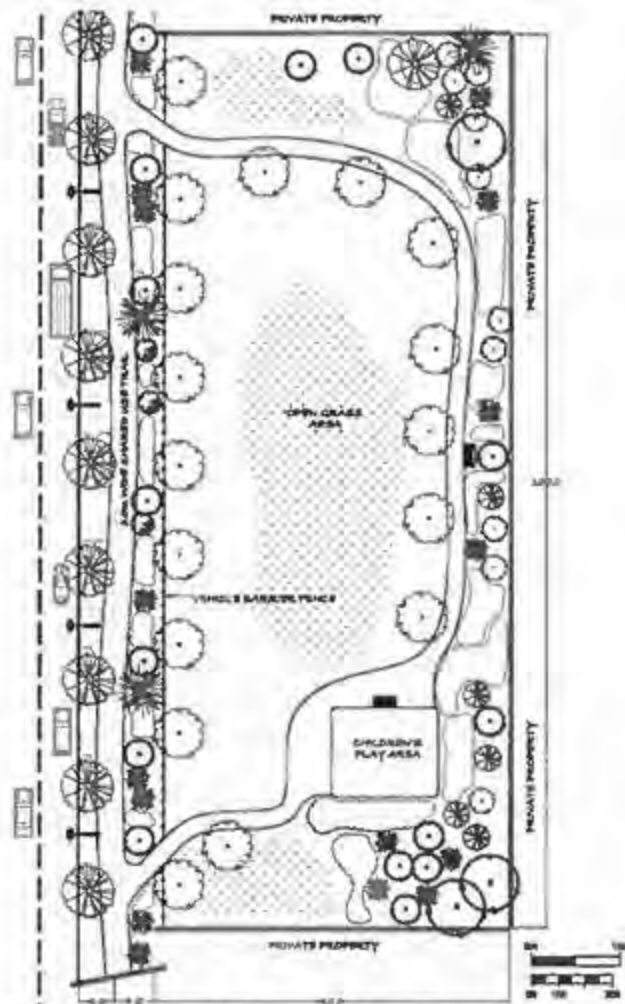


Figure 6.3 | Pocket Park General Specifications

6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m² (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

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

Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on Map 1.
2. Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch based on the five habitat types – coniferous, broadleaf and mixed tree species, dense understorey shrubs and ferns, and wetland areas – that are deemed most capable of supporting wildlife in an urban setting.
3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.
4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.
5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Williams Amenity Zoning Policy.



Example of a Wildlife Habitat Patch

6.1.5 NEIGHBOURHOOD FORESTED MEWS

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

Policies:

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



6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

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

6.2.1 STREET GREENWAYS

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

Policies:

1. Provide contiguous Street Greenways in the locations identified on Map 1.
2. Construct Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.

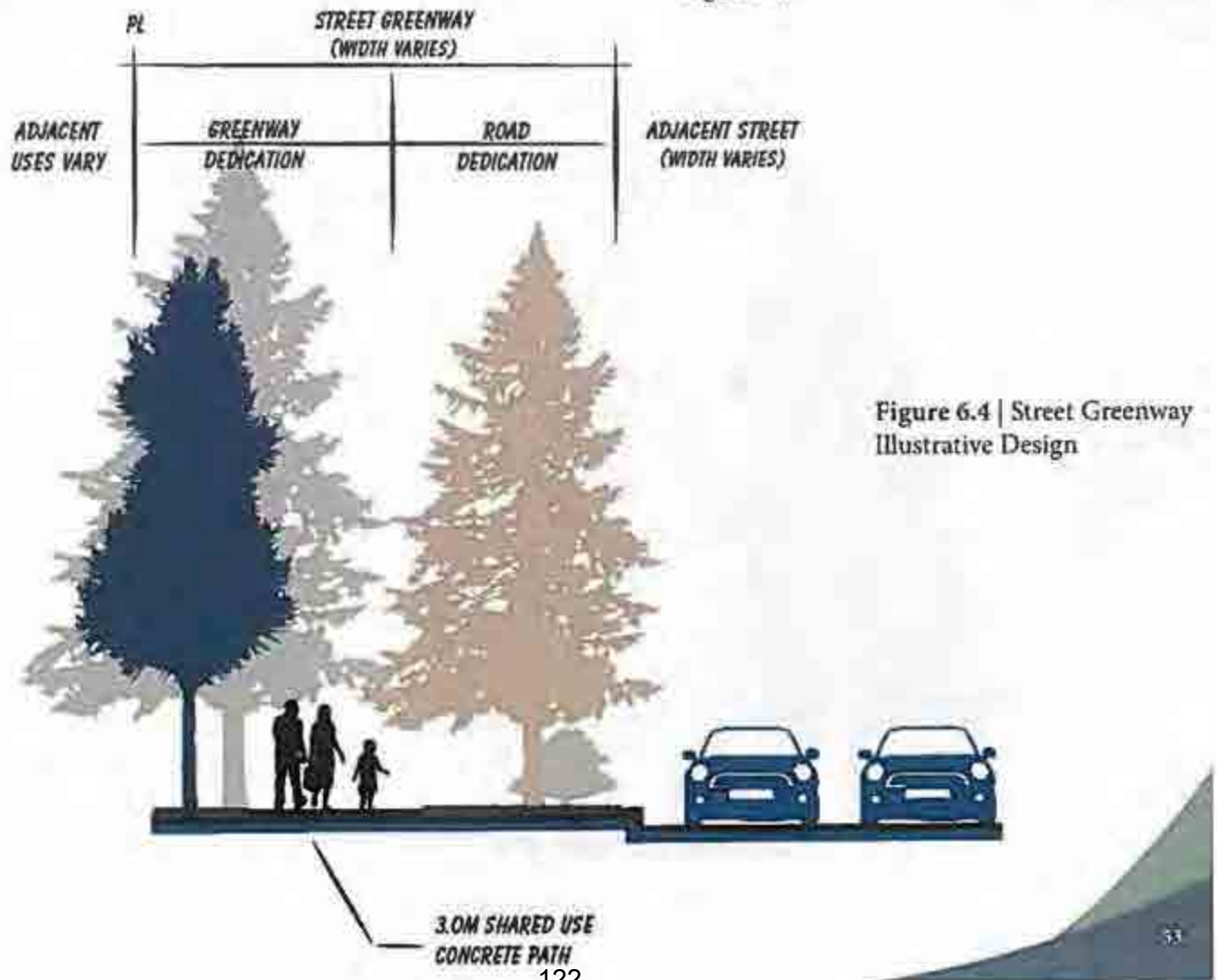


Figure 6.4 | Street Greenway Illustrative Design

3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees.
4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
5. Provide safe street crossings for pedestrians and cyclists at key intersections.
6. Fund Street Greenways through the Williams Amenity Zoning Policy.

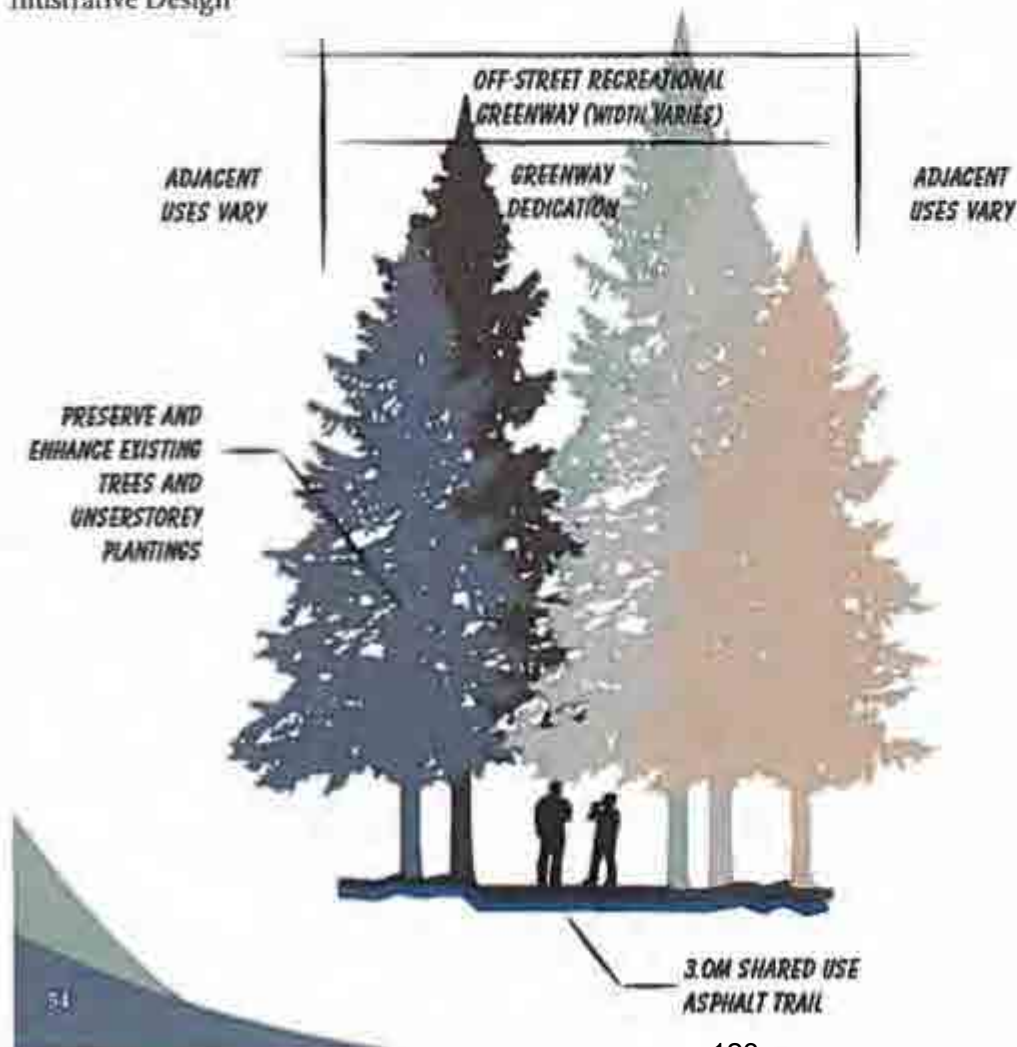
6.2.2 OFF-STREET RECREATIONAL GREENWAYS

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

Policies:

1. Provide Off-Street Greenways in the locations identified on Map 1.
2. Construct Off-Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.5.
3. Fund Off-Street Greenways through the Williams Amenity Zoning Policy.

Figure 6.5 | Off-Street Recreational Greenway Illustrative Design



6.2.3 CREEK GREENWAYS

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

Policies:

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

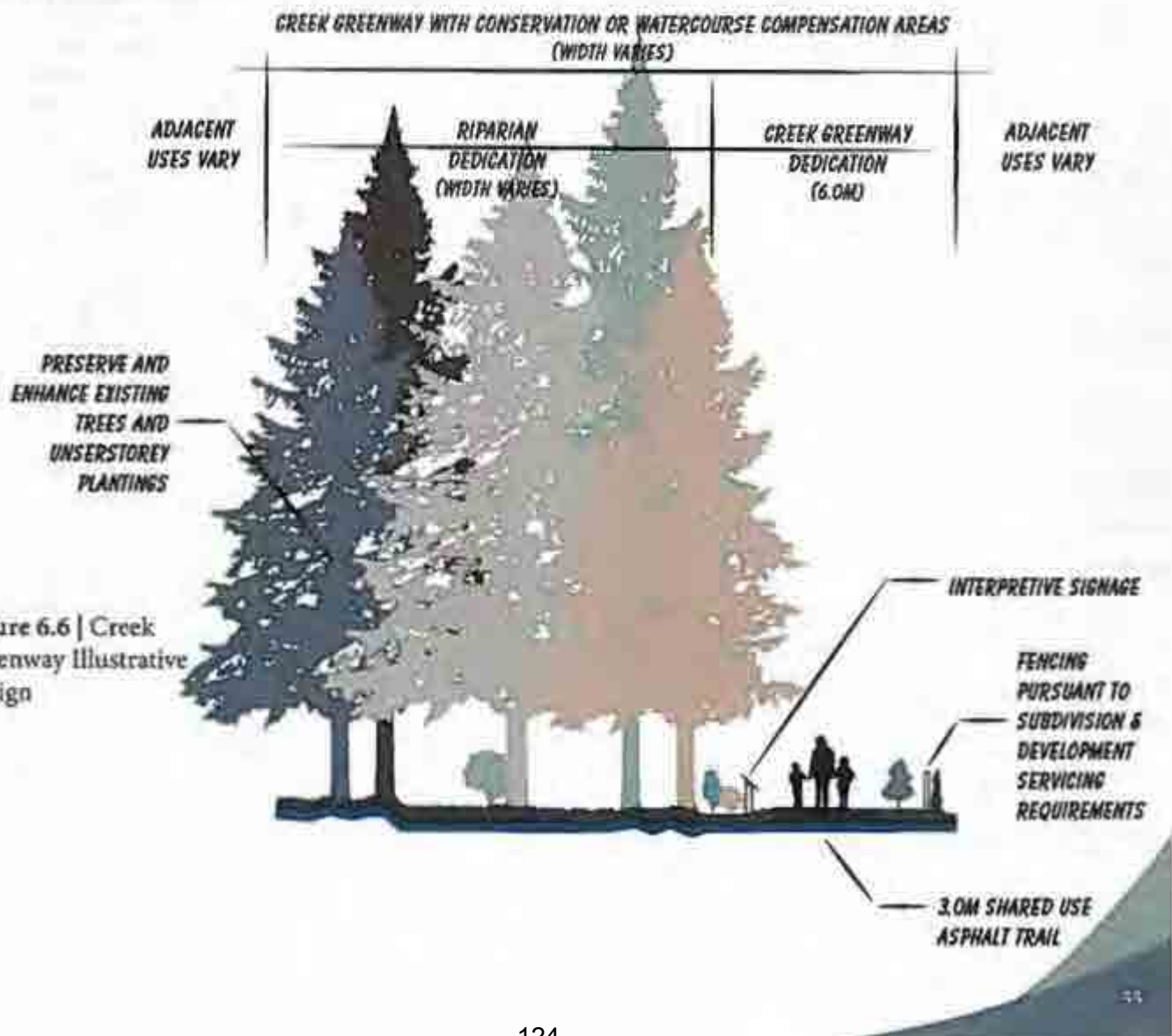


Figure 6.6 | Creek Greenway Illustrative Design

6.2.4 ENHANCED SIDEWALKS

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

Policies:

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

6.2.5 PEDESTRIAN LINKS

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

Policies:

1. Provide Pedestrian Links, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on Map 1.
2. Design entrances to Pedestrian Links, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a 'public' pathway.

3. Pedestrian Links are not funded through the Williams Amenity Zoning Policy.

6.2.6 GREENWAYS, PEDESTRIAN LINKS & ENHANCED SIDEWALK STANDARDS

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

TABLE 6.1 | Greenways, Pedestrian Links and Enhanced Sidewalk Standards

TYPE	STANDARDS
Street Greenways	<ul style="list-style-type: none"> • 4.5m wide dedication (5.5m wide dedication along 216 Street, between 76 and 80 Avenues and along 76 Avenue) • 3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	<ul style="list-style-type: none"> • 4.5m wide dedication • 3.0m wide shared use, concrete pathway
Creek Greenways	<ul style="list-style-type: none"> • 3.0m wide shared use, asphalt trail located in the outer 6.0m of the required riparian area.
Pedestrian Links	<ul style="list-style-type: none"> • 3.0m wide shared use concrete pathway
Enhanced Sidewalks	<ul style="list-style-type: none"> • within the road dedication • 2.0m wide buffer between the 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 Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e. kindergarten to grade 5), 220 middle school students (i.e. grades 6 to 8), and 251 senior high school students (i.e. grades 9 to 12).

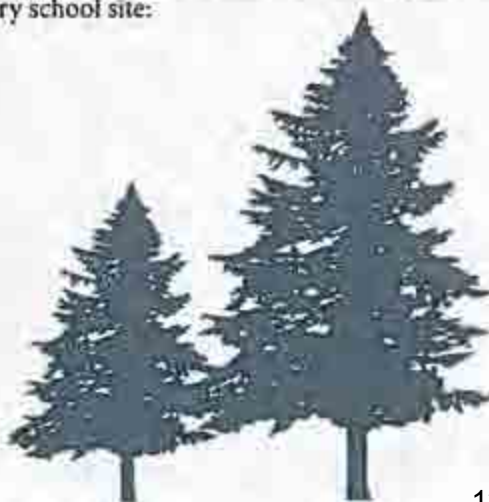
A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would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

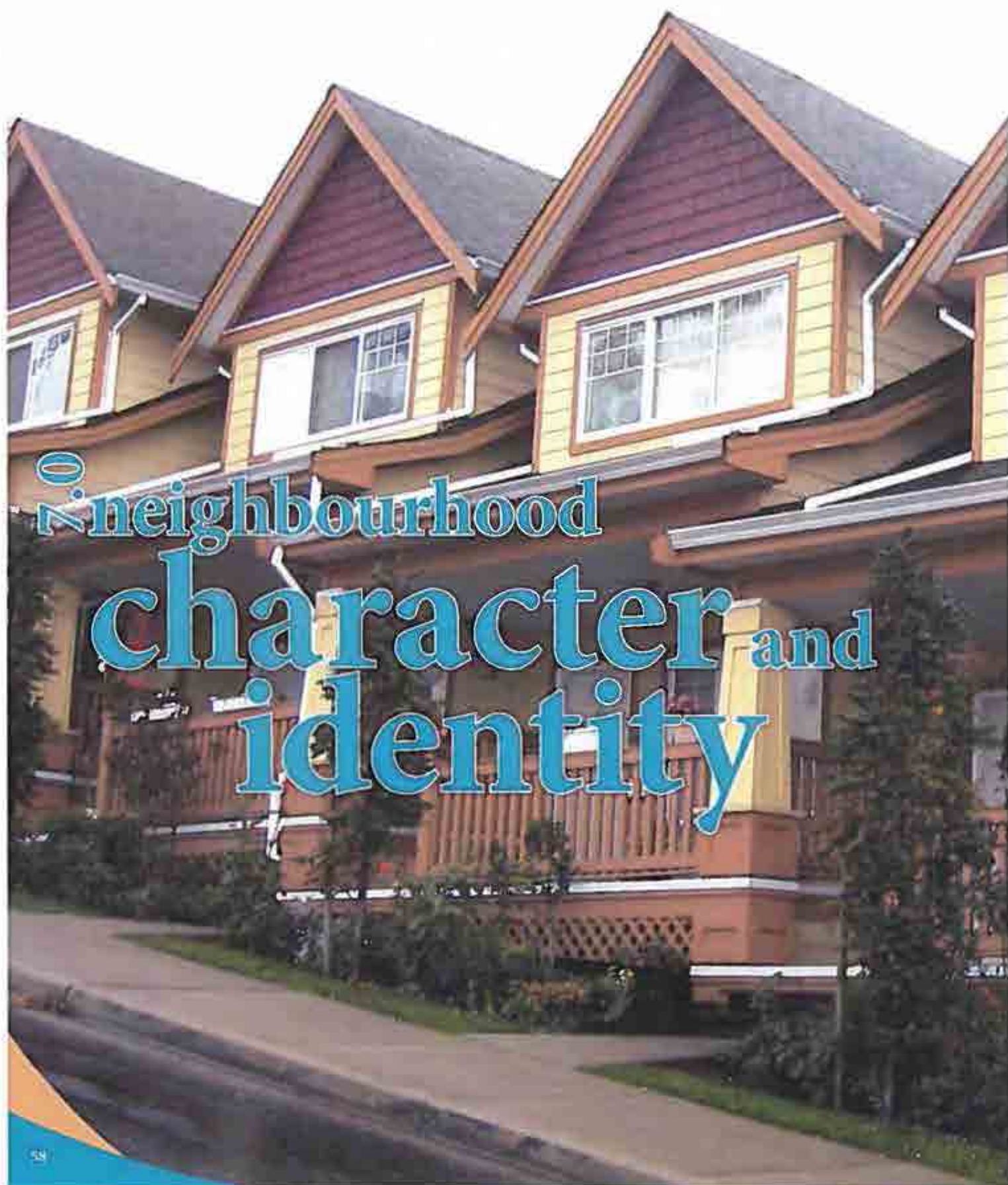
The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The School District has developed a Long Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually through the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.


The intent of these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

Policies:

1. Accommodate an Elementary School, which will form part of a joint neighbourhood park-elementary school site with a minimum total size of 4 hectares (10 acres; 5 acres neighbourhood park and 5 acres elementary school), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.
3. Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.







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

Neighbourhood Character and Identity

7.1 NEIGHBOURHOOD PLACE MAKING

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

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

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

7.2 NEIGHBOURHOOD LANDMARKS

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

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

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m² (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorists along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.



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

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

Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on Map 1.
2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on Map 1, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.
3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in Figure 7.1 and Figure 7.2, including the incorporation of public art.
4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Williams Amenity Zoning Policy.
5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Williams Amenity Zoning Policy (not including the stormwater detention pond and associated plantings and landscaping).



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

7.2.1 PUBLIC ART

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

Policies:

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

7.3 STORMWATER FACILITIES AS AMENITIES

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

Policies:

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



7.4 GREEN ROOFS

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

Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency.
2. Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.
3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.
4. Design green roofs in accordance with the BC Green Building Code.
5. Adhere to Township policy regarding, among other items, the management, maintenance and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/or property owner.



7.5 LANDSCAPE BUFFERS

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

Policies:

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

Figure 7.3 | Landscape Buffer Locations

7.6 LOCAL ROAD GATEWAYS

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

Policies:

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

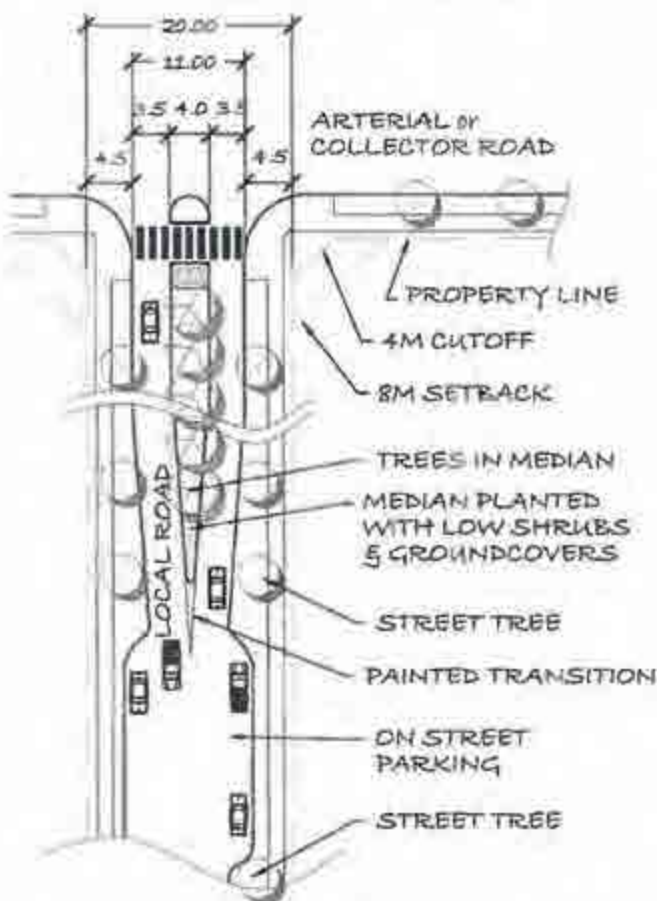


Figure 7.4 | Conceptual Local Road Gateway Design

7.7 UTILITY BOXES AND VAULTS

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

Policies:

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



7.8 RETAINING WALLS

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

Policies:

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

7.9 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams Neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process;
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings;
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

Archaeological Resources

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



Natural and Cultural Landscapes

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

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

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

Built Resources

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

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

Policies

Protect Archaeological Sites and Areas

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

Protect the Character of the Milner Valley as a Cultural Landscape

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



Preserve Sites Deemed to be of Historic Value

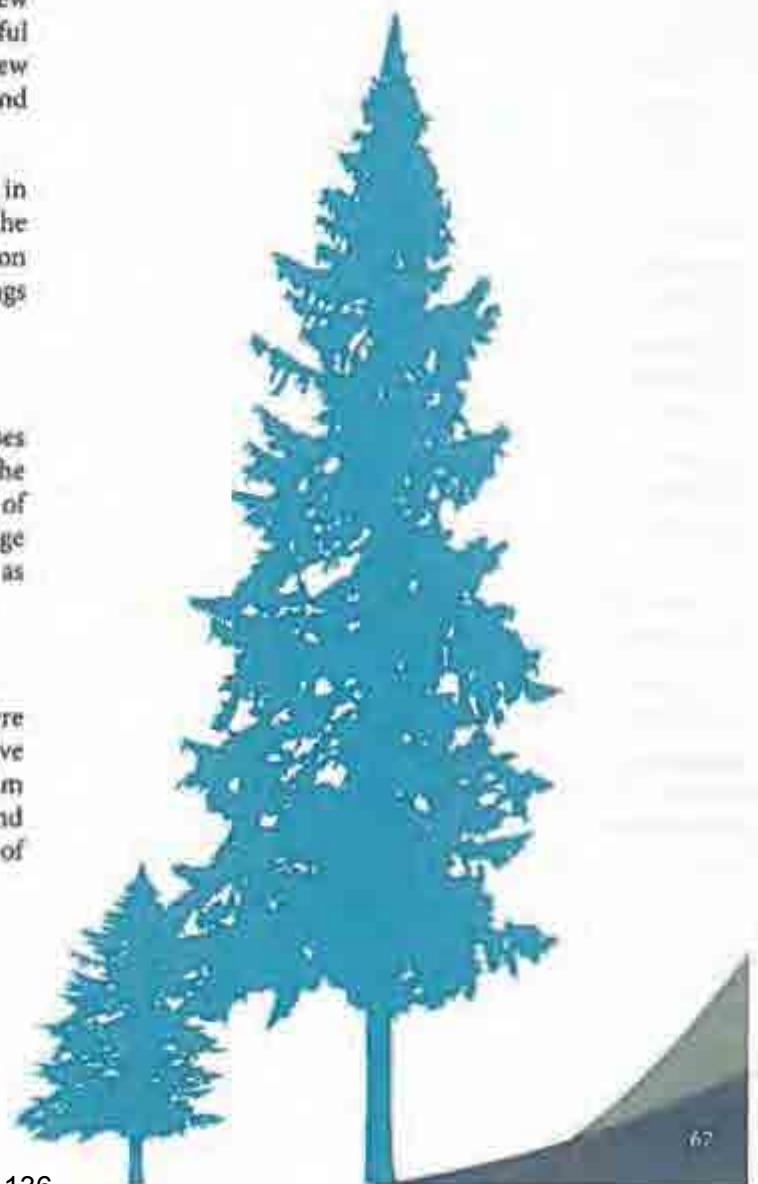
5. Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through the use of heritage revitalization agreements and other tools provided by the *Local Government Act*, based on a future independent site assessment at the time of redevelopment.
6. Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.
7. Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.
8. Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

Document Buildings Approved for Removal

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

Commemorate Williams History

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



7.10 Crime Prevention Through Environmental Design

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

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

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

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

Policies:

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



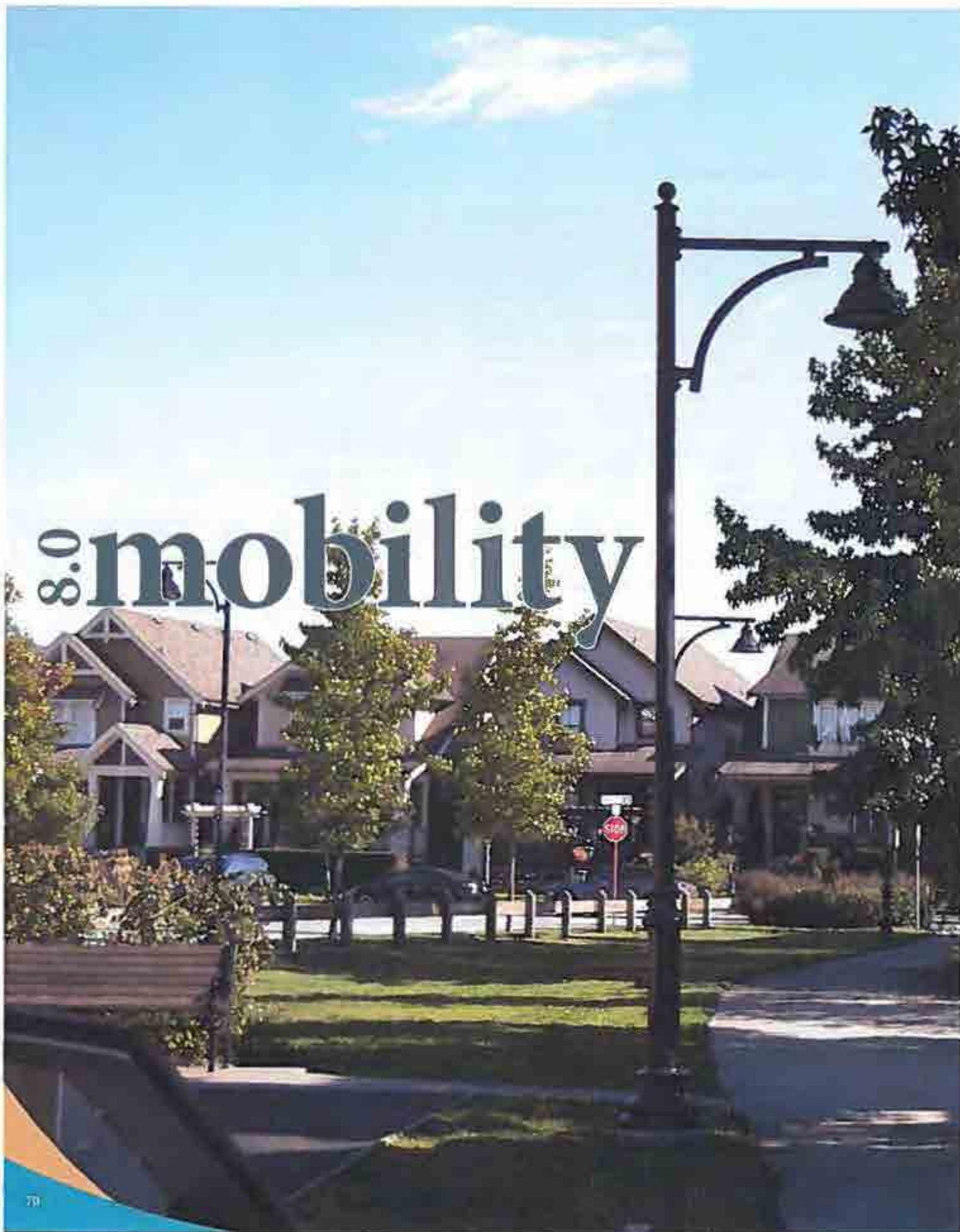
7.11 Lighting Design

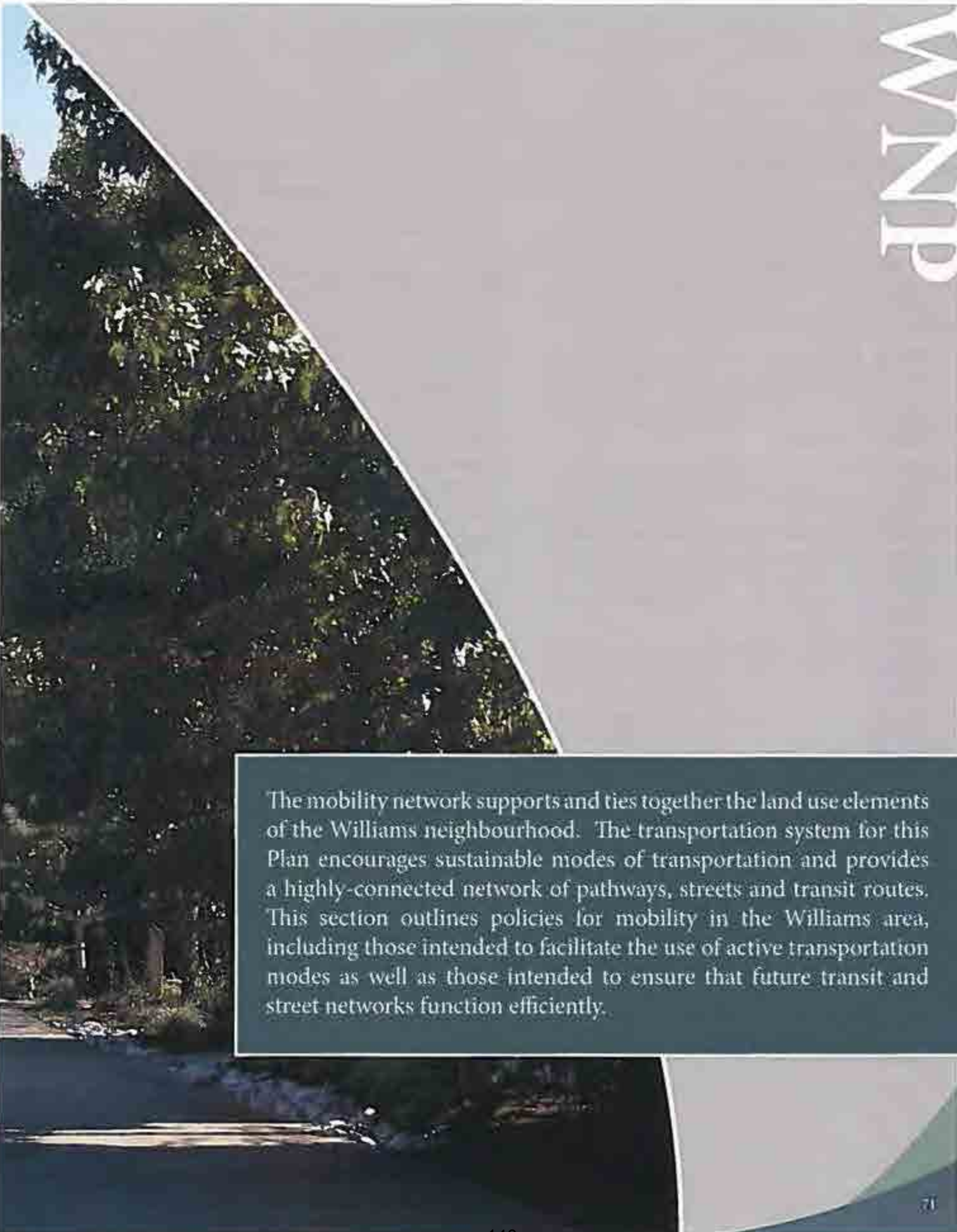
In Williams, neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable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

Policies:

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







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

Mobility

8.1 STREET NETWORK

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

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

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

Policies:

1. Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (Map 3). The alignment of the collector route of 78 Avenue to 77A Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.
2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (Map 3). The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (culs-de-sac) shall be avoided; where this is impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.
3. Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.



4. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.
5. Secure statutory rights-of-way for all category of streets, including arterial, collector, local and lanes. A right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.
6. Locate multi-family amenity spaces away from arterial streets.
7. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets – such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line – for all residential development along arterial streets to provide sound attenuation.

8.2 PEDESTRAIN AND BICYCLE CIRCULATION

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

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- Commuter routes provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.
- Recreational routes provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.

- Community routes provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.

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

Policies:

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



8.3 TRANSIT SERVICE

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

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

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

Policies:

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



8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

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

Intersection Type	Traffic Control Type
Arterial / Arterial	Traffic Signals
Arterial / Collector	Traffic Signals
Collector / Collector	Roundabouts

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

Policies:

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

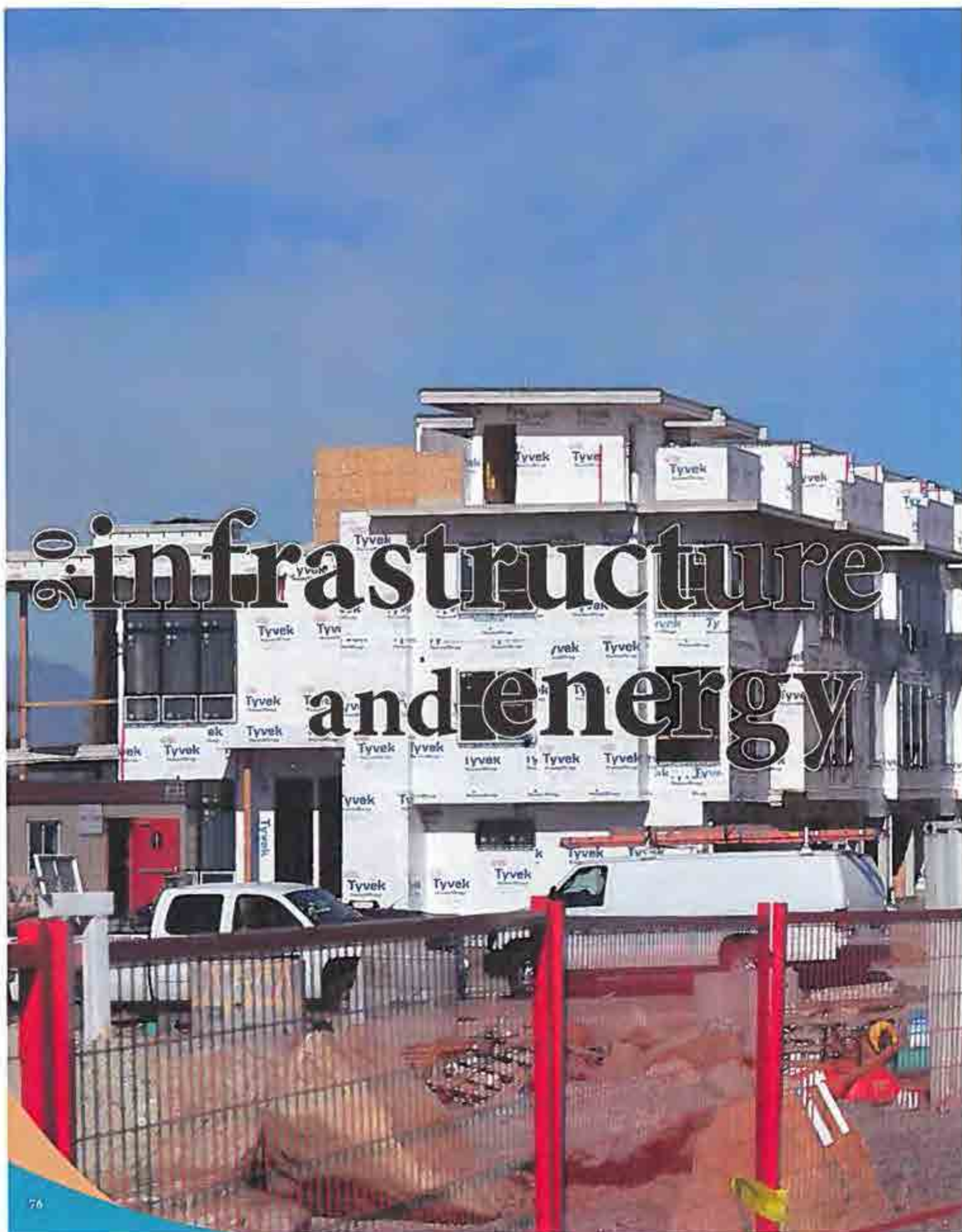
8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.


Policies:

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





infrastructure and energy



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

Infrastructure and Energy

9.1 ENGINEERING SERVICES PLAN

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

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

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

9.2 WATER

9.2.1 EXISTING CONTEXT

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

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

9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

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



9.3 SANITARY SEWER

9.3.1 EXISTING CONTEXT

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

9.3.2 FUTURE CONDITIONS

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

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

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

9.4 STORMWATER

9.4.1 EXISTING CONTEXT

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

9.4.2 FUTURE CONDITIONS

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

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



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

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



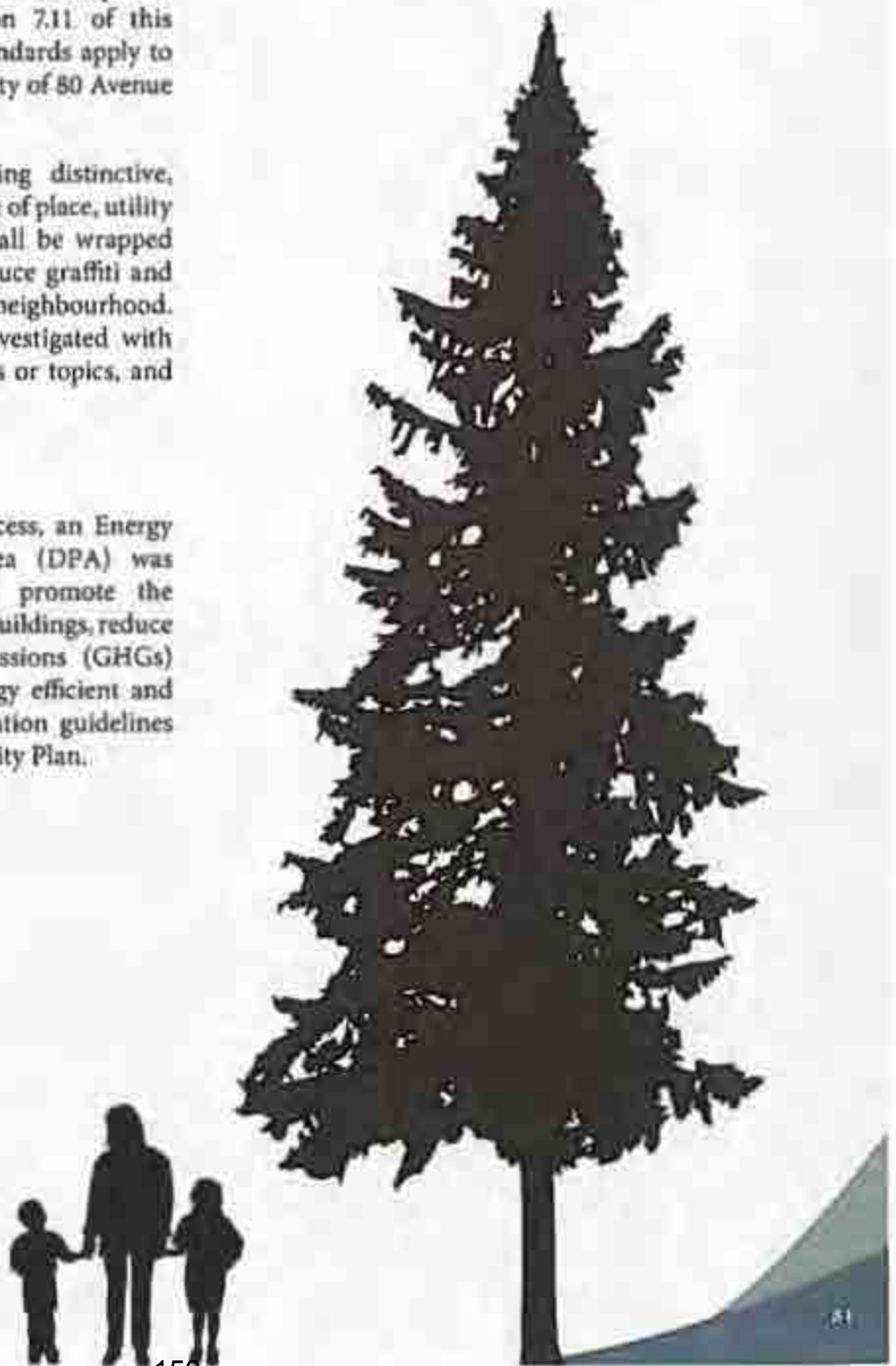
9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

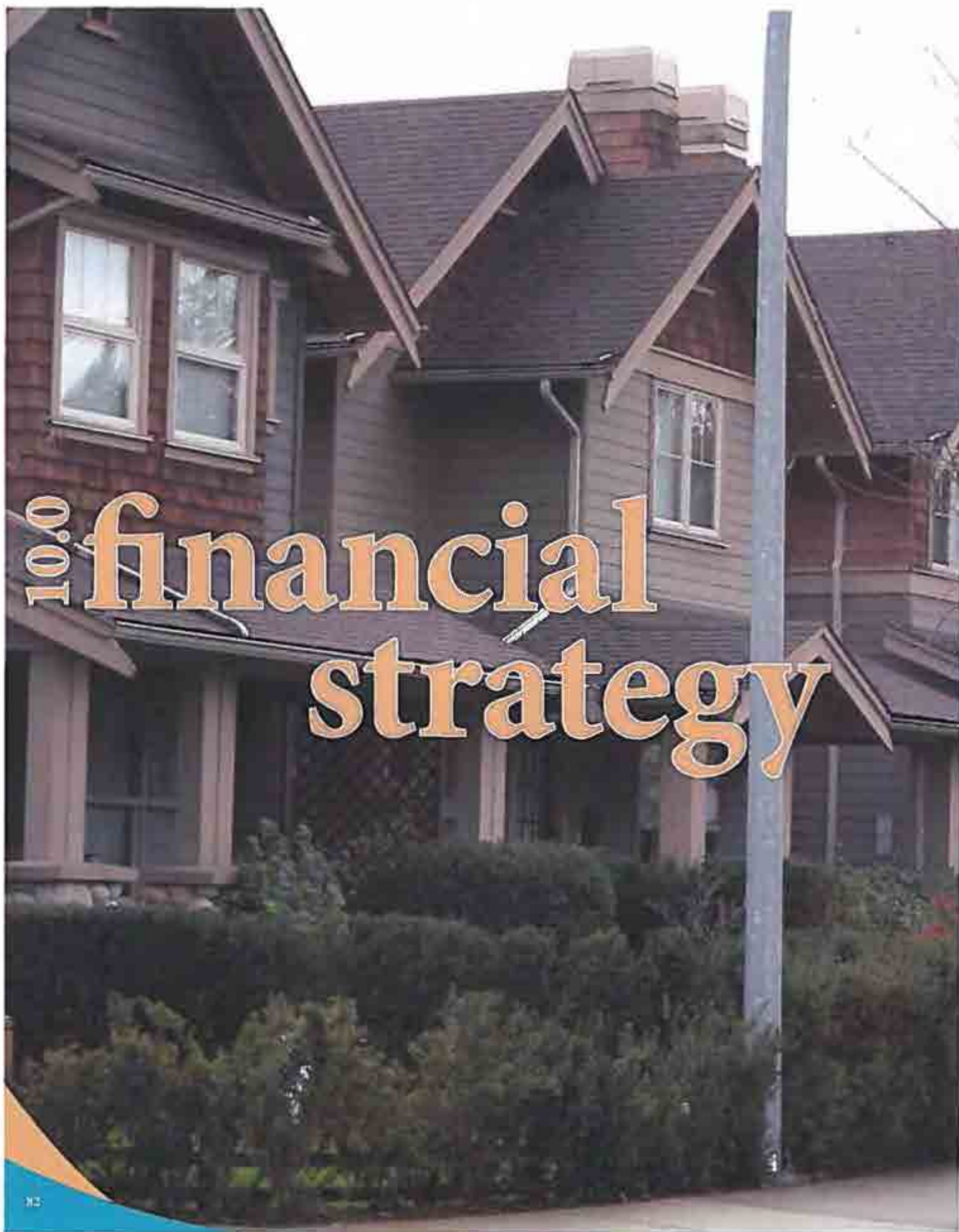
As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section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

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

9.6 ENERGY

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.







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

Financial Strategy

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

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

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

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

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

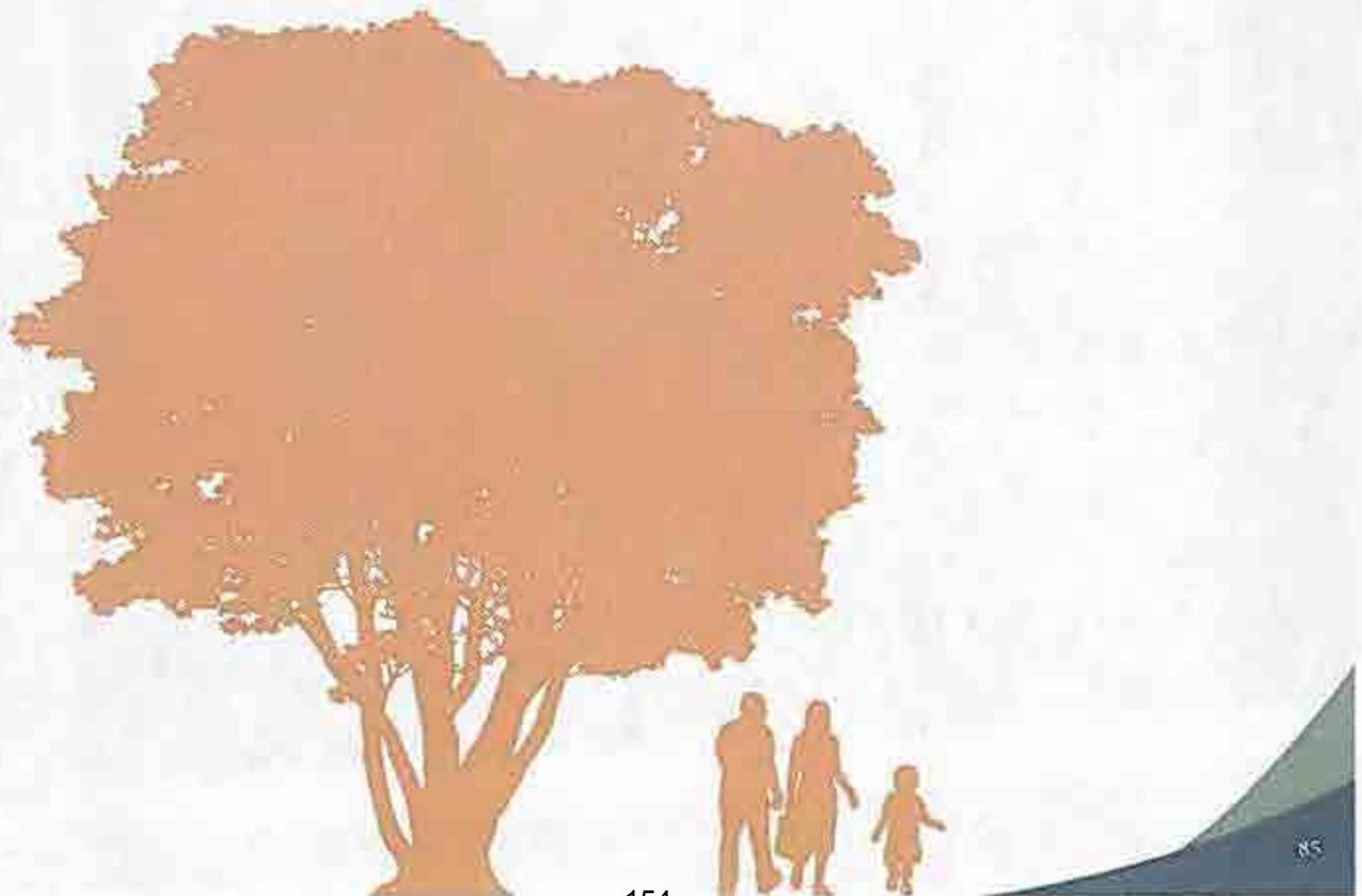
Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 - 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.



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

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

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







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



Implementation

11.1 INTRODUCTION

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

11.2 GENERAL PREREQUISITES

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

1. Identify and secure a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in that area, with the exception of non-residential developments
2. Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.
3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Commercial (Section 5.6), and Work and Business (Section 5.7) in this Plan, the following shall be completed to the satisfaction of the Township:

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



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

11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Single Family Mixed Residential and Townhouse Strata in this Plan (see Figure 11.2 below), the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the North or South portions of the Residential District, as determined appropriate by the General Manager of Community Development (see Figure 11.2). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the North and/or South Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.
2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.



Figure 11.2 | Illustrates the location of the North and South areas of the Residential District

11.5 SPECIFIC DEVELOPMENT PREREQUISITES

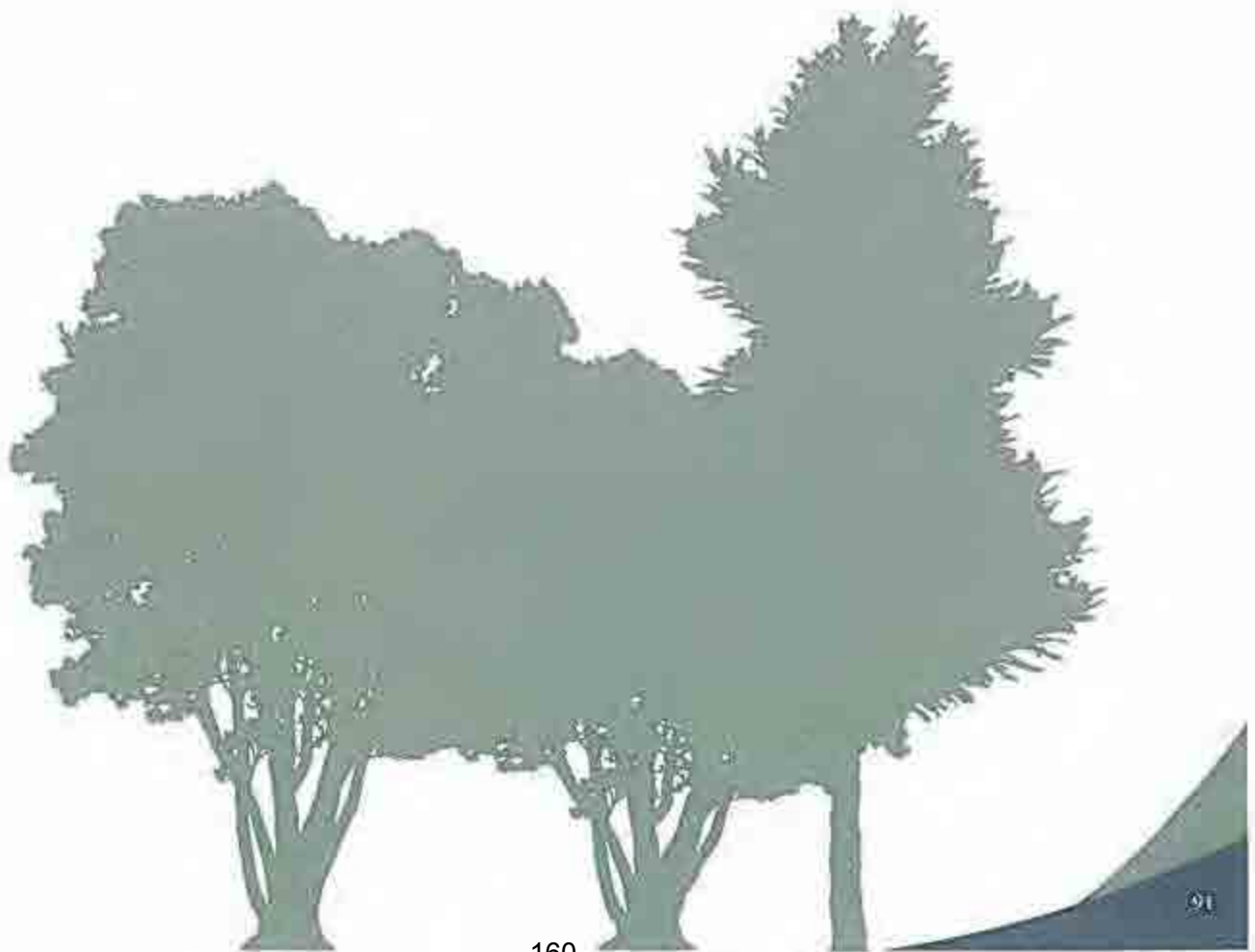
The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provisions of this neighbourhood plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.
2. Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
3. Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.
4. Compliance with Schedule 1 (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.
6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.
7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.
9. Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.
10. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.
11. Restore/relocate, or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage, etc.).
14. Register of restrictive covenants that may include, but are not limited to:
 - a. Non-disturbance setbacks,
 - b. Driveway access/ location,
 - c. Building setback restrictions,
 - d. Restriction of on-street parking, and
 - e. Exterior Design Control Agreement for single family developments.



15. Register a restrictive covenant on title for the maintenance of the Pedestrian Links and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Links;
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.

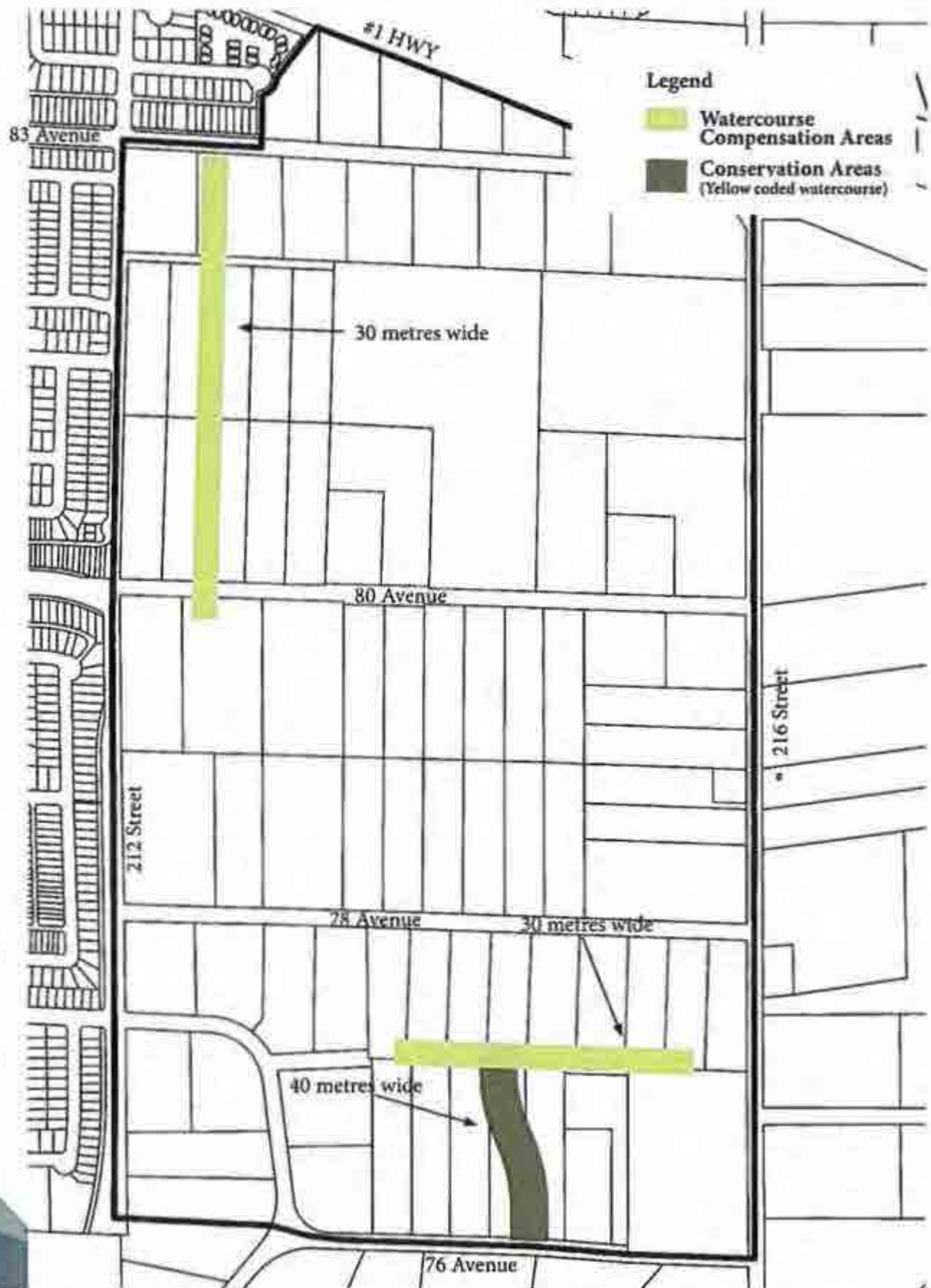


MAPS

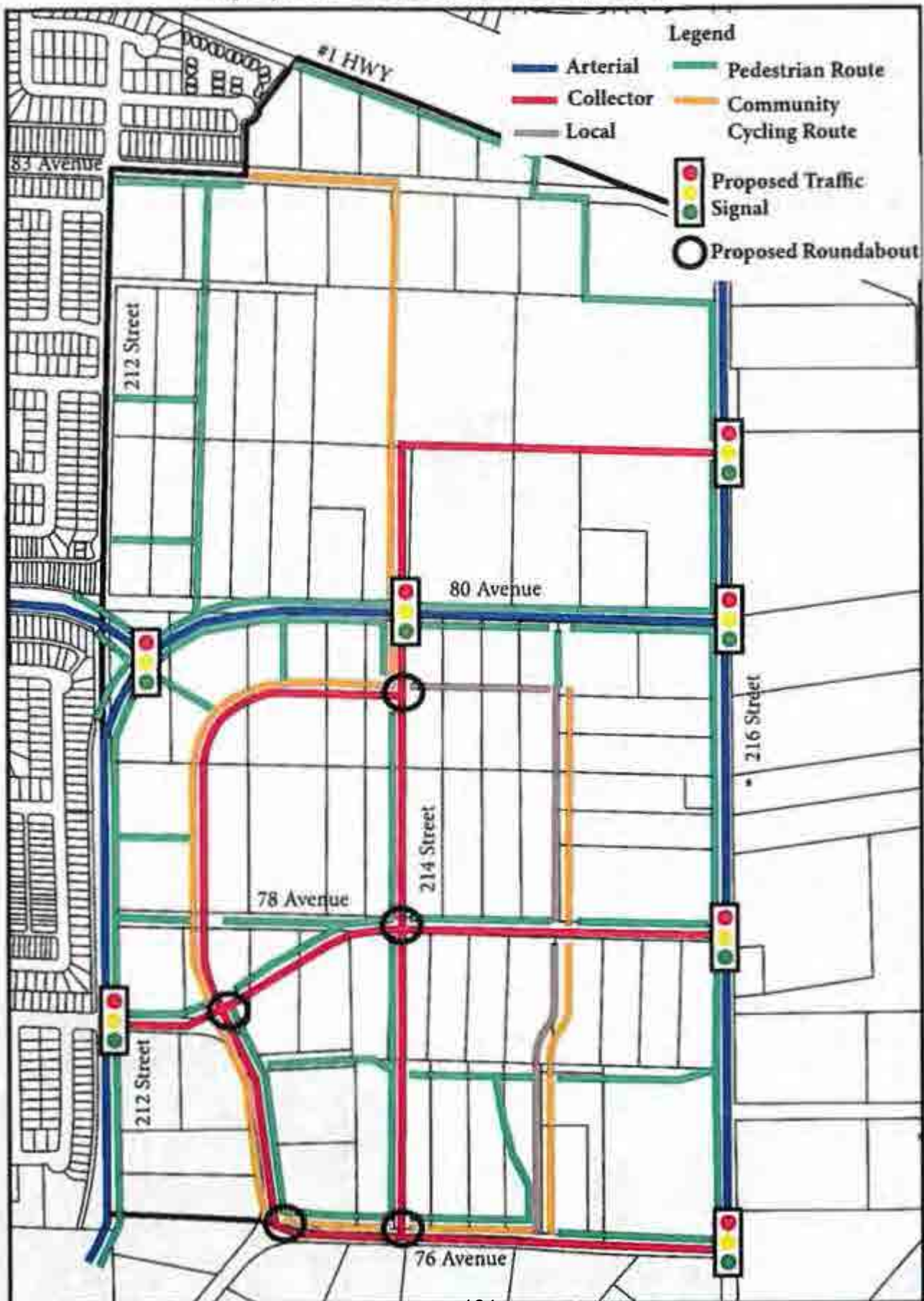




Map 2 | Williams Watercourse Setbacks



Map 3 | Williams Circulation Concept Plan





Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

Community Development Division
604.533.6034

tol.ca



REGIONAL DISTRICT NORTH OKANAGAN

MEMBER MUNICIPALITIES:

CITY OF ARMSTRONG

CITY OF ENDERBY

DISTRICT OF COLDSTREAM

VILLAGE OF LUMBY

CITY OF VERNON

TOWNSHIP OF SPALLUMCHEEN

ELECTORAL AREAS:

"B" – SWAN LAKE

"C" – BX DISTRICT

"D" – LUMBY (RURAL)

"E" – CHERRYVILLE

"F" – ENDERBY (RURAL)

OFFICE OF: CORPORATE AND ADMINISTRATIVE SERVICES

OUR FILE No.: 0230.UBCM.

August 22, 2018

BC Regional Districts
via email

Re: Support for UBCM Resolution – Business Licensing

The Regional District of North Okanagan (RDNO) has submitted a resolution for consideration at the 2018 UBCM Convention regarding Business Licensing for Electoral Areas (Resolution B139).

This resolution was endorsed at the 2018 Southern Interior Local Government Association convention. The RDNO is respectfully requesting the support of your organization for this resolution.

Business Licensing – Electoral Areas

WHEREAS regional districts do not have business licensing powers;

AND WHEREAS it is imperative to regulate and manage businesses to enhance economic development, fire fighter safety and community planning within electoral areas of regional districts;

THEREFORE BE IT RESOLVED that the Ministry of Municipal Affairs and Housing be requested to recommend an amendment to the Local Government Act to provide business licensing powers to regional districts.

Thank you for your consideration. Your support is very much appreciated.

Sincerely,

David Sewell,
Chief Administrative Officer
DS/kc