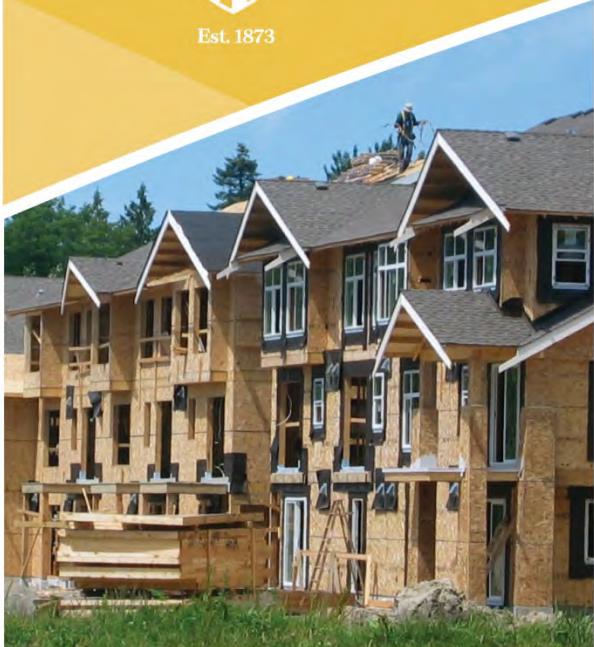


Township of
Langley

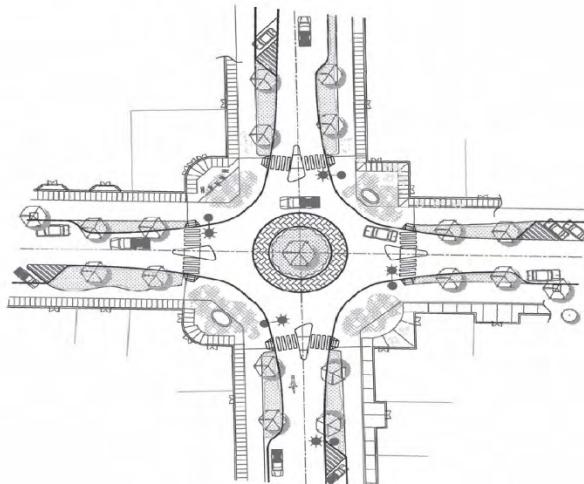


Est. 1873



Willoughby Neighbourhood Plan

Latimer



Adopted September 28, 2015



Township of
Langley



Est. 1873

*THE CORPORATION OF THE
TOWNSHIP OF Langley*

Schedule W-8

Willoughby Community Plan

Latimer Neighbourhood Plan

Bylaw No. 5101

THE CORPORATION OF THE TOWNSHIP OF Langley

**Langley Official Community Plan Bylaw 1979 No. 1842
Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800
Amendment (Latimer Neighbourhood Plan)
Bylaw 2015 No. 5101**

Adopted by Council September 28, 2015

CONSOLIDATED FOR CONVENIENCE ONLY

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

AMENDMENTS

<u>BYLAW NO. / NAME</u>	<u>MAP/TEXT CHANGE</u>	<u>DATE OF ADOPTION</u>
5267 (Vesta Properties Ltd.)	Map	May 7, 2018
5365 (DP Area H)	Text	October 1, 2018
5340 (Vesta Properties Ltd.)	Map	April 15, 2019
5539 (Brown)	Map	December 2, 2019
5386 (Vesta Properties Ltd. Phase 5)	Map/Text	March 23, 2020
5491 (Mitchell Latimer 80/197 Inc)	Map	July 27, 2020
5439 (1041129 BC Ltd.)	Map	February 22, 2021

TABLE OF CONTENTS

LATIMER NEIGHBOURHOOD PLAN

1.0 Introduction	1
1.1 Purpose	1
1.2 Plan Area.....	1
1.3 Planning Process.....	3
2.0 Background and Planning Context	3
2.1 Site Planning Context	3
2.2 Policy Context.....	9
3.0 Neighbourhood Vision and Objectives	10
3.1 Vision Statement	10
3.2 Objectives	11
4.0 Urban Design Concept	12
5.0 Land Use Plan	14
5.1 Overview.....	14
5.2 Land Use Designations and Policies	14
6.0 Community Facilities	29
6.1 Parks and Open Spaces.....	29
6.2 Greenways/Trails.....	34
6.3 Schools.....	41
7.0 Neighbourhood Character.....	42
7.1 Neighbourhood Identity	42
7.2 Heritage Values	51
7.3 View Considerations.....	51
7.4 Crime Prevention through Environmental Design	52
8.0 Mobility.....	53
8.1 Transportation Network	53
8.2 Pedestrian and Cyclist Facilities	55
8.3 Transit Service.....	56
8.4 Traffic Control & Traffic Calming	57
8.5 Parking and Transportation Demand Management.....	58

9.0 Infrastructure and Energy	58
9.1 Water	58
9.2 Sanitary Sewer	59
9.3 Stormwater	60
9.4 Engineering Services Plan	62
9.5 Hydro, Telephone, Street Lighting and Other Utilities	62
9.6 Energy	62
10.0 Financial Strategy	63
11.0 Implementation.....	64
11.1 Phasing.....	64
11.2 General Prerequisites.....	64
11.3 Development Prerequisites in Mixed Use Areas	65
11.4 Specific Development Prerequisites.....	65

Figures

Figure 1.1 – Latimer Neighbourhood Plan Area and Context	2
Figure 2.1 – Existing Land Uses	4
Figure 2.2 – Existing Watercourse Classifications.....	6
Figure 4.1 – Illustrative Typical Block Pattern and Plan Features	12
Figure 5.1 - Angled Corner Units	16
Figure 5.2 – Preferred Block Typology for Single Family Residential 2 and 3	18
Figure 5.3 – Preferred Block Typology for Rowhouse/Townhouse A and B	21
and Live-Work (Townhouse) Designations	21
Figure 5.4 – Preferred Block Typology for Mixed Use Designations.....	26
Figure 6.1 – Typical Pocket Park	31
Figure 6.2 – Typical Urban Green.....	33
Figure 6.3 – Typical Street Greenway Section	34
Figure 6.4 – Typical Creek Greenway Section	35
Figure 6.5 – Typical Recreational Greenway Section.....	36
Figure 6.6 – Typical Green Link.....	37

Figure 6.7 – Typical Ecological Greenway Section.....	38
Figure 6.8 – Typical Ecological Greenway.....	39
Figure 7.1 – Walkable Centre Amenity Feature at 201 Street and 81 Avenue	43
Figure 7.2 – Walkable Centre Amenity Feature at 198 Street and 76 Avenue	44
Figure 7.3 – Heritage Amenity Structure Concept	49
Figure 7.4 – Local Road Gateway	50
Figure 8.1 – Potential Cross-Section of Ultimate 200 Street Corridor	53

Tables

Table 5.1 – Distribution of Dwelling Units and Population	28
Table 6.1 – Greenway Standards	40

Maps

Map 1 – Latimer Land Use Plan	Error! Bookmark not defined.
Map 2 – Watercourse Setbacks.....	69
Map 3 – Circulation Plan.....	70
Map 4 – Development Phasing.....	71

1.0 INTRODUCTION

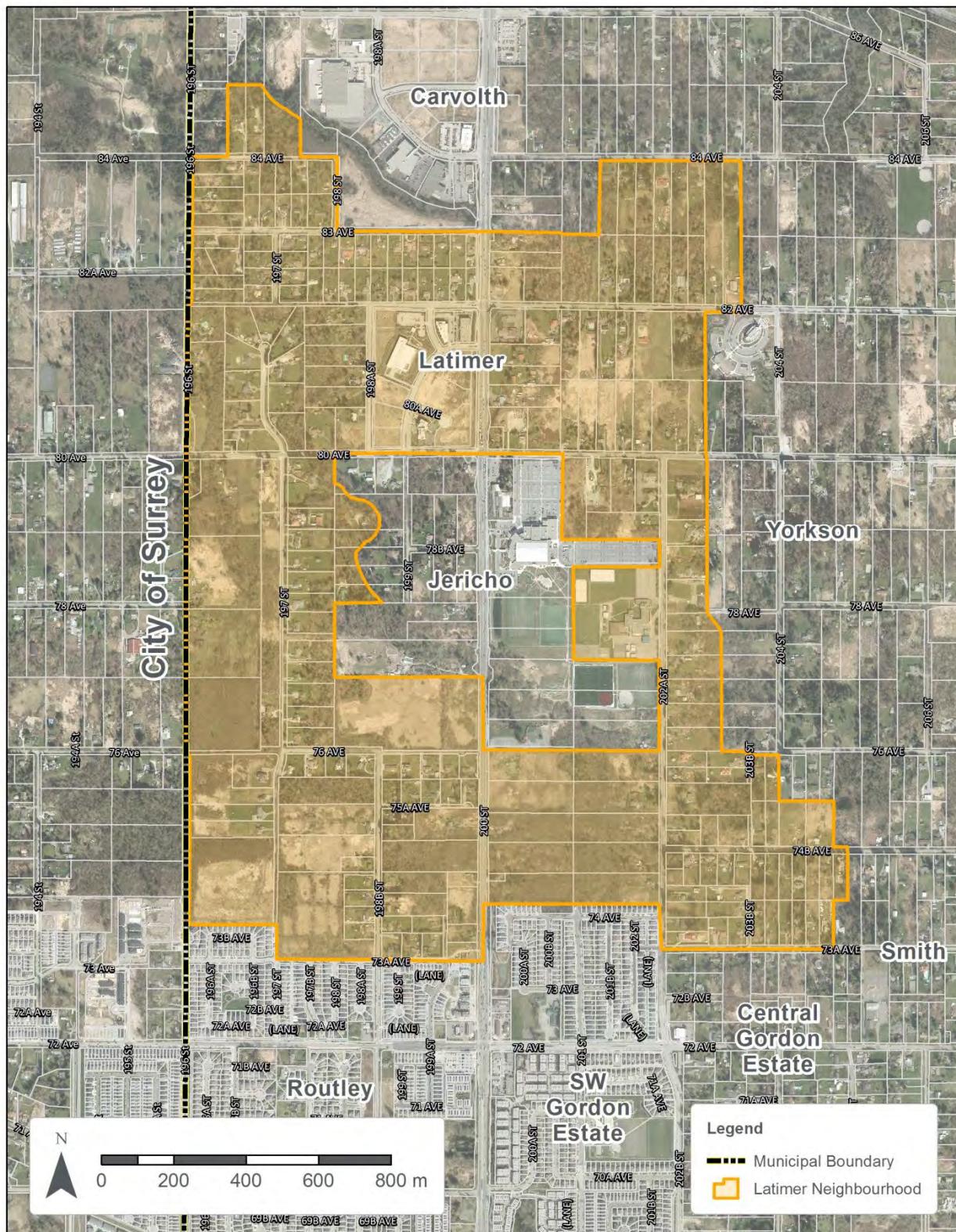
1.1 PURPOSE

In 2010, the Township of Langley authorized preparation of a neighbourhood plan for the Latimer Neighbourhood. As adopted by Council, the Latimer Neighbourhood Plan forms part of the broader Willoughby Community Plan. The Latimer Neighbourhood Plan provides a more detailed plan for an area within Willoughby, directing future growth and development in the neighbourhood. An accompanying engineering servicing plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.2 PLAN AREA

The Latimer Neighbourhood Plan area encompasses 268 hectares (663 acres) on both sides of 200 Street from about 84 Avenue south to approximately 73A Avenue. The plan area does not include the Jericho Sub-Neighbourhood Plan area, which is located in the middle of Latimer Neighbourhood Plan area. The Latimer Neighbourhood Plan area is illustrated in Figure 1.1.

Figure 1.1 – Latimer Neighbourhood Plan Area and Context



1.3 PLANNING PROCESS

Public participation and engagement have been key components of the neighbourhood planning process. Early on in the process, a two day design charrette was held with the Technical Team (made up of Township of Langley staff and consultants) and the public to develop initial urban design options for the neighbourhood. Following the charrette, a Neighbourhood Team, representing landowners, was also established to provide input to the Township as the Neighbourhood Plan was developed. Through the charrette, Neighbourhood Team meetings, and subsequent open houses, there were various opportunities for focused and interactive community consultation and input. The three public open houses, which corresponded with key phases of the planning process, allowed the planning team to refine and edit the plan based on feedback received from the broader community. The Technical Team also met regularly throughout the plan development process to review input from the community and refine planning and design concepts, up until the final version of the plan was complete.

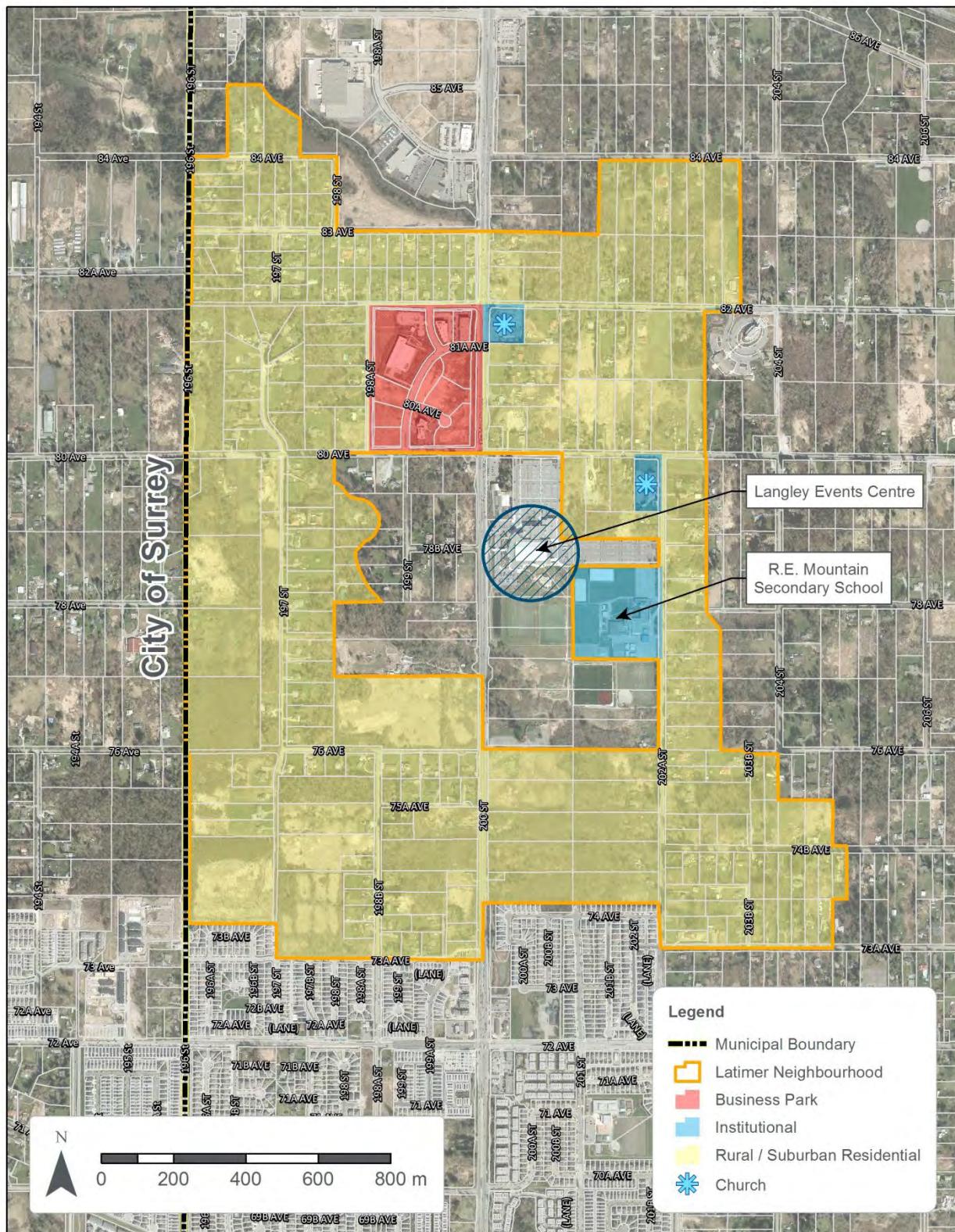
2.0 BACKGROUND AND PLANNING CONTEXT

2.1 SITE PLANNING CONTEXT

2.1.1 Existing Land Uses

Within the Latimer neighbourhood the predominant existing land use is rural residential. The majority of existing land parcels are large lots over 0.8 hectares (2 acres) in area. There is a business park development in the northern part of the study area, at 200 Street and 82 Avenue. Additionally, there are institutional uses such as churches and the R.E. Mountain Secondary School within the Latimer neighbourhood. The new Langley Events Centre is located within the Jericho neighbourhood, at the centre of the surrounding Latimer areas. These existing land uses are illustrated in Figure 2.1.

Figure 2.1 – Existing Land Uses



2.1.2 Environmental Context

Geotechnical and Hydrogeological Conditions:

The Latimer Neighbourhood Plan area is considered suitable for urban development. However, from a geotechnical and geological perspective there are a few constraints to be addressed at time of development. For the most part, these constraints are localized in nature and associated with higher or “perched” groundwater conditions, low soil permeability and steep sloping terrain, particularly when adjacent to stream channels.

Aquatic Resources:

As part of the Latimer neighbourhood planning process, the Township updated its information pertaining to watercourse locations and watercourse classifications. This information is used to identify and incorporate watercourse setbacks into the planning process, in accordance with the Township’s Streamside Protection Bylaw. Figure 2.2 illustrates existing watercourse classifications in the Latimer neighbourhood. Of particular note, Latimer Creek is a red-coded fish-bearing watercourse while the other watercourses in the study area are generally green and yellow-coded (non-fish bearing). During the Neighbourhood planning process, the Township worked with the federal Department of Fisheries and Oceans and there was agreement that specific yellow and green coded watercourses could be relocated as part of the development process. Locations for relocated watercourses are illustrated on Map 2. Changes to the areas shown on Map 2 may be considered in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan.

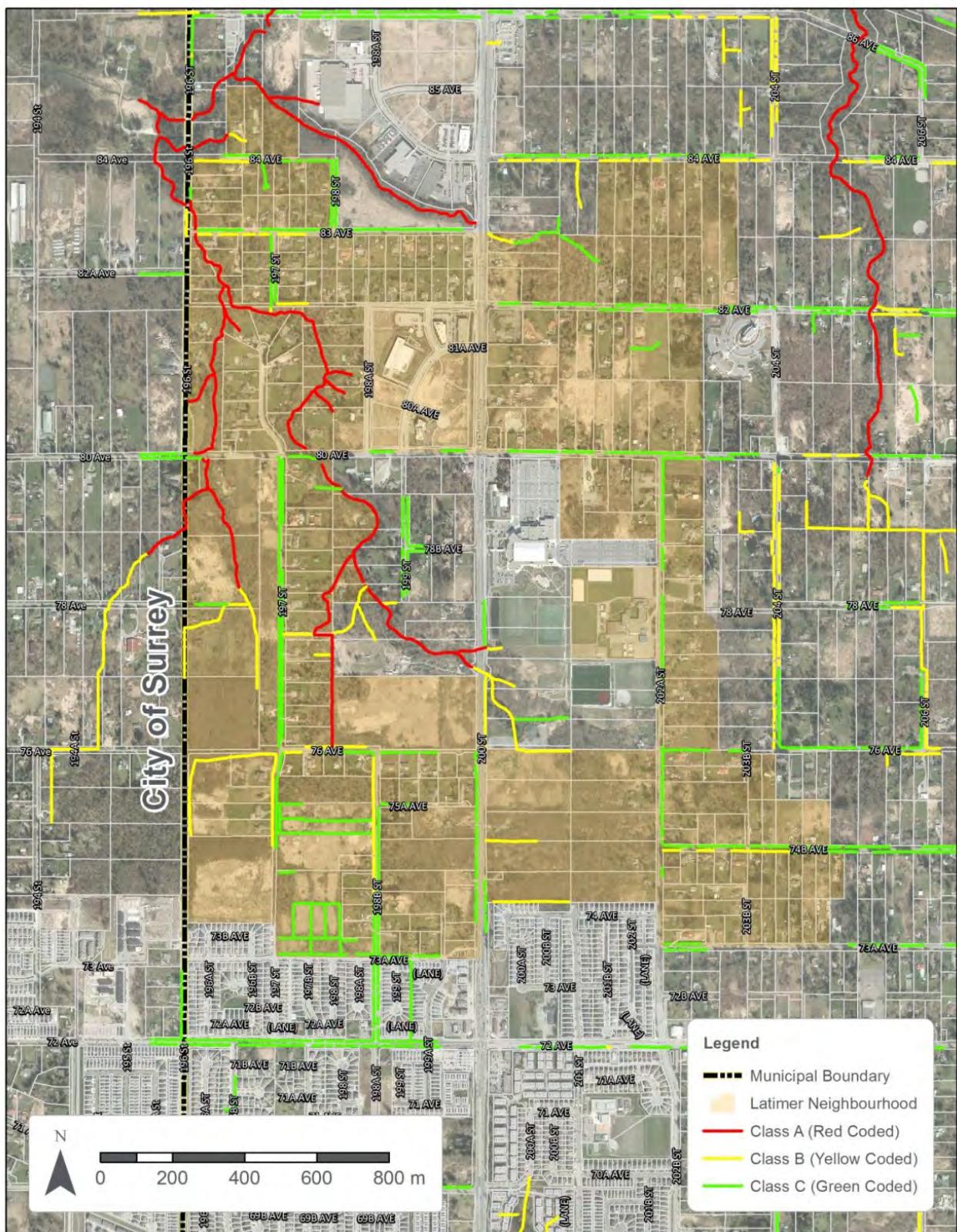
Vegetation and Forest Cover:

Latimer neighbourhood habitat primarily consists of forests and grassland areas. Aside from Latimer Creek and its tributaries, which provide continuous vegetated corridors, much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to development. As outlined in the Township’s Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the pinnacle habitat for the Township’s ecosystem as well the least common habitat type found in the Township. Through the Latimer Neighbourhood planning process, a small coniferous forest was identified as having the potential for preservation through establishment of a future Wildlife Habitat Patch in the northeast quadrant of the plan area.

Ecological Corridor:

The Latimer neighbourhood includes the westernmost portion of an ecological corridor that is primarily located in the Yorkson neighbourhood, between 76 Avenue and 78 Avenue. This ecological corridor facilitates the movement of wildlife between habitat areas, and it is protected through the provision of an ecological greenway.

Figure 2.2 – Existing Watercourse Classifications



2.1.3 Heritage Context

The Latimer neighbourhood has a rural or suburban heritage character. A review of previously recorded heritage resources indicates that one home, the Rizon Residence, at 19678 – 80 Avenue, is recommended for inclusion in the Township of Langley's Heritage Inventory, with the aim of incorporating this heritage home into a future development project on the site. No additional sites of heritage value were identified in the Latimer neighbourhood.

2.1.4 Mobility Context

Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, transit, walking, and cycling. Within the Latimer neighbourhood, the transportation network consists of two major north-south corridors. 200 Street provides important connections between Langley City Centre, Willoughby, Highway 1, and the Golden Ears Bridge. The 200 Street Corridor currently accommodates over 30,000 vehicles per day. Additionally, 202 Street provides an alternate parallel arterial route to 200 Street. The existing transportation network also includes 80 Avenue, which is an important east-west corridor providing a connection to the Willoughby Area and the City of Surrey. The remaining road network in the study area is characterized by a disconnected grid street network with large blocks.

Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Latimer study area, from Langley Centre and Langley South, to:

- the Surrey Central SkyTrain Station (routes 501, 509, 590),
- Maple Meadows West Coast Express Station (route 595), and
- Braid Station, New Westminster via Surrey (route 388)

Nearly all transit services in the study area are accommodated along 200 Street, and operate at 30 minute frequencies throughout the day, with the exception of certain routes that increase service to 15 minute frequencies during the morning and afternoon peak periods, and Route 388 which only operates during morning and afternoon peaks. At this time, passenger facilities are provided at most bus stops in the form of bus shelters, seating and direct sidewalk access.

The Carvolth Transit Exchange was opened in September 2013, immediately north of the study area. It has 670 parking stalls and recent information shows high usage. There is an Express Bus Service from the Carvolth Transit Exchange to the Braid SkyTrain Station in New Westminster which primarily travels along 88 Avenue through Surrey. Routes along

200 Street that travel through the Latimer Neighbourhood to the north are now directed east along 86 Avenue to the new Carvolth Transit Exchange.

Pedestrian and Cycling Facilities:

Currently, dedicated cycling facilities (i.e. bicycle lanes or multi-use pathways) are provided along 200 Street and a small portion of 80 Avenue. In 2012 the Township adopted its Ultimate Cycling Network, which identifies 200 Street, 202A Street, 201 Street, 196 Street, 86 Avenue, 84 Avenue and 80 Avenue as commuter routes with dedicated cycle lanes along the arterial roads. A community route, intended to incorporate an off-street pathway, is also identified along 76 Avenue. In addition to these key future components of the Ultimate Cycling Network, there are numerous other opportunities for greenways and cycling facilities through the plan area.

Walking is the most fundamental form of transportation and is part of every trip. Due to the rural nature of the Latimer neighbourhood at this time, there are only limited pedestrian facilities within the study area, including greenways along 200 Street and 80 Avenue. As well, there are some sidewalks adjacent to newer developments such as the business park at 200 Street and 82 Avenue. However, there is a need for enhanced pedestrian facilities as neighbourhood development occurs.

2.1.5 Infrastructure Considerations

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

Stormwater Management:

As the Latimer neighbourhood shifts from rural to urban, the amount of impervious cover will increase. At this time, there is very little stormwater infrastructure located within the Plan area, and that which exists consists mainly of open road side ditches and culverts. Additional management facilities in many forms will be required to support the densities envisioned in the Latimer Plan. The application of on-site best management practices (BMP's) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance systems will be employed to protect the Latimer Creek system and manage flood risk within the planned community.

Water:

The existing water distribution network in the Latimer Plan area is characteristic of rural type development with a coarse piped network. Because the existing water system in Latimer is highly networked and integrated with other neighbourhood plan areas, implications of adding demand in Latimer will extend beyond the boundary of the neighbourhood. Growth and

development in the Latimer area will trigger a need for upgrades and operational changes throughout the system, including watermains and the Willoughby Booster Station.

Sanitary Sewer:

Sanitary sewers in Latimer are limited, with many of the larger rural properties serviced by septic systems. Newly built business parks and the Jericho sub-area are serviced with sanitary sewers. Sewage collected is conveyed north to the Carvolth Pump Station. Expansion of the sewer network and upgrades to the Carvolth Pump Station will be required. A build-out population beyond 22,000 would likely trigger a need for more extensive system upgrades.

2.1.6 Energy Considerations

Energy:

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

2.2 POLICY CONTEXT

2.2.1 Willoughby Community Plan

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

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

The Willoughby Community Plan designates the Latimer Neighbourhood for residential/suburban residential development, including some multi-family residential development, as well as commercial development nodes and a Business/Technology Park along 200 Street at 80 Avenue. The Community Plan also includes a significant greenway network, which connects the neighbourhoods. In the Latimer Neighbourhood, the greenway network includes the Latimer Creek corridor, as well as other ecological corridors and enhanced sidewalks on roads with identified greenway links.

2.2.2 Adjacent Neighbourhoods and Linkages

The Latimer Neighbourhood Plan is located in the western portion of the Willoughby Community Plan area. Neighbourhoods located around and adjacent to Latimer are shown in Figure 1.1. The Jericho Neighbourhood is located in the middle of the Latimer Neighbourhood Plan area. While most of the land within the Jericho Plan boundary is existing suburban-type residential development, the Plan allows for a compact, higher density, mixed use community with a build-out population of 5,300. The 200 Street corridor is a central spine that bisects both the Jericho neighbourhood and the Latimer neighbourhood.

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

3.0 NEIGHBOURHOOD VISION AND OBJECTIVES

3.1 VISION STATEMENT

“In 2036, Latimer will be a complete, livable, mixed density, walkable neighbourhood, well-served by high frequency transit, framed by its natural features.”



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

3.2 OBJECTIVES

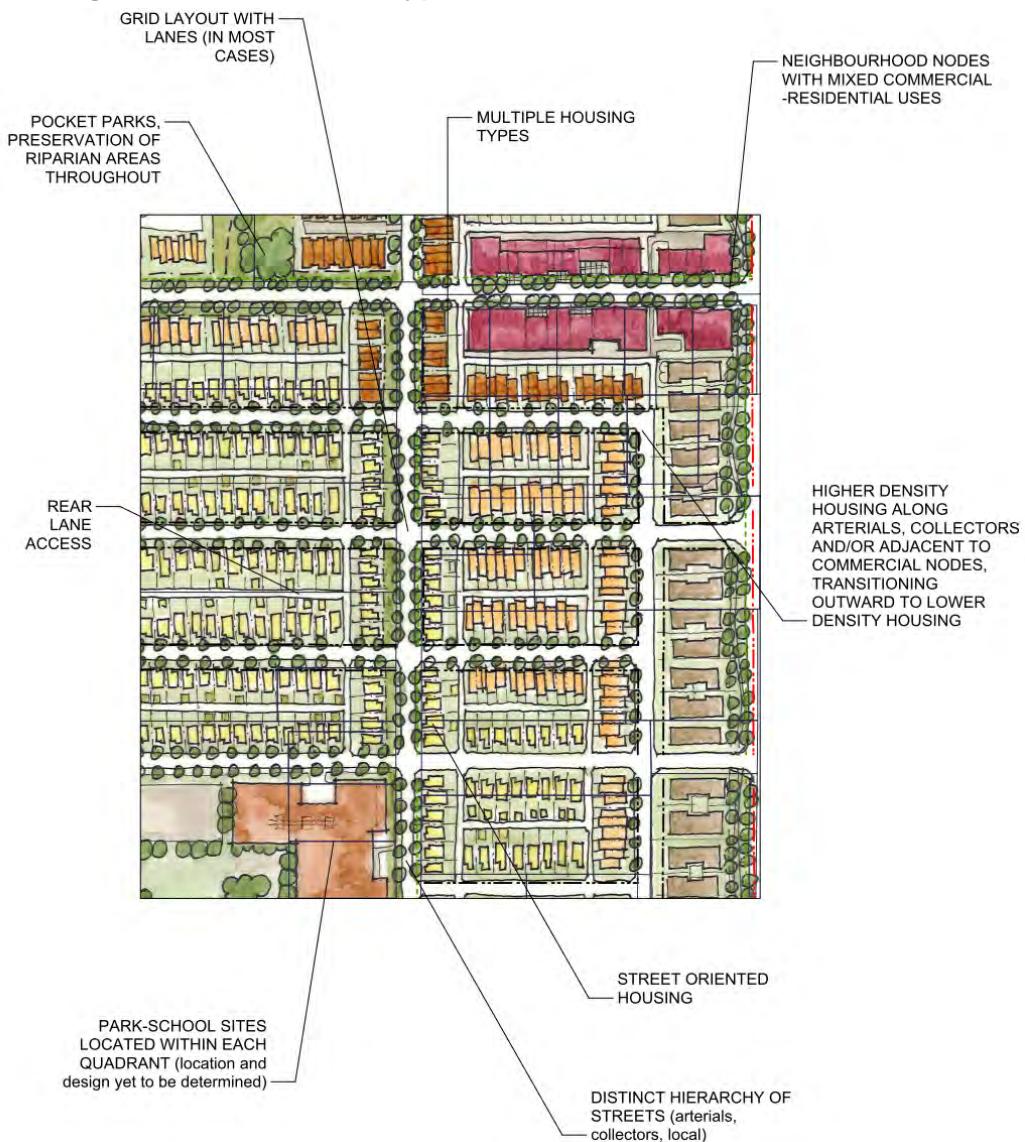
The following objectives are intended to influence policy and zoning directions and ultimately guide future growth and development in the Latimer Neighbourhood. The Township's objectives for the Latimer Neighbourhood Plan are to:

- intensify the 200 Street corridor with a mix of transit supportive uses and densities, setting the stage for future rapid transit along the corridor;
- establish neighbourhood nodes along 200 Street at the intersections with 80 Avenue and 76 Avenue;
- create diverse housing opportunities, ranging from single detached homes to multi-family townhouse and apartment units, for people of all ages, income levels and abilities;
- accommodate a residential build-out population of approximately 18,700 people;
- provide mixed-use and small-scale commercial uses in strategic locations of the neighbourhood, to allow residents, employees, visitors and transit users to access everyday services within a convenient walking distance;
- provide public amenities including parks, trails, playgrounds and schools within walking distance of areas designated for residential use;
- protect Latimer Creek and other important natural features in the neighbourhood;
- prioritize active transportation in the neighbourhood by implementing a safe, convenient, and attractive pedestrian and cycle network that uses sidewalks, cycle lanes, and greenways to connect homes, jobs, transit and amenities;
- foster a sense of place in the Latimer neighbourhood by enhancing the public realm with new pedestrian plazas, public art installations and other urban design features;
- establish a fine grained, interconnected network of streets that use traffic calming methods to allow easy local access to neighbourhood streets and direct through-traffic to arterials located at appropriate intervals;
- establish a modified grid road network that uses generally short blocks and rear lanes to provide route choices, and an enhanced pedestrian and cyclist environment.;
- provide a street design that accommodates adequate parking for residential development.
- create a network of landscaped stormwater management features that integrate into the fabric of the community;
- design the built environment with opportunities for energy efficiency and conservation; and
- integrate a mix of housing, employment and transportation choices with consideration to vulnerable populations.

4.0 URBAN DESIGN CONCEPT

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

Figure 4.1 – Illustrative Typical Block Pattern and Plan Features



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

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

The local road circulation concept plan is included as Map 3 for reference and illustrative purposes. The purpose of the local road circulation concept plan is to illustrate a local road network based on a modified grid with an east-west orientation as discussed above. Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to Map 3 where local roads cannot conform to the concept due to site constraints.

Figure 4.1 also illustrates several other key features of the Latimer Neighbourhood Plan. These features include:

- provision of park-school sites within each quadrant of the neighbourhood;
- development of pocket parks and the preservation of other green features such as riparian areas, wildlife habitat patches, and ecological corridors;
- development of a range of housing types, with higher density housing generally located adjacent to arterial roads, collector roads, and commercial nodes; and,
- the development of vibrant neighbourhood nodes with a mix of commercial and residential uses.

5.0 LAND USE PLAN

5.1 OVERVIEW

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

The land use designations and policies in this section describe in detail the location, types and density of uses for the Latimer area. The designations and policies represent the collective desires of the community and the Township, and 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 that appear in the Land Use Plan. Included within each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Precedent photos and block typologies are provided where appropriate.

Also included in this section are general and specific policies pertaining to land use. General policies that apply consistently across multiple designations are provided in Section 5.2.1. Policies unique to individual designations are provided in Sections 5.2.2 to 5.2.8. If there is a conflict between a general policy and a specific policy within a land use designation, the specific policy shall take precedence.

5.2.1 General Policies

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

All Land Use Designations:

- Where lands within the Latimer neighbourhood are located within a Development Permit Area on Map 4 and Map 4A of the Willoughby Community Plan, a Development Permit will be required in accordance with Section 919.1 of the *Local Government Act*. High quality architectural and site design shall be strongly encouraged for all developments.
- Significant trees shall be protected through the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection.

- Development of blocks with primarily an east-west orientation is encouraged to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies. Flexibility will be considered based on individual site constraints without a requirement for an amendment to this plan where local roads cannot conform.
- The provision of rear lanes and rear loaded lots is encouraged and in some cases required, in order to provide parking alternatives and a high quality pedestrian environment.
- Maximum permitted density may not be achievable on all properties. In some cases, minimum densities may be set. Where minimum densities cannot be achieved due to site constraints (e.g. awkwardly shaped lots or riparian setback requirements), lower minimum densities will be considered.

Residential Land Use Designations

- Provision of affordable housing and a variety of housing forms and tenures is encouraged within the Latimer Neighbourhood Plan area, subject to the form and density provisions of the applicable land use designation, including the following:
 - Housing choice and diversity shall be encouraged to assist in achieving housing affordability through the provision of smaller-lot single-family homes, rowhouses, townhouses and apartments in close proximity to transit and commercial services.
 - A variety of tenures: fee simple, strata, rental, shall be encouraged, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of “cottage style” housing units with shared parking), single-level housing and rowhouses and townhouses with a bedroom and bathroom on the ground level.
 - Housing for seniors, including independent and assisted living and residential care beds, is encouraged.
 - The Township encourages the development of non-market housing.
- Semi-detached and duplex dwellings may be considered in the Single Family Residential 3 and Rowhouse/Townhouse A and B designations.
- For all Single Family Residential, Rowhouse/Townhouse, Live-Work, and Apartment uses, density is to be calculated on the basis of gross developable land area, in accordance with Section 3.1.7 of the Willoughby Community Plan. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of bank, and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.
- For the Apartment-Mixed Use designation, Mixed Use designation, or any other designation where Floor Space Ratio is used as a measure, density is to be calculated on the basis of net developable land area. Density is measured as a ratio of developable floor area to developable land area where:

- Developable floor area is the sum total of floor areas in each storey in a building inclusive of exterior walls, excluding unenclosed balconies.
- Developable land area is net of conservation areas, publicly dedicated parks/open spaces, and publicly dedicated rights-of-way including streets and laneways.
- Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways.
- Rear loaded lots are preferred in areas designated as Single Family Residential 3 and in Rowhouse developments, with units oriented towards public roads and vehicle access provided via lanes with parking provided at the rear of units. This orientation will maximize on-street parking opportunities and ensure a high quality of urban design. Figures 5.2 and 5.3 illustrate the preferred block typologies for the Single Family Residential 2 and 3; Townhouse A and B; and Live-Work (Townhouse) designations.
- When located at an intersection, all single family residential units shall have their entrances facing the intersection (see Figure 5.1).
- Adaptable housing is required for a minimum of 5% of Single Family and Rowhouse/Townhouse units and a minimum of 10% of apartment units (strata or rental) per development, in accordance with the Township's Basic Adaptable Housing Requirements Policy (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.



Figure 5.1 - Angled Corner Units

5.2.2 Single Family Residential

This section includes Single Family Residential designations 1, 2 and 3. The three designations together will provide a variety of single family housing types, with an emphasis on smaller, street-oriented homes.

Single Family Residential 1

The intent of the Single Family Residential 1 designation is to provide unique estate living in the Northwest quadrant of the Latimer neighbourhood, along the 197 Street cul-de-sac. The designation contains a number of two-acre lots that are built out with large homes. It is expected that the overall character of the Single Family Residential 1 designation will be preserved over the life of this Plan. Policies specific to this designation are as follows:

- Maximum density is 2.5 units per hectare (1 unit per acre (upa)).

Single Family Residential 2

The intent of the Single Family Residential 2 designation is to provide low-density single family housing in the Northwest quadrant of the neighbourhood, adjacent to the Plan area boundary. Densities within this designation will range from 2.5-10 units per hectare (1 to 4 upa). Policies specific to this designation are as follows:



- Minimum density is 2.5 units per hectare (1 upa) and maximum density is 10 units per hectare (4 upa).
- Any front garages shall be recessed from the remainder of the frontage of a home.

Single Family Residential 3

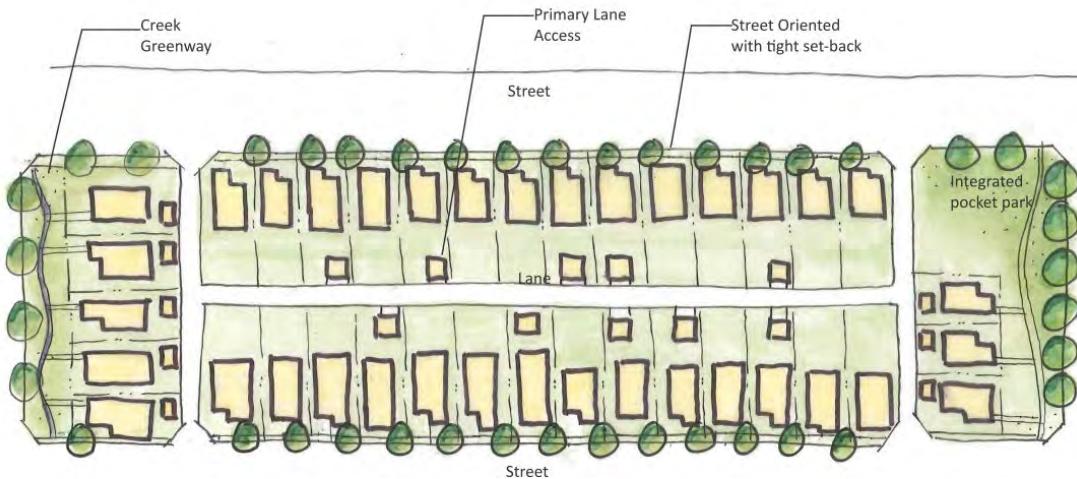
The Single Family Residential 3 designation is the most typical of the three categories in this section and it is one of the more common uses in the Land Use Plan. This designation is intended to encourage densification of existing large residential lots in the neighbourhood for single family dwellings, as well as semi-detached and duplex dwellings. Lands in these areas 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. Densities within this designation will range from 15-20 units per hectare (6-8 upa). Policies specific to the Single Family Residential 3 designation are as follows:



- Minimum density is 15 units per hectare (6 upa) and maximum density is 20 units per hectare (8 upa).
- Rear lane access is required. Exceptions shall be considered along local roads, front access will be considered if topographic or other site constraints make rear lane access difficult to achieve.
- In order to maintain a strong streetscape, provide sufficient on-street parking, and avoid continuous frontages of garage doors and driveways, all front-loaded lots shall be wide enough to have a double-wide driveway and at least one on-street parking space along the frontage of each lot.
- Any front garages shall be recessed from the remainder of the frontage of a home.
- All dwelling units shall have a front porch.

- In any Single Family 3 development, in order to achieve housing diversity, no more than 60 percent of units shall be detached Residential Compact Lots as defined in the Township of Langley Zoning Bylaw.
- Front yard setbacks shall be minimized to create a street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- Where proposed lots within a Single Family Residential 3 development immediately abut a red coded stream and its setbacks that affect the parent parcel, the development of rowhouses may be considered subject to the following requirements:
 - Only a single row of rowhouses will be considered;
 - Each building shall contain no more than four units;
 - Maximum building height is two storeys;
 - Direct pedestrian access shall be provided from each unit's rear yard to the creek greenway (may be combined onsite for each building);
 - Intermittent public access to the creek greenway is required approximately every 100 meters;
 - No tandem parking within a building is permitted;
 - Direct vehicle access shall be provided from a public street, with no vehicle access permitted on the creek side of the multi-family units;
 - Driveways shall be combined wherever possible; and,
 - In order to complement streets with single family homes, multi-family dwellings shall conform to single family requirements in terms of front door/front porch presentation to the street, and shall be designed to reflect the architectural character of single family developments.

Figure 5.2 – Preferred Block Typology for Single Family Residential 2 and 3



5.2.3 Rowhouse/Townhouse

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

Rowhouse/Townhouse A

The intent of the Rowhouse/Townhouse A designation is to accommodate townhouse and rowhouse developments, including semi-detached dwellings and duplexes, at a density of 20-37 units per hectare (8-15 upa). This designation is located in select areas of the Northwest and Southwest quadrants of the Latimer neighbourhood, where lower density multi-family housing has been deemed to be appropriate.

Policies specific to this designation are as follows:



- Buildings shall not exceed a height of two storeys except lands that front 201 Street where up to three storeys height shall be permitted.
- Minimum density is 20 units per hectare (8 upa) and maximum density is 37 units per hectare (15 upa).
- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse A developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.

Rowhouse/Townhouse B

The Rowhouse/Townhouse B designation is the most typical of the three categories in this section. It is intended to accommodate rowhouse and townhouse units, including semi-detached dwellings, at higher densities than the A category. Densities within this designation are to be within the range of 39-54 units per hectare (16-22 upa), or 20-54 units per hectare (8-22 upa) for rowhouses. Policies specific to this designation are as follows:



- Buildings shall not exceed a height of three storeys.
- Minimum density is 39 units per hectare (16 upa), or 20 units per hectare (8 upa) for rowhouses, and maximum density is 54 units per hectare (22 upa).
- Units along public roads shall have a street-facing orientation with a landscaped front yard, separated from the sidewalk by a low picket-style fence with gates and entry arbours.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.

Live-Work (Townhouse)

The intent of the Live-Work (Townhouse) designation is to enhance the neighbourhood's 'sense of place' while providing opportunities for people to live and work in the same unit they own, thus reducing the need to commute. These units will also provide local residents with convenient services within their local neighbourhood and serve as a hybrid designation between full commercial units and residential units with a home occupation. These units are intended to accommodate potential commercial uses so that people may eventually take advantage of the commercial opportunities for which the units are designed. It is expected that these units will have limited seating capacity inside, and have the ability to include a direct service walk-up window bay on the street. Live-Work (Townhouse) densities are to be within the range of 39-54 units per hectare (16-22 upa). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 39 units per hectare (16 upa) and maximum density is 54 units per hectare (22 upa).
- Only limited low impact commercial uses (e.g. retail, service, or office) will be permitted, including but not limited to: professional offices, hair salons, coffee shops, art galleries, dog grooming, etc. Generally, any kiosk/mobile vendor type low impact commercial use would be considered within the building.
- The appearance of the live/work units is expected to be semi-commercial fronting the street.
- Ground floor street-fronting commercial is required. Rear access is required for residential purposes only.
- Continuous or near continuous street fronting buildings are required.
- Where setbacks from the street are provided, they are to be minimized to ensure a street presence for commercial units. Exceptions for zero lot line buildings will be considered as part of a dynamic street front design.
- Short term patron parking for commercial uses is to be provided on the street, separate and in addition to commercial parking requirements contained in the Township of Langley Zoning Bylaw.
- Small clusters of on street parking are to be defined and augmented by traffic calming elements.
- Parking for residential use shall not be provided to the front of the buildings (i.e. no direct access for the residential complex shall be provided from the street).
- Additional off-street residential parking will be required.
- On-site and street landscaping are to be combined to create a more urban streetscape.



- The scale and character of the commercial units should be complementary and architecturally integrated into the other buildings in the development and/or area.
- Commercial unit entrances shall be provided facing the street. Building design elements of increased setbacks and/or different heights of entrances may be used in defining the public and private realms.
- The entire ground floor of the residence cannot be dedicated to the commercial use, nor can any rear yard garage space be converted to another use.

Figure 5.3 – Preferred Block Typology for Rowhouse/Townhouse A and B and Live-Work (Townhouse) Designations



5.2.4 Apartment

The intent of the Apartment designation is to provide opportunities for higher density housing, including seniors' housing, along primary transportation corridors. The designation will allow for a mix of unit sizes, suitable for and affordable to a range of income levels and lifestyles. Different building tenures, including rental and strata apartments, will be supported. Densities within this designation are to be within the range of 98-148 units per hectare (40-60 upa).

Policies specific to this designation are as follows:

- Buildings shall not exceed a height of four storeys. The maximum height of an apartment building may be increased to six storeys where specifically permitted on Map 1.



- Minimum density is 98 units per hectare (40 upa) and maximum density is 148 units per hectare (60 upa).
- Buildings shall be oriented to streets or adjacent greenways. Buildings shall not be oriented away from the public realm.
- Tenant parking shall be provided underground. Guest parking may be accommodated in off-street surface parking lots.
- All ground floor units shall have direct access to the street or adjacent greenway.
- Patios and other outdoor private ground floor spaces shall be appropriately separated from public spaces through the use of screening, landscaping, or change in elevation.



5.2.5 Mixed Use

This section consists of two designations: Apartment – Mixed Use and Mixed Use. These designations provide opportunities for integration of pedestrian-oriented retail, service, office and high density residential (including seniors' housing) land uses.

Apartment – Mixed Use

The intent of the Apartment – Mixed Use designation is to create nodes of high-density as part of a neighbourhood centre. These nodes will be vibrant, pedestrian-oriented areas where residents can access a variety of small-scale retail and other commercial services. Buildings in this designation are required to have residential units on upper floors, to ensure 'eyes on the street' and provide residents with opportunities to live, work and shop within the same development. Densities within this designation are to be within the range of 1.5 to 2.5 floor space ratio (FSR).

Policies specific to this designation are as follows:

- Building heights shall be a minimum of four storeys and not exceed a maximum of six storeys.
- Minimum and maximum densities shall be 1.5 and 2.5 FSR, respectively.
- Commercial uses are required on the ground floor with residential uses above.
- Buildings shall be sited adjacent to and oriented towards a public road or greenway. Commercial units shall be street fronting.



- Short term parking for commercial uses shall be provided on-street, underground or in surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements shall ensure it is screened from view from the street.
- Residential units shall be accessed through lobbies, with resident parking provided underground.
- Residential units shall be directly above commercial units for street facing elevations.
- Large buildings shall be set back above the second storey in order to avoid the canyon effect. Minor setbacks will be considered above the first storey if those setbacks are intended to be accessed for individual use. These setbacks are intended to be sufficient to provide adequate patio/balcony space (approximately 3 metres (10 ft.) depth) for each residential unit and allow people to look over the parapets to the street below each unit.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area.
- While providing individual character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Continuous weather protection is required for pedestrians on all commercial frontages.
- For commercial uses, small scale activities are contemplated, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, dry cleaning and laundromat establishments, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics.
- A neighbourhood grocery store up to 465 m² (5,000 sq. ft.) shall be considered if it is included in a mixed use building and:
 - a minimum of one street-front pedestrian public access is provided;
 - parking is provided via underground and/or concealed surface parking - surface parking may be provided to the rear of the building; and,
 - the grocery component is the primary use, with ancillary uses considered.
- Gas station(s) and drive-through services are not permitted in this designation.
- Structured parking, including underground and concealed surface parking will not be considered part of the density (FSR) calculation.



- Properties located at 20115 and 20139 80 Avenue (Parcel IDs: 006-455-069 and 006-451-039) may be developed in accordance with the “Rowhouse/Townhouse” designation, subject to the policies specific to these designations.

Mixed Use

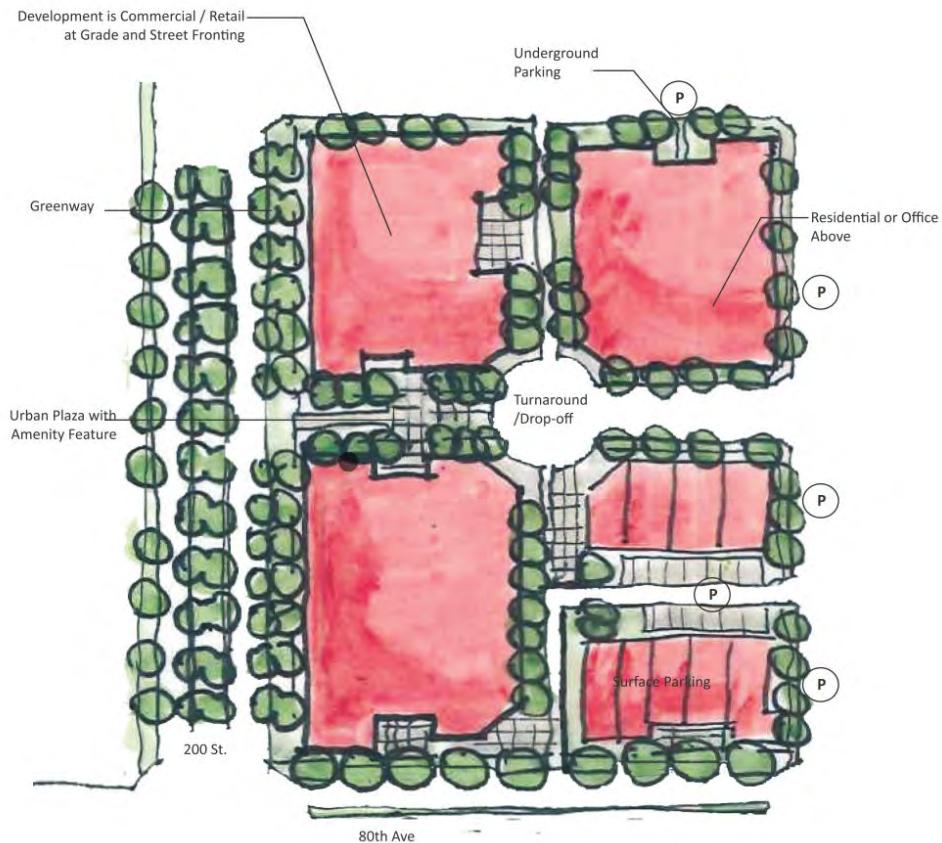
The intent of the Mixed Use designation is to provide opportunities for standalone commercial buildings and mixed commercial-residential buildings of up to six storeys in height. Buildings in this designation may consist of retail, service or office uses, as well as apartment and condominium units and seniors' housing. Densities within this designation are to be within the range of 1.5-3.0 FSR. Policies specific to this designation are as follows:

- Building heights shall be a minimum of two storeys and not exceed a maximum of six storeys.
- Minimum density is 1.5 FSR and maximum density is 3.0 FSR.
- Notwithstanding the height and density maximums for this designation, landmark buildings shall be provided at the corners of 200 Street and 80 Avenue. These buildings shall have a minimum height of three storeys and a maximum height of twelve storeys. The exact height and density appropriate for these sites will be determined through the rezoning process.
- Buildings shall be sited adjacent to and oriented towards a public road or greenway. Ground floor commercial units shall be street fronting, with short term patron parking for commercial uses provided on-street, underground or in concealed surface parking. Residential units shall be accessed through lobbies, with resident parking provided underground.
- Residential units shall be permitted in Mixed Use buildings provided there are commercial units located on at least the ground floor, and the residential units are located on the upper floor(s).
- Residential uses shall not be permitted on the same floor as commercial uses.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and area.



- Large buildings shall be set back above the second storey in order to avoid the canyon effect. Minor setbacks will be considered above the first storey if those setbacks are intended to be accessed for individual use or commercial amenity space. These setbacks are intended to be sufficient to provide adequate patio/balcony space (approximately 3 metres (10 ft.) depth) and allow people to look over the parapets to the street below for each residential unit.
- Continuous weather protection is required for pedestrians on all commercial use frontages.
- Small scale commercial activities are contemplated, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, dry cleaning and laundromat establishments, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics.
- A grocery store shall be considered provided that:
 - it is in a multi-storey (i.e. two or more storeys) building; and,
 - a minimum of one street front pedestrian public access is provided.
- No more than 50 percent of the required commercial parking shall be provided as surface parking in the Mixed Use area. All other parking shall be underground or as part of the building structure (i.e. at grade parking behind commercial units, with residential units above parking); in return for the underground or structured parking, total commercial parking requirements in the Mixed Use area shall be reduced by 10 percent.
- Any surface parking shall be provided to the rear or side of the building only when the majority of parking is provided to the rear of the building. If side parking is permitted, design elements shall ensure it is screened from view from the street;
- Gas station(s) and drive-through services are not permitted in this designation.
- Structured parking, including underground and concealed surface parking will not be considered part of the density (FSR) calculation.
- At internal turnaround/drop off areas, internal public space shall be provided with streetscape features that define and support a small urban plaza atmosphere, as shown in Figure 5.4.
- On-street parking may be considered on 80 Avenue if the additional right-of-way and road width to accommodate an additional parking lane, over and above the 4 lane arterial road standard, is provided.

Figure 5.4 – Preferred Block Typology for Mixed Use Designations



5.2.6 Business Office Park

5365
01/10/18

The intent of the Business Office Park designation is to provide an area for large format employment generating uses. The designation is exclusive to the business park at the northwest corner of 200 Street and 80 Avenue. Maximum building heights in this designation will range from four to six storeys, depending on location within the park. Policies specific to this designation are as follows:

- Maximum building heights and densities within the Business Office Park designation are set forth and for rezoning (where applicable) are informed by in the Township's Comprehensive Development Zone CD-57.
- Large format commercial and institutional activities are contemplated, including but not limited to: professional and government offices, research and development laboratories, post-secondary and technology school campuses, conference centres and warehousing/wholesale distribution facilities.



- Restaurant uses shall be permitted in the Business Office Park designation, provided that they are incorporated into a building containing one or more principal use(s).
- To reduce the environmental impact of Business Office Park uses, this designation requires that 50% of the total required parking spaces (where 50 spaces or more are required) shall be provided underground or in concealed surface parking.



5.2.7 Special Study Area

The intent of the Special Study Area designation is to identify and preserve lands that require further study before development can take place. The R.E. Mountain Secondary School site and the site at the southwest corner of 202A Street and 80 Avenue have been designated as a Special Study Area. Subsequent to adoption of the Latimer Neighbourhood Plan, a review of planning policies for these areas will be carried out to determine appropriate future land uses. Appropriate policies and land use designations will be added to the Neighbourhood Plan in the future to replace the Special Study Area designation. At this stage, policies specific to this designation are as follows:

- The Township will require an amendment to the Latimer Neighbourhood Plan prior to approval of any Zoning Bylaw amendments in relation to lands identified with the Special Study Area designation.
- Any proposed future land uses must address compatibility with adjacent land uses, and must take into account vehicular and pedestrian access and circulation with adjacent parcels.

5.2.8 Riparian Areas

Latimer Creek and its tributaries provide important fish and wildlife habitat. The creek system also provides other environmental benefits such as stormwater conveyance and passive recreation opportunities. Within the Neighbourhood Plan area, all red and yellow-coded creeks must be protected through stream setback requirements. The intent of the Riparian Area designation is to preserve the environmentally sensitive lands adjacent to the watercourses in the neighbourhood. Policies specific to this designation are as follows:

- All Class A and Class B watercourses must be protected as per the requirements of the Township's Streamside Protection provisions of the Official Community Plan (OCP) and Provincial and Federal policies for the protection of fish and fish habitat.
- Map 2 shows a plan for retaining and relocating watercourses and indicates areas to be protected. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the Streamside Protection and Enhancement Development Permit Area shall be confirmed through a survey undertaken by a BC Land

Survey professional. Changes to the areas shown on Map 2 may be considered in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan.

- Watercourse relocations are subject to provincial and federal government regulatory approval processes and the depiction of watercourse locations in the Latimer Neighbourhood Plan should not be interpreted as final approval/endorsement by senior government environmental regulatory agencies.
- As in other neighbourhoods, trails will be explored in the outer 6 meters of the riparian area based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways. The locations of future greenways and trails are shown in Map 1 – Latimer Land Use Plan.

5.2.9 Housing and Population Estimates

At full build out, it is estimated that the Latimer neighbourhood will accommodate approximately 18,700 people in 7,900 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build out.

Table 5.1 – Distribution of Dwelling Units and Population

Land Use Designation	Area (Ha)		Density		Pop Density	Units	Pop	***Max Storeys from Grade
	Ha	Acres	*Units per Acre (UPA)	**Floor Space Ratio (FSR)				
****Single Family Residential 1	5.6	13.9	1 (max)	n/a	3.1	14	43	2
****Single Family Residential 2	13.3	32.9	1-4	n/a	3.1	131	407	2
****Single Family Residential 3	77.8	192.2	6-8	n/a	3.1	1,539	4,770	2
****Rowhouse/Townhouse A	6.8	16.9	12-15	n/a	2.5	254	636	2
****Rowhouse/Townhouse B	61.6	152.3	16-22	n/a	2.5	3,404	8,511	3
****Live-Work (Townhouse)	3.4	8.4	16-22	n/a	2.0	186	371	3
****Apartment	8.3	20.5	40-60	n/a	1.7	1,231	2,093	4
****Apartment-Mixed Use	7.5	18.6	n/a	1.5-2.5	1.7	610	1,037	6
****Mixed Use	3.9	9.6	n/a	1.5-3.0	1.7	308	524	6
Business Office Park	14.3	35.3	n/a	0.5	n/a	n/a	n/a	Varies
Special Study Area	12.1	30.0	TBD	TBD	1.7	184	313	TBD
School-Park	18.7	46.3	n/a	n/a	n/a	n/a	n/a	n/a
Total						7,861	18,705	

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

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

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

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

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

6.0 COMMUNITY FACILITIES

6.1 PARKS AND OPEN SPACES

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

6.1.1 Neighbourhood Parks

Neighbourhood parks are to be provided in each phase of the Latimer Neighbourhood as shown on Map 5, to provide a variety of recreational opportunities including sports fields, playgrounds, and natural areas. Neighbourhood parks shall be incorporated into shared park-elementary school sites where possible. In the case of a shared park-school site the area of each park site may vary in size from about 2.0 to 2.8 ha (5 to 7 acres). A stand-alone park site may vary from 3.2 to 5.2 ha (8 to 13 acres). A dog off-leash area may be considered in a stand-alone neighbourhood park. Rezoning of lands for development will require that neighbourhood park sites be secured as outlined in Section 11.2.1.

6.1.2 Wildlife Habitat Patch

In accordance with the Township's Wildlife Habitat Conservation Strategy, an approximate 4,047 m² (1 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the intersection of 83 Ave and 202 Street. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways within the plan area and extending throughout Willoughby. Policies specific to this designation are as follows:



- Protect vegetated areas from intrusion as needed.
- Provide low impact access for people.
- Provide interpretive signage as warranted.
- Provide additional amenities where warranted, while keeping the overall protection of the area the priority.
- The Wildlife Habitat Parch shall be funded through the Latimer Amenity Zoning Policy.

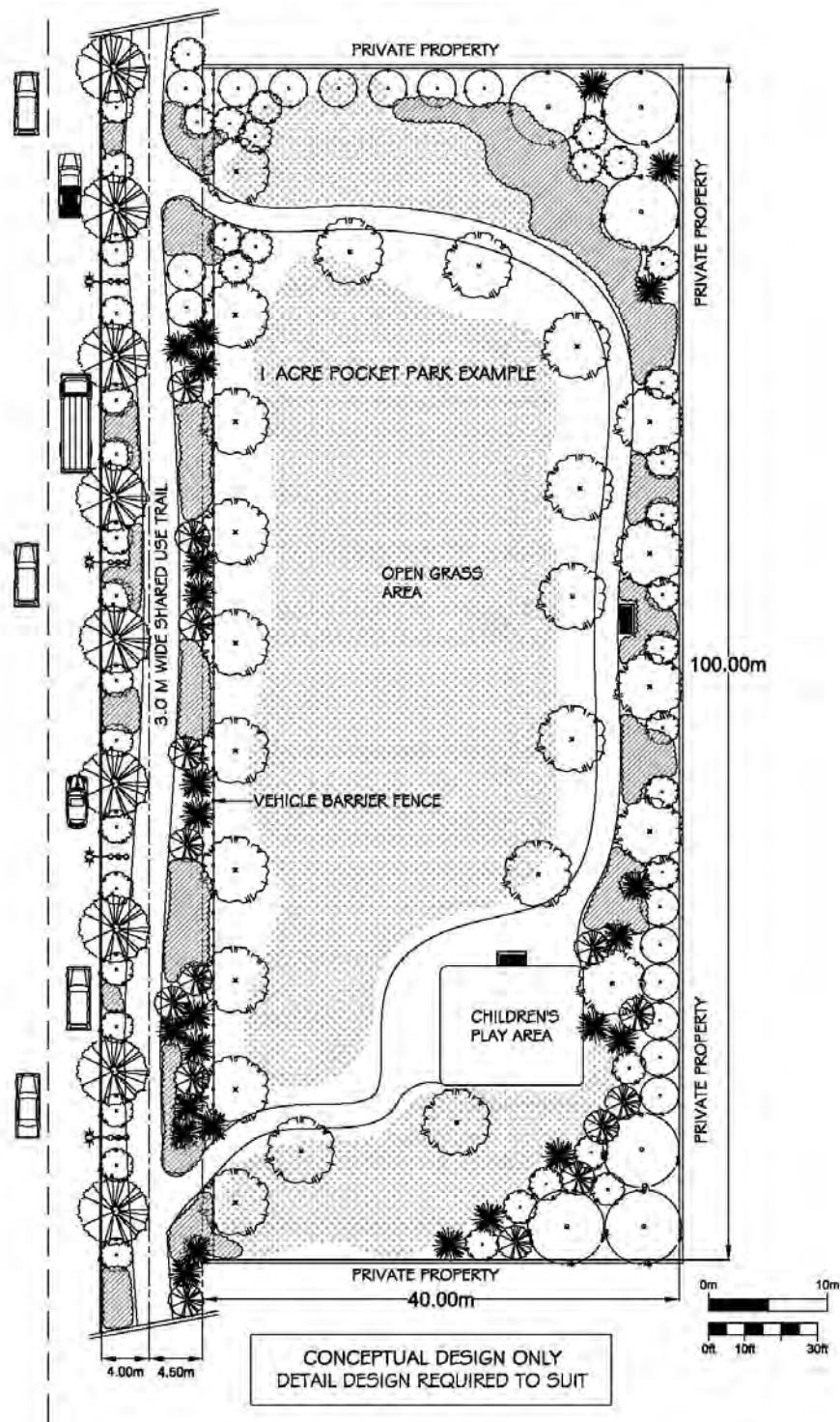
6.1.3 Pocket Parks

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

- Within the Latimer neighbourhood a minimum of three pocket parks should be developed in accordance with the Land Use Plan.
- Pocket parks shall be designed in accordance with the general specifications shown in Figure 6.1.
- One of the pocket parks is to be located in the northwest quadrant of the Latimer neighbourhood, one in the northeast quadrant and one in the southeast quadrant, as shown in the Latimer Land Use Plan – Map 1.
- Pocket Parks shall be funded through the Latimer Amenity Zoning Policy.



Figure 6.1 – Typical Pocket Park



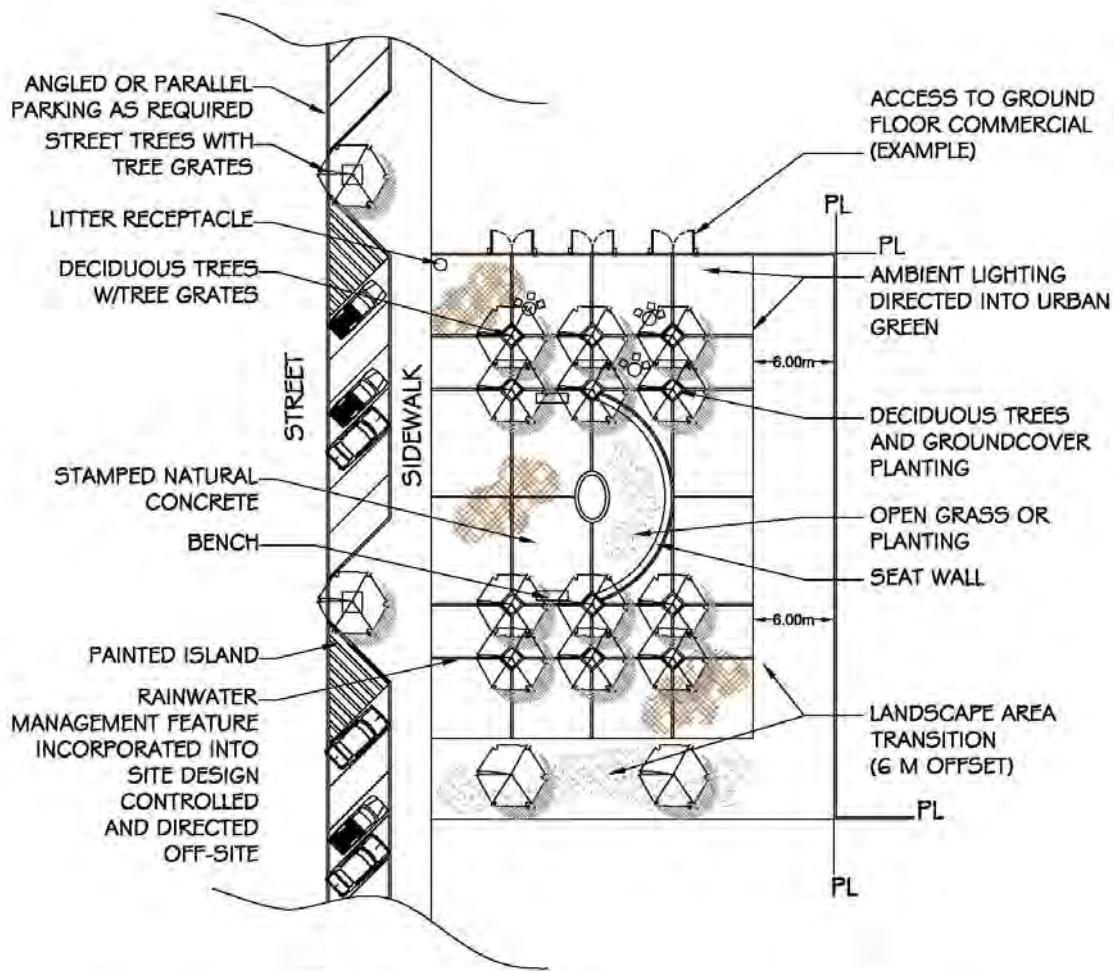
6.1.4 Urban Greens

Urban Greens are about 1,012 m² (1/4 acre) in size and provide a predominantly hard landscaped urban public open space, dedicated and maintained by the Township. The space will provide nearby workers, patrons and local residents an opportunity to recreate near the neighbourhood core. Policies specific to this designation area as follows:

- Urban Greens are to be located adjacent to apartment mixed use areas, along significant road corridors in core areas of the neighbourhood. The location for Urban Greens is identified in the Latimer Land Use Plan – Map 1.
- Urban Greens shall be designed in accordance with the general specifications shown in Figure 6.2.
- Urban Greens shall be funded through the Latimer Amenity Zoning Policy.



Figure 6.2 – Typical Urban Green



URBAN GREEN (1/4 ACRE) Approx 25m X 41m
(CONCEPTUAL LOCATION SHOWN ONLY FINAL LOCATION TO BE DETERMINED)

- PUBLIC OPEN SPACE TO BE MAINTAINED BY TOWNSHIP
- DIRECT ACCESS FROM SURROUNDING DEVELOPMENT
- DESIGN WITH CPTED CONSIDERATION
- SOME OPEN GRASS AREA PLANTING
- SOME SPECIAL PAVING
- SITE FURNITURE
- PUBLIC ART (OPTIONAL)

CONCEPTUAL DESIGN ONLY.
DETAILED DESIGN REQUIRED, TO SUIT
• PARK LOT DEDICATION

6.2 GREENWAYS/TRAILS

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

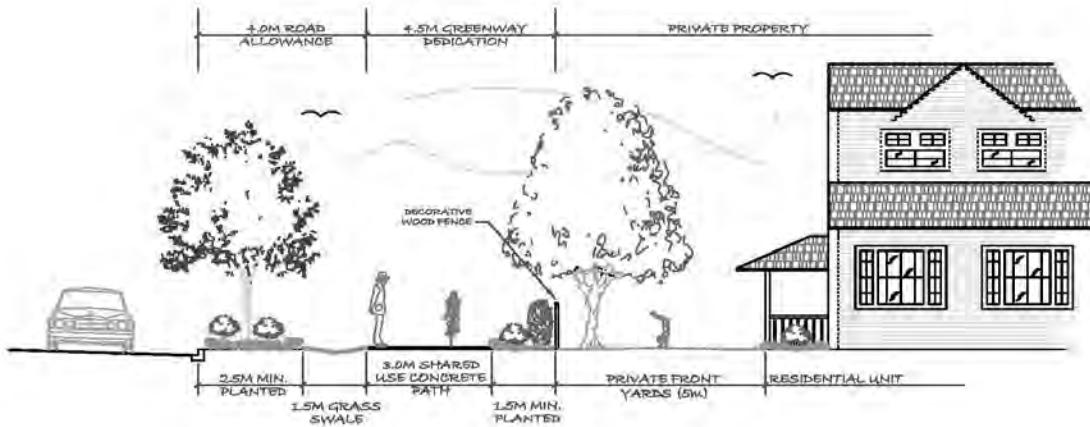
6.2.1 Street Greenways

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 and important neighbourhood amenities and services. Policies for Street Greenways are as follows:

- Contiguous Street Greenways shall be provided in the locations identified on Map 1.
- Street Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.3.
- Driveway crossings of greenways are discouraged; however, where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
- Safe street crossings shall be provided for pedestrians and cyclists at key intersections.
- Street Greenways shall be funded through the Latimer Amenity Zoning Policy.



Figure 6.3 – Typical Street Greenway Section



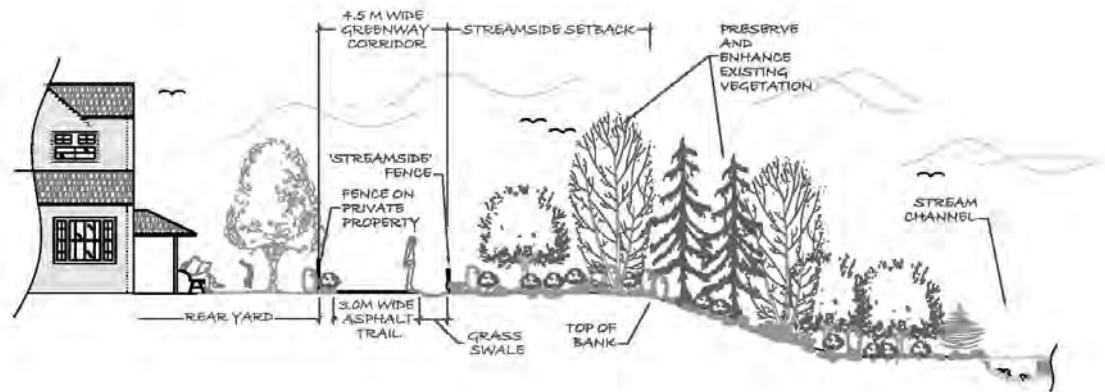
6.2.2 Creek Greenways

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

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



Figure 6.4 – Typical Creek Greenway Section

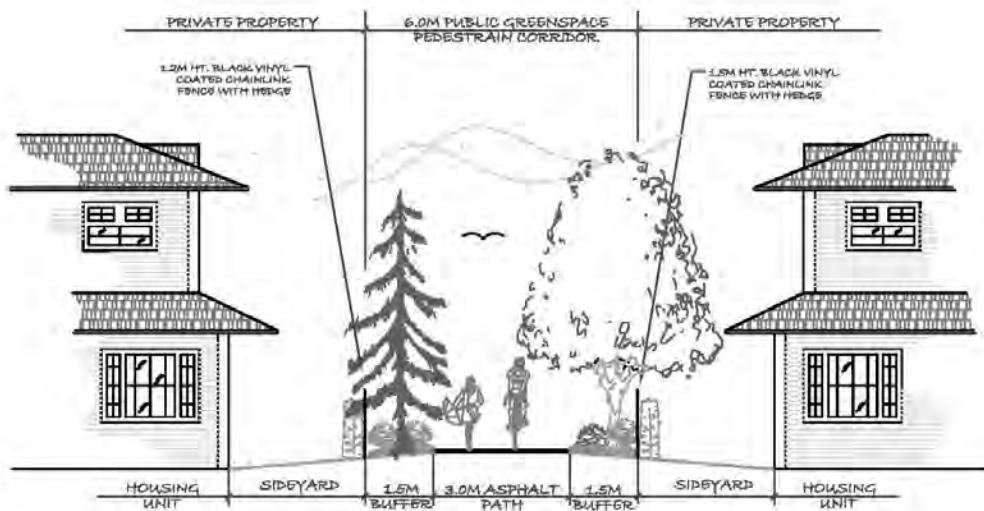


6.2.3 Recreational Greenways

Within Latimer, Recreational Greenways provide pathway connections off-street in a subdivision. Policies for Recreational Greenways are as follows:

- Recreational Greenways shall be provided in the locations identified in Map 1.
- Recreational Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.5.
- Recreational Greenways shall be funded through the Latimer Amenity Zoning Policy.

Figure 6.5 – Typical Recreational Greenway Section

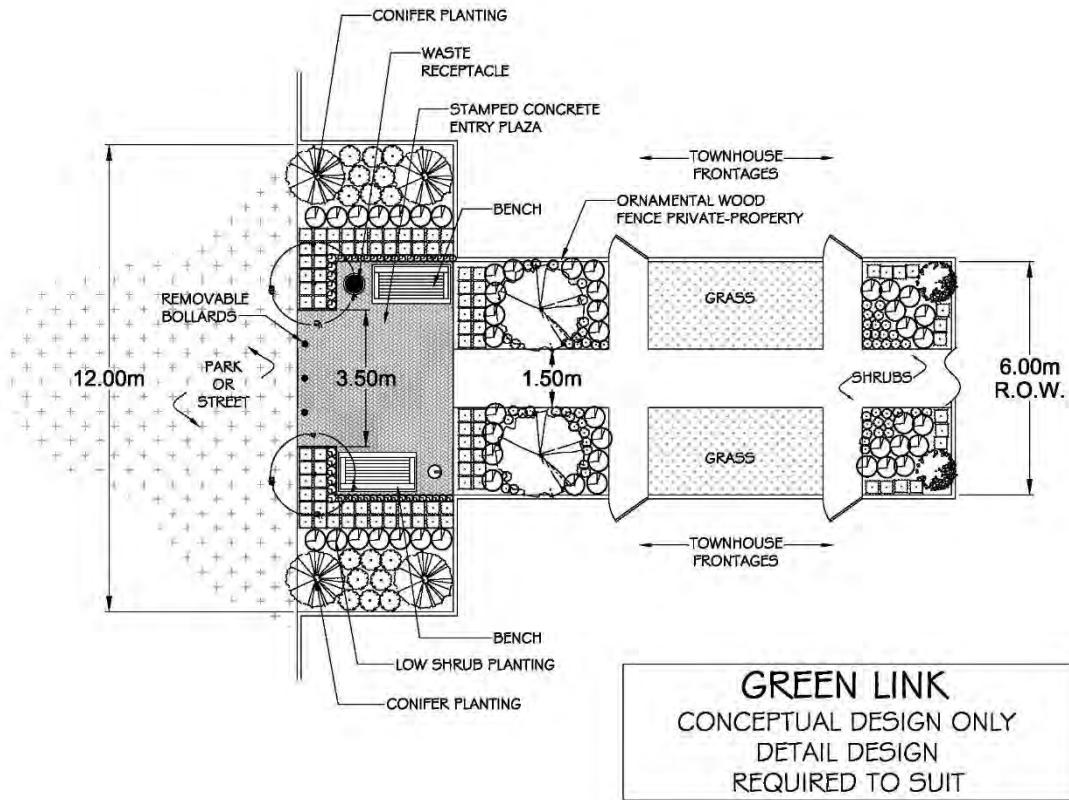


6.2.4 Green Links

Within Latimer, Green Links will provide public pedestrian access between multi-family developments. Green Links are a combination of private and public space that create an interconnection of trails, pathways, and parks. Where Green Links are provided, they integrate a public right-of-way through the property or share it with a neighbouring property. Direct access onto the Green Link from adjoining residential uses is required. Policies for Green Links are as follows:

- Green Links require a public right-of-way through development sites.
- All abutting multi-family units shall have direct access for each individual ground floor unit onto the right-of-way.
- Green Links shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.6.
- Green Links shall be funded through the Latimer Amenity Zoning Policy.

Figure 6.6 – Typical Green Link



6.2.5 Ecological Greenways

The ecological greenway is located as shown on Map 1 to protect wildlife habitat and facilitate movement of wildlife between habitat areas. Policies for Ecological Greenways are as follows:

- Ecological Greenways shall be an average of 30 metres wide. The greenway may be divided evenly between two properties or varied with wider and narrower sections provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized); in all cases continuous connectivity for ecological and recreational purposes shall be provided as development proceeds.
- Ecological Greenways shall be contiguous.
- Ecological Greenways shall not be located adjacent to and parallel to a road.
- Any change from the alignment shown on Map 1 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat. Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (wetland, coniferous, mixed forest, broadleaf and shrubs).

- A wildlife tunnel must be provided where an Ecological Greenway crosses an arterial or collector road.
- Ecological Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figures 6.7 and 6.8.
- Ecological Greenways shall be funded through the Latimer Amenity Zoning Policy.

Figure 6.7 – Typical Ecological Greenway Section

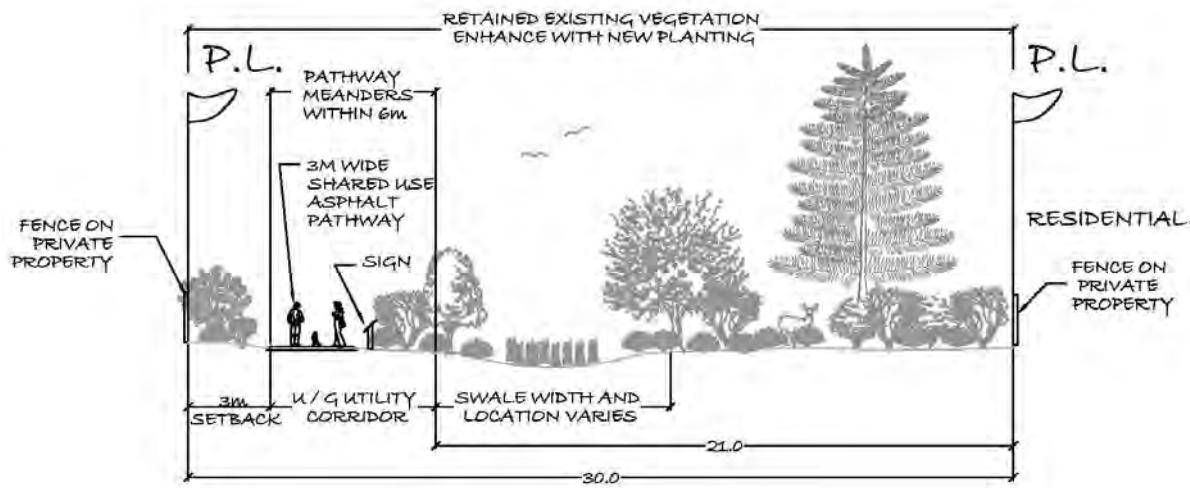
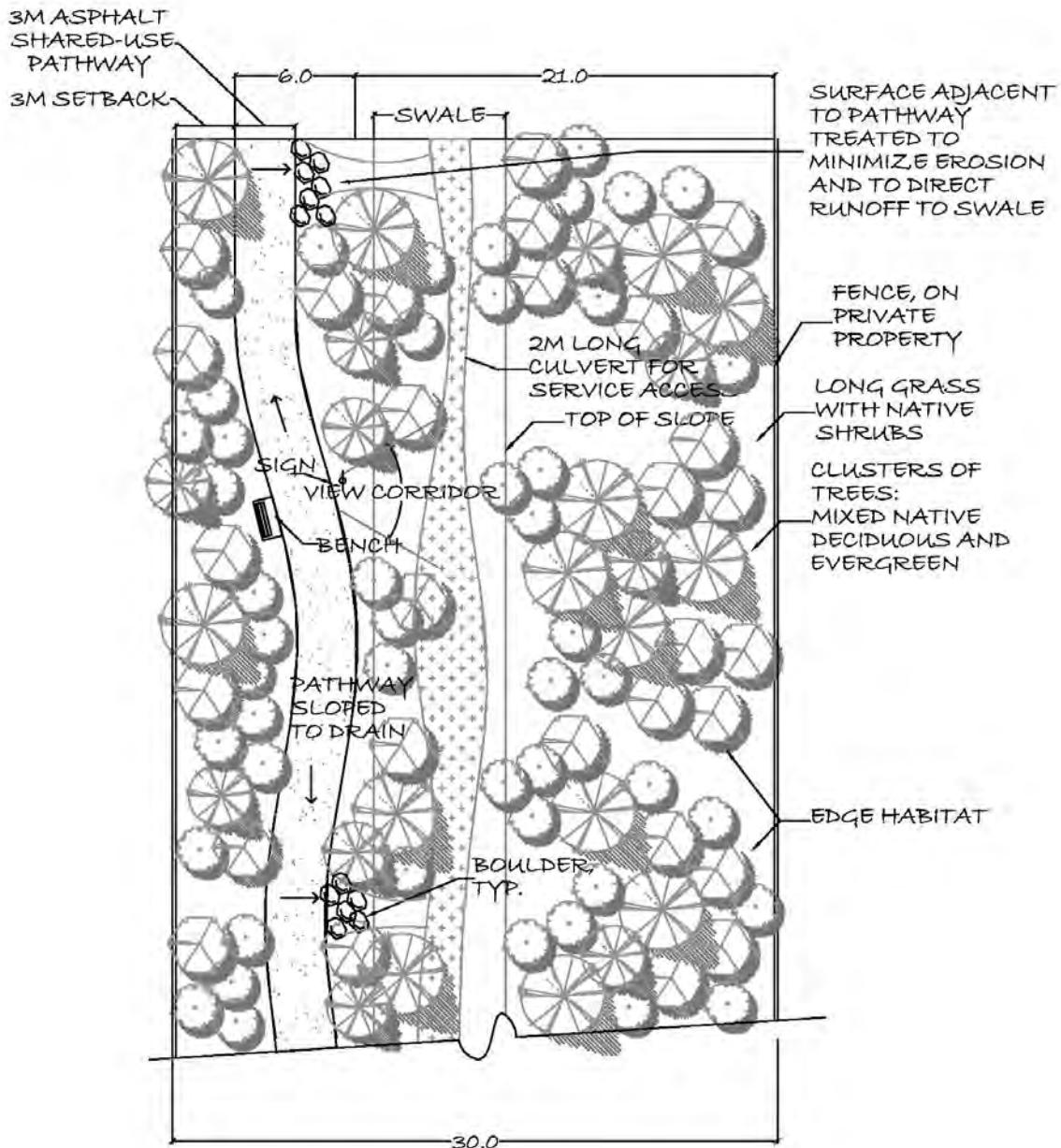


Figure 6.8 – Typical Ecological Greenway



6.2.6 Enhanced Sidewalks

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

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

6.2.7 Greenway and Enhanced Sidewalk Standards

Table 6.1 provides a summary of the Greenway and Enhanced Sidewalk Standards.

Table 6.1 – Greenway Standards	
Greenway:	Standard:
Street Greenways on streets other than 200 Street	<ul style="list-style-type: none"> • 4.5m wide dedication • 3.0m wide shared use, concrete trail
Street Greenways on 200 Street	<ul style="list-style-type: none"> • 15.0m wide dedication (4.5m wide adjacent to ground floor commercial uses) • 3.0m wide shared use trail
Creek Greenways	<ul style="list-style-type: none"> • 4.5m minimum dedication • 3.0m shared use, asphalt trail
Recreational Greenways	<ul style="list-style-type: none"> • 6.0m wide (typical width of right-of-way) • 3.0m wide multi-use, asphalt pathway
Green Link	<ul style="list-style-type: none"> • 6.0m wide (typical width of right-of-way) • 1.5m wide, concrete pedestrian pathway
Ecological Greenway	<ul style="list-style-type: none"> • 30.0m wide (see section 6.2.5) • 3.0m wide shared use, asphalt trail close to one side
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 neighbourhood. R.E. Mountain Secondary School is located along 202A Street between 76 Avenue and 80 Avenue. At full build-out it is estimated that the Latimer Neighbourhood will contribute approximately 950 elementary school (i.e. kindergarten to grade 5) students, 500 middle school (i.e. grade 6 to 8) students, and 600 senior high school (i.e. grade 9 to 12) students. In addition, future school sites in Latimer will also accommodate students from adjacent neighbourhoods, including Jericho, Carvolth and Routley. To accommodate this growth in the number of students in the neighbourhood it is anticipated that new elementary school sites and a new middle school site will be required. School District 35 will work to acquire new school sites, which would be developed at such time that population growth warrants the establishment of new schools. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.



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

7.0 NEIGHBOURHOOD CHARACTER

7.1 NEIGHBOURHOOD IDENTITY

The Latimer neighbourhood is envisioned to be a highly urbanized, compact community characterized by a vibrant and varied public realm. Within the streetscape, a variety of amenity features will help to animate public spaces, encourage pedestrian activity, and encourage community interaction.

7.1.1 Walkable Centres

Within apartment-mixed use areas, unique “high streets” are to be developed along 201 Street between 80 Avenue and 81 Avenue, and along 76 Avenue between 198 Street and 200 Street. These high street environments are intended to function as walkable centres within the Latimer neighbourhood, with a pedestrian-oriented environment that includes urban plazas, high quality landscaping, unique paving treatments, and generous provision of street furniture. Additionally, on-street parking will be available on collector streets, and traffic circles will be located at the intersection of collector streets. Within the Latimer neighbourhood, there are two locations where unique intersection amenity features are to be developed. These locations are:

- the intersection of 201 Street and 81 Avenue (see Figure 7.1)
- the intersection of 198 Street and 76 Avenue (see Figure 7.2).

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

- Walkable centre amenity features are to be fully funded on a per acre basis through the Latimer Amenity Zoning Policy.
- Walkable centre amenity features are to be designed and constructed in substantial accordance with Figures 7.1 and 7.2.

Figure 7.1 – Walkable Centre Amenity Feature at 201 Street and 81 Avenue

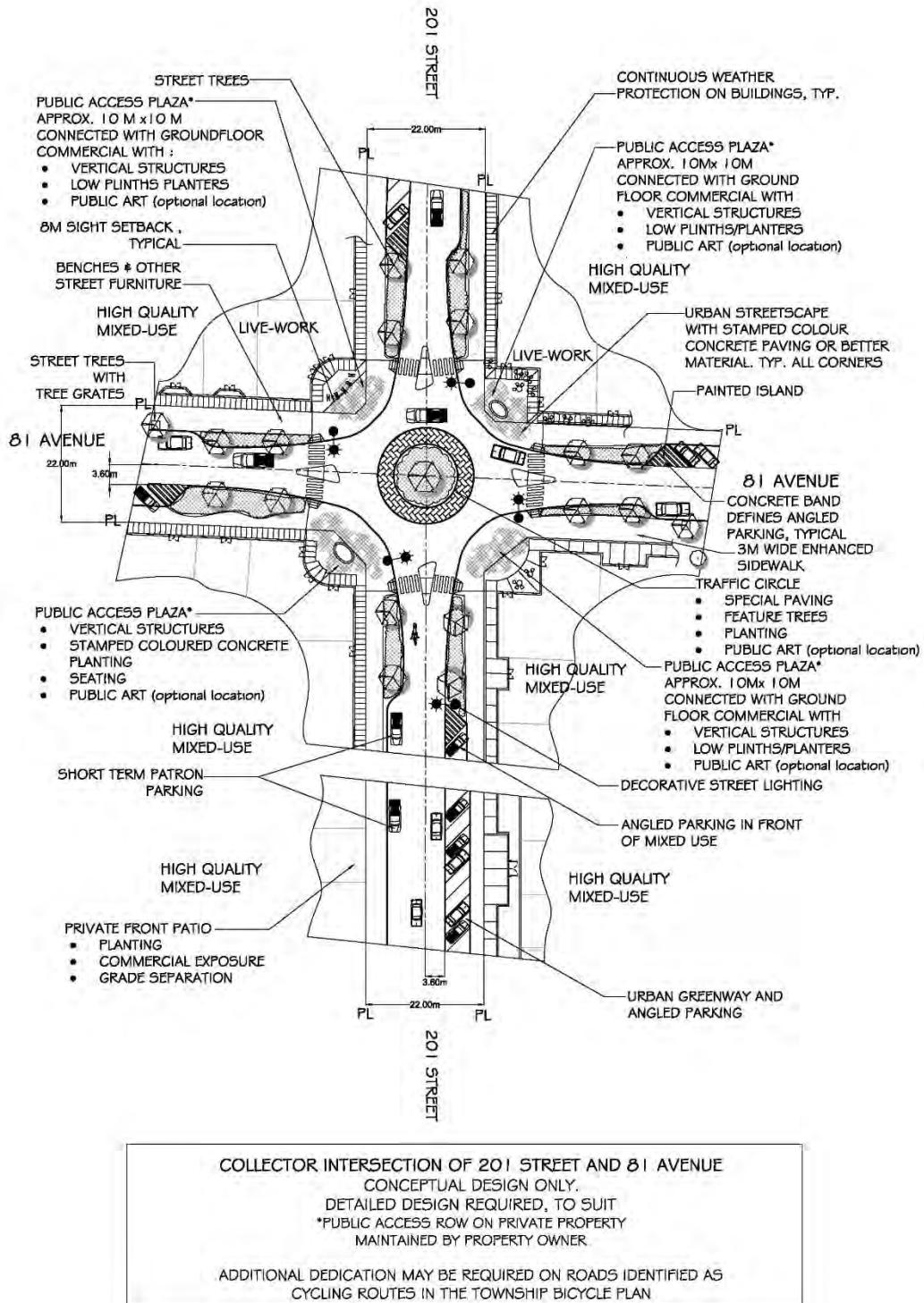
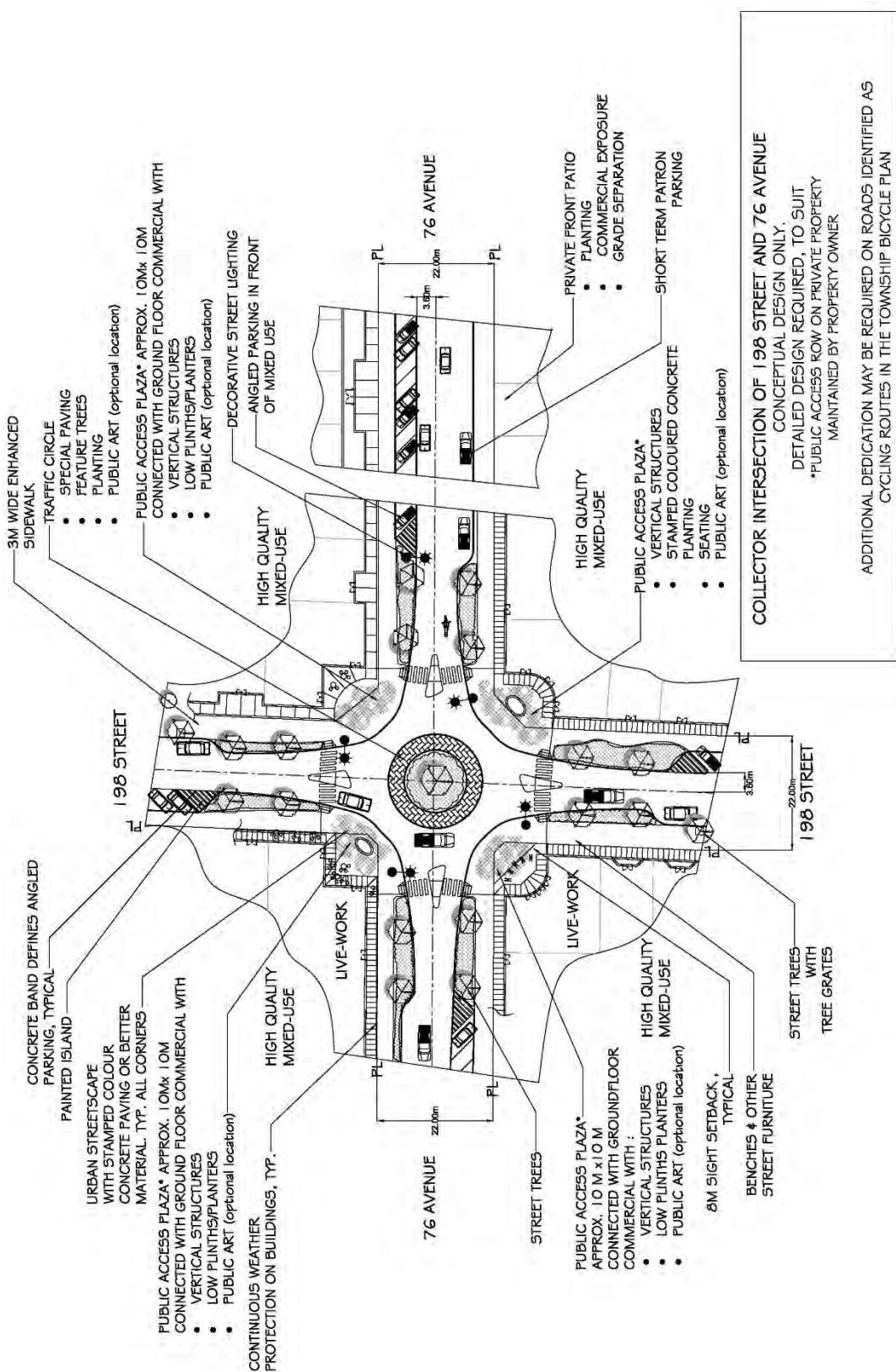


Figure 7.2 – Walkable Centre Amenity Feature at 198 Street and 76 Avenue



7.1.2 Lighting

Off-Site Lighting:

In the Latimer Walkable Centres located along 80 Avenue and 76 Avenue, ornamental street light fixture design shall be provided based on the diagram below. All lighting shall conform to the Township of Langley's Subdivision and Development Servicing Bylaw as amended from time to time.

Township's Sample Design (Street Lights)	
At and near the intersections of 201 Street and 81 Avenue, and 198 Street and 76 Avenue	At and near the intersections of 201 Street and 81 Avenue, and 198 Street and 76 Avenue
	
Standard elements to contain: <ul style="list-style-type: none"> • Higher level of detail: light mount and pole • Street lamp • Pedestrian lamp • Signage integration • Arms for banners or baskets 	Standard elements to contain: <ul style="list-style-type: none"> • Less detail: light mount and pole • Street lamp • Arms for banners or baskets

On-Site Lighting:

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

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

7.1.3 Public Art

In Latimer, public art will provide an important community amenity in a variety of locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. Public art can serve to create local identity and attractive neighbourhood spaces while also supporting local artists. Public art can vary in scale from larger gateway pieces to intricate smaller scale pieces, to even those that are temporary in nature. Overall, public art should help create interest in the public realm.

Within Latimer, as identified on Map 1, there are six primary locations where public art features shall be located:

- At 200 Street and 83 Avenue;
- On both ends of an apartment-mixed use “high street” along 201 Street north of 80 Avenue;
- On both ends of an apartment-mixed use “high street” along 76 Avenue between 198 Street and 200 Street; and,
- On the east side of 200 Street and 76 Avenue.



All of these sites are identified as future public art locations adjacent to higher density, mixed use developments. Policies specific to public art are as follows:

- Public art is to be provided at the locations identified in the Land Use Plan – Map 1.
- Public art shall be funded through a Latimer Amenity Zoning Policy.



- All public art shall be managed, maintained and insured by the Township in accordance with Township Policy.
- The Township of Langley will ensure that an appropriate collection management system is in place and that documentation standards and inventory practices are implemented and ongoing.
- Incorporation of additional on-site public art in the design of buildings or landscape is encouraged. Public art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.



7.1.4 Living Walls

In Latimer, living walls (also known as “green walls”) on the sides of buildings will be provided as amenity features in at least two locations. Living walls provide the urban fabric with variety and a unique natural feel, introducing plants on the vertical plane. Living walls generally have irrigated, planted cells that are not connected to the ground.



Within Latimer, as identified in the Land Use Plan – Map 1, there are two primary locations where living walls shall be located:

- At the corner of 200 Street and 80 Avenue; and,
- At the corner of 200 Street and 76 Avenue.

Policies specific to living walls are as follows:

- Living walls are to be provided at the locations identified in the Land Use Plan – Map 1.
- The Township shall provide capital funding for living walls, funded through a Latimer Amenity Zoning Policy as amended from time to time.
- All living walls shall be managed, maintained and insured in accordance with Township Policy. Living walls are to be kept into perpetuity. Irrigation and maintenance of the living wall is the responsibility of the developer.
- Living walls must include irrigated, planted cells that are not connected to the ground. Non-toxic plants must be used in the living walls.
- Living walls shall be fully visible from both the 200 Street building frontage and the 76 Avenue/80 Avenue building frontage.

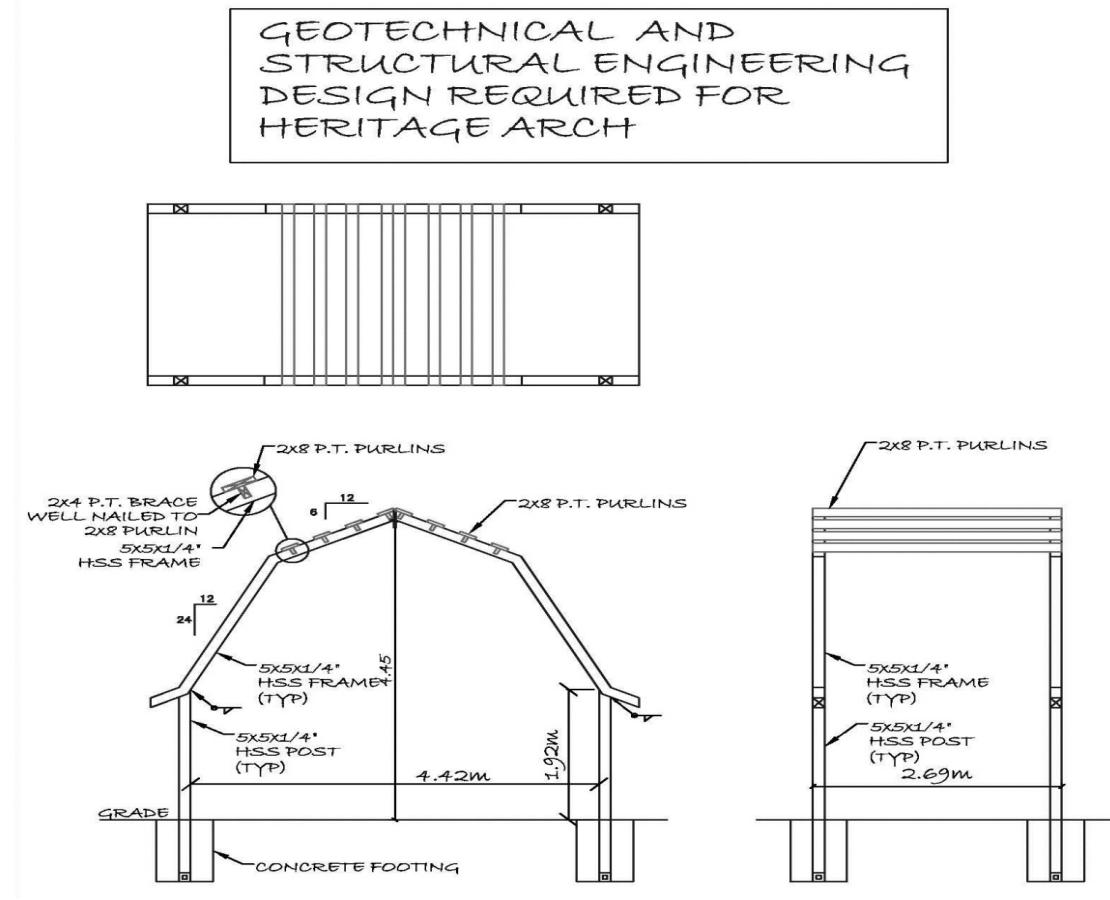
7.1.5 Heritage Amenity Structures

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

Design specifications for heritage amenity structure are as follows:

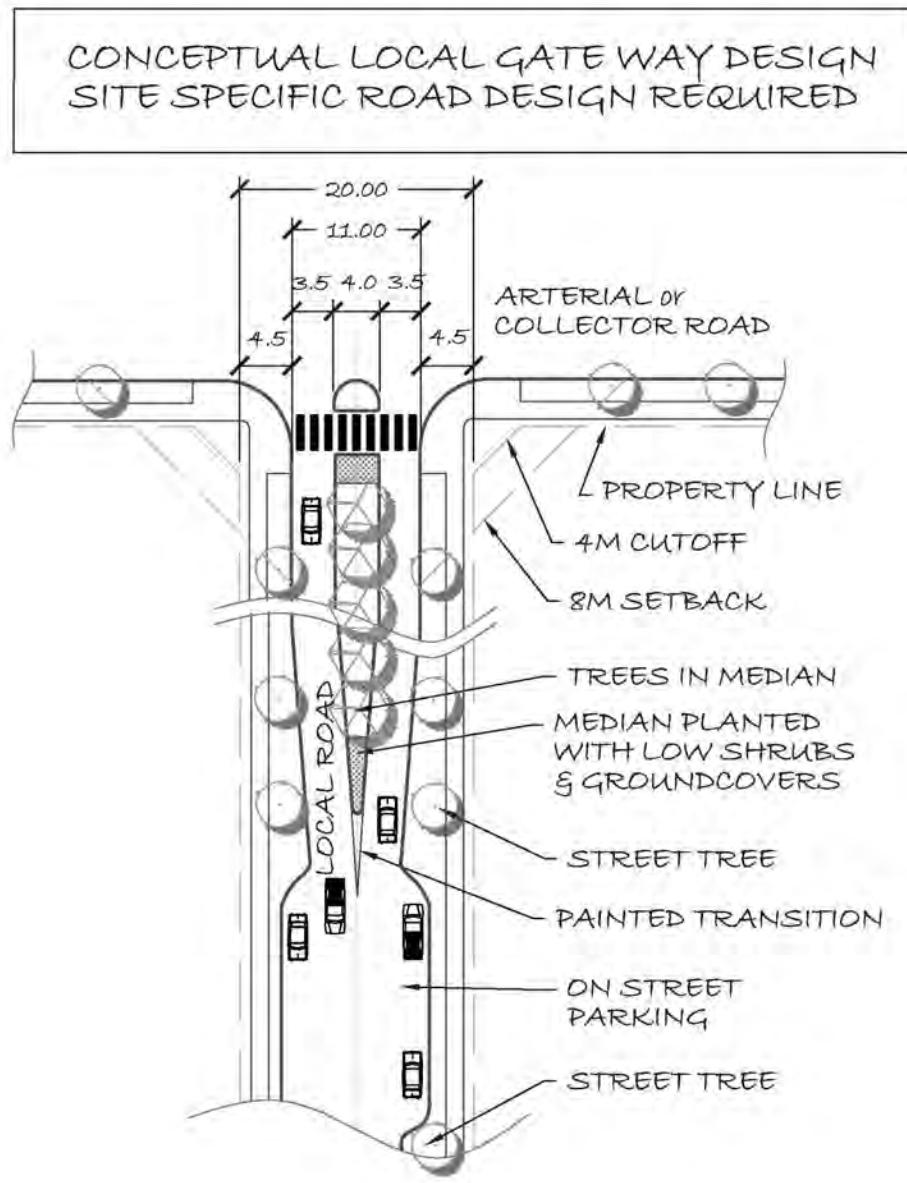
- Structural support material and design are standard.
- Multiple segments may be combined to create a longer structure.
- Steel cables for structural support are to represent barn siding.
- Weather protection is intended to be minimal to discourage loitering.
- Plantings are to be provided to either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

Figure 7.3 – Heritage Amenity Structure Concept



7.1.6 Local Road Gateways

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

Figure 7.4 – Local Road Gateway

7.1.7 Utility Boxes

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



Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

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

7.2 HERITAGE VALUES

As identified in Section 2, the Rizon Residence at 19678 – 80 Avenue, is recommended for inclusion in the Township of Langley’s Heritage Inventory. In this location, lands have been designated for rowhouse/townhouse development with the intent to incorporate this heritage home into a future development project on the site. Policies specific to the Heritage Site designation are as follows:

- The identified Heritage Site should be integrated into future development and restored to meet current standards.
- Rezoning of the site to a rowhouse/townhouse use is contingent upon the preservation and incorporation of the Heritage Site home into the development. The Township will work closely with the affected property owner and consider variations to density, siting, use and other regulations to achieve favourable outcomes.

7.3 VIEW CONSIDERATIONS

Within the Latimer neighbourhood there are some areas with distant views, specifically those toward the Fraser River lowlands and the North Shore mountains to the north, and the often spectacular view of Mount Baker to the southeast. In other areas, nearer views of natural features, such as the Latimer Creek riparian area, are evident. When designing and/or locating new subdivisions, roads, buildings, parks, or trails, consideration should be given to the various view levels, with the objective of enhancing and preserving views.

7.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The safety and security of residents is an important component of any liveable community. Safety and security is 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 - a design or location decision that takes into account the surrounding environment and minimizes the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

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

Key design strategies for safety and security are outlined below:

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

- Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

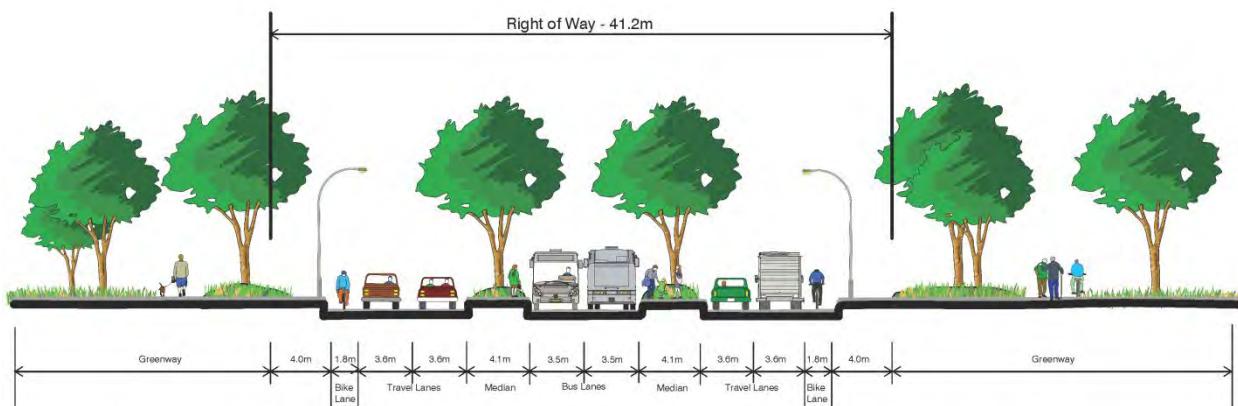
8.0 MOBILITY

8.1 TRANSPORTATION NETWORK

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

In the future, 200 Street will be enhanced to accommodate all modes of transportation, including median or side-running bus only lanes, four general purpose travel lanes, bicycle lanes, and multi-use greenways parallel to the corridor. A potential ultimate section for 200 Street is illustrated in Figure 8.1. This cross-section would be implemented through Latimer from 86 Avenue south to Willowbrook Drive.

Figure 8.1 – Potential Cross-Section of Ultimate 200 Street Corridor



Future plans identify 202 Street as an arterial road that will provide an alternate parallel route to 200 Street, between Hwy 10 and Hwy 1.

80 Avenue will continue to provide a strong east-west linkage in the future as an arterial road adjacent to the neighbourhood's business office park, mixed use development and high density residential areas. It is anticipated that a four lane cross-section will be needed along 80 Avenue.

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

- **Major Road Network (MRN)** consists of arterial corridors of regional significance for which maintenance and capital cost funding is cost-shared by TransLink and the Township. These roads typically support the highest traffic, goods movement, and transit demands but also accommodate pedestrians and cyclists. 200 Street is the only road within Latimer that is part of the MRN.
- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. In addition to 200 Street, 202 Street and 80 Avenue are arterial roads within Latimer.
- **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 Latimer form a grid network that will help distribute traffic throughout the area.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

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

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

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

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

Low Impact Design

A number of Low Impact Design features have been incorporated into the Latimer Plan. Those features that relate to transportation infrastructure primarily facilitate the infiltration of stormwater. The primary means is through 1.5 metre vegetated bioswales located within the Street Greenways. Another consideration is for the use of rain gardens within curb bulb-outs at

pedestrian crossing locations, or where parking pockets are used along collector and local roads.

196 Street Connection

There is a significant riparian area located in the northwestern quadrant of Latimer. It is located adjacent to the 196 Street corridor in that area. As a result, analysis was completed to determine the impact of not connecting 196 Street from 80 Avenue north to 83 Avenue. The result of this assessment is that no significant traffic impacts are foreseen as long as a viable parallel connection is maintained along 198 Street from 80 Avenue north to 83 Avenue.

8.2 PEDESTRIAN AND CYCLIST FACILITIES

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

In keeping with the Township's natural surroundings, all three arterial roads (200 Street, 202 Street and 80 Avenue) incorporate the Street Greenway design into both sides of their right-of-way. In addition, most collector roads include this design on one side. The Street Greenway is highlighted in Section 6.2.1 and features a 3 metre shared use path which is part of an 8.5 metre road allowance and greenway dedication. Enhanced sidewalks are also part of the pedestrian network. As described in Section 6.2.6, they are designed to accommodate a 3 metre multi-use pathway.

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

- **Commuter routes** provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.
- **Recreational routes** provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.
- **Community routes** provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

Within the Latimer NCP, the following roadways are part of the cycling network:

- **Commuter Routes (On-Street)**
 - 200 Street – bike lane
 - 202A Street – wide shared lane
 - 72 Avenue / 192B Street / 73A Avenue (connection to Surrey) – bike lane
 - 80 Avenue (connection to Surrey) – bike lane
 - 84 Avenue west of 200 Street – bike lane
- **Recreational Routes**
 - Off-Street Trails:
 - 196 Street
 - 200 Street
 - 202A Street
 - 80 Avenue
 - 76 Avenue west of 200 Street
- **Community Routes**
 - On-Street
 - 73A Avenue between 196 Street and 198 Street
 - 76 Avenue
 - 74B Avenue between 201 Street and 202A Street
 - Off-Street Trails:
 - 196 Street south of 76 Avenue
 - 198 Street south of 82 Avenue
 - 202A Street south of 80 Avenue*
 - 82 Avenue east of 198 Street*

* A number of cycling facilities that were listed as on-street or shared within the Township cycling plan can be accommodated as off-street trails due to the extensive use of Street Greenways within the neighbourhood.

8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit in 2031. This vision includes 200 Street as a Frequent Transit Network (FTN) route in the short and medium term. 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.

The Township of Langley has a low transit mode share, which is fairly typical for the land use and demographics. In future, transit ridership is expected to grow to reflect better options

provided for residents, including higher order transit along 200 Street with more frequent service running within dedicated bus lanes. Modelling carried out for the anticipated land use changes to the Latimer Neighbourhood forecasts a transit mode share of 7-8% by full plan buildout.

The Latimer Neighbourhood Plan features intensification of the 200 Street corridor with a mix of transit-supportive land uses and high density residential development. In particular, the following key neighbourhood nodes should feature high quality transit stops and appropriate passenger amenities:

- Mixed use development on the west side of 200 Street between 82 Avenue and 83 Avenue;
- Apartments and mixed use development on the east side of 200 Street between 80 Avenue and 81 Avenue; and,
- Mixed use development on both sides of 200 Street at 76 Avenue.

An objective for the Latimer Neighbourhood is to enable active transportation in the neighbourhood by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops. A walking distance of 5 minutes (approximately 400 metres) to a transit stop is considered to provide good transit access. Most of the high density residential and employment areas within Latimer fall within a 5 minute walk shed from the two primary neighbourhood nodes (80 Avenue and 200 Street, 76 Avenue and 200 Street), as shown on Map 1.

Additional transit service should be provided to achieve basic coverage levels, particularly along 202 Street. There are a number of school sites and higher density residential areas (e.g. townhouses) along 202 Street that should be served by transit.

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

8.4 TRAFFIC CONTROL & TRAFFIC CALMING

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

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

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

The only notable turn restriction within the Latimer Neighbourhood is at 74 Avenue. The intersection with 200 Street is limited to right-in/ right-out only.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network.

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

Currently, there is no parking permitted on arterial roads. However, mixed use and high density apartments are planned within the neighbourhood node along 80 Avenue, immediately east of 200 Street. At full build-out of the Latimer plan, traffic volumes along 80 Avenue are forecast to be at capacity for a 4 lane road during peak periods, in the peak direction. Should traffic volumes be lower than anticipated, a pilot project for on-street parking could be tested adjacent to this mixed-use development.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 200 Street. As noted earlier, the long-term vision for 200 Street is to be part of TransLink's Frequent Transit Network.

9.0 INFRASTRUCTURE AND ENERGY

9.1 WATER

9.1.1 Existing Context

The area is supplied water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and PRV Stations. Pressure is maintained through the Willoughby Booster Station. The GVWD supply main is understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. As part of the Latimer Neighbourhood Plan process, an Engineering Services Plan was completed to update the water distribution strategy to support the Latimer neighbourhood.

Due to topography variations across the neighbourhood the Latimer Plan area falls within three separate pressure zones: Pressure Zone 131m; Pressure Zone 111.5m; and Pressure Zone 80.8m. Generally, areas above elevation 65m are serviced by Pressure Zone 131m. Areas between elevation 65m and 45m are serviced by Pressure Zone 111.5m, and areas below elevation 45m are serviced by Pressure Zone 80.8m. Pressure zone boundaries are outlined in figures provided in the separate Engineering Services Plan.

The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the areas. This existing internal network will be insufficient to service planned development.

9.1.2 Future Conditions

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 expansion of the current distribution system; however, no additional grid mains are required. Additional system upgrades include upgrades to the existing Willoughby Booster Station, a new Booster Station on 82 Avenue at 204 Street and two new PRV stations. These system upgrades are required to provide both minimum system pressures and convey required fire flows to the plan area.

Additional information can be found in the Latimer and Carvolth Engineering Services Plan that accompanies this Neighbourhood Plan. All works will need to be confirmed through detailed design as part of the subdivision process.

9.2 SANITARY SEWER

9.2.1 Existing Context

There is currently limited sewer infrastructure in the Plan area. Many larger rural properties are serviced by individual septic systems. Sewers that do exist mainly service the more recently developed business office park and Jericho sub-area neighbourhood. Sewage collected is conveyed north to the Carvolth Pump Station and then pumped to a trunk gravity sewer on 86 Avenue where it eventually makes its way across Highway 1 to the north. Further development in Latimer will require connection to, and significant expansion of the sanitary sewer system.

9.2.2 Future Conditions

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

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood, which are proposed to generally align with major transportation corridors. To accommodate the increase in sewer loading, a number of existing system mains will require upsizing and in some cases proposed rerouting. The connection on 82 Avenue immediately west of 200 Street, which collects flows from the Jericho neighbourhood, is to be routed north on 200 Street and connect directly to the trunk sewer on 86 Avenue, thereby bypassing the Carvolth Pump Station and removing an appreciable flow that is currently pumped.

One local pump station has been identified for a section of west Latimer in absence of a continuous service corridor along the 196 Street alignment that would facilitate a gravity sewer.

As part of the Latimer Neighbourhood Plan process, the Latimer and Carvolth Engineering Services Plan has been completed to update the sanitary sewer strategy for the Latimer neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

9.3 STORMWATER

9.3.1 Existing Context

The Latimer neighbourhood is part of the Latimer Creek watershed, which drains northwest into the City of Surrey. A prior Master Drainage Plan (MDP) for the Latimer Creek watershed was developed in 2003 which the Township of Langley has been following to date. This has resulted in some detention ponds being implemented both within the Latimer plan area and Carvolth area to the north. While updated to suit the current Latimer Plan, the strategy and recommendations of that earlier MDP – detention ponds for peak flow attenuation, on-site drainage control for base flow and water quality management - remain generally sound.

Given its largely rural character, the current drainage system is dominated by the natural watercourse branches of Latimer Creek and a coarse network of road-side ditches and culverts. Limited areas that have more recently developed contain storm sewers and detention ponds. One existing detention pond is located at the southeast corner of 82 Avenue and 198A Street. This existing pond services the recently developed business office park and was originally constructed to function in an interim condition with plans for

expansion to accommodate a larger service area with development growth in the neighbourhood. Another pond is located adjacent to the Langley Events Centre.

9.3.2 Future Conditions

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 (BMP's) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. The Township has successfully implemented similar features in other plan areas such as Routley (to the south) and Yorkson (to the east). BMP's will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area. For properties abutting the Yellow Coded and Relocated Watercourses shown on Map 2, infiltration trenches will be installed to recharge the watercourses. Positioning infiltration galleries beside those watercourses, separated by a "weeping berm" designed to slowly release stored water into them, will aid in replicating pre-development base flow rates.

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 Latimer Creek system represent the third and final component of the management system. Within the Latimer Plan area, a total of seven new detention ponds are proposed to supplement one that already exists. 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 which extend beyond the scope of this Plan. The exact location and size of the ponds are to be verified at the time of a development application. The number and size of the 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 multipurposes including, but not limited to ecological, recreational, educational and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings.

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

9.4 ENGINEERING SERVICES PLAN

The Latimer and Carvolth Engineering Servicing Plan (ESP) establishes conceptual water, sanitary sewer, road and drainage servicing strategies for the Latimer and Carvolth Neighbourhoods, as well as the Jericho Sub-Neighbourhood to support future land uses specified in the Neighbourhood Plan. The ESP is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may, 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 Latimer and Carvolth Engineering Servicing Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township's Subdivision and Development Servicing Bylaw, new hydro and telecommunications lines are to be provided underground. Street lighting shall be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.1.2 of this Neighbourhood Plan, unique lighting standards apply in specific "Walkable Centre" locations along 201 Street and 76 Avenue.

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

9.6 ENERGY

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

10.0 FINANCIAL STRATEGY

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

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

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

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

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

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

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

- Wildlife Habitat Patches;
- Pocket Parks;
- Urban Greens;
- Greenways of various types;
- Walkable Centre Amenity Features;
- Public Art;
- Living Walls; and,
- Heritage Amenity Structures.

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

11.0 IMPLEMENTATION

11.1 PHASING

Development of the Latimer neighbourhood shall proceed in phases based on drainage catchment areas, and the need for elementary schools and neighbourhood parks.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Latimer Neighbourhood Plan as identified on Map 4, the following general prerequisites must be satisfied.

1. With the exception of non-residential developments, a joint elementary school and neighbourhood park site must be secured in each phase as shown on Map 4 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.
 - a. The sites in the Northeast and Southeast phases may also serve development in the Carvolth and Jericho neighbourhoods east of 200 Street;
 - b. the sites in the Northwest and Southwest phases may also serve development in the Jericho and Routley neighbourhoods west of 200 Street;
 - c. The boundary between the Northwest and Southwest phases are subject to change based on actual student enrollment numbers as determined by the School District;
 - d. Neighbourhood park land requirements are subject to refinement based on actual development densities of Carvolth, Jericho and Latimer;

- e. Requirements of this section will be deemed to have been met for the area west of 200 Street with one joint elementary school and neighbourhood park site based on the following:
 - i. Geographic and topographic constraints;
 - ii. Mix of uses and non-residential areas;
 - iii. Population and density projections;
 - iv. On-going monitoring including tracking of actual population numbers;
 - v. Need to secure an additional elementary school and/or neighbourhood park site when 50% of the total developable residential area on the west side has received final reading of zoning bylaw amendment, subject to Township of Langley and School District review and Council approval.
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 MIXED USE AREAS

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in Apartment-Mixed Use and Mixed Use areas, the following shall be completed to the satisfaction of the Township:

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

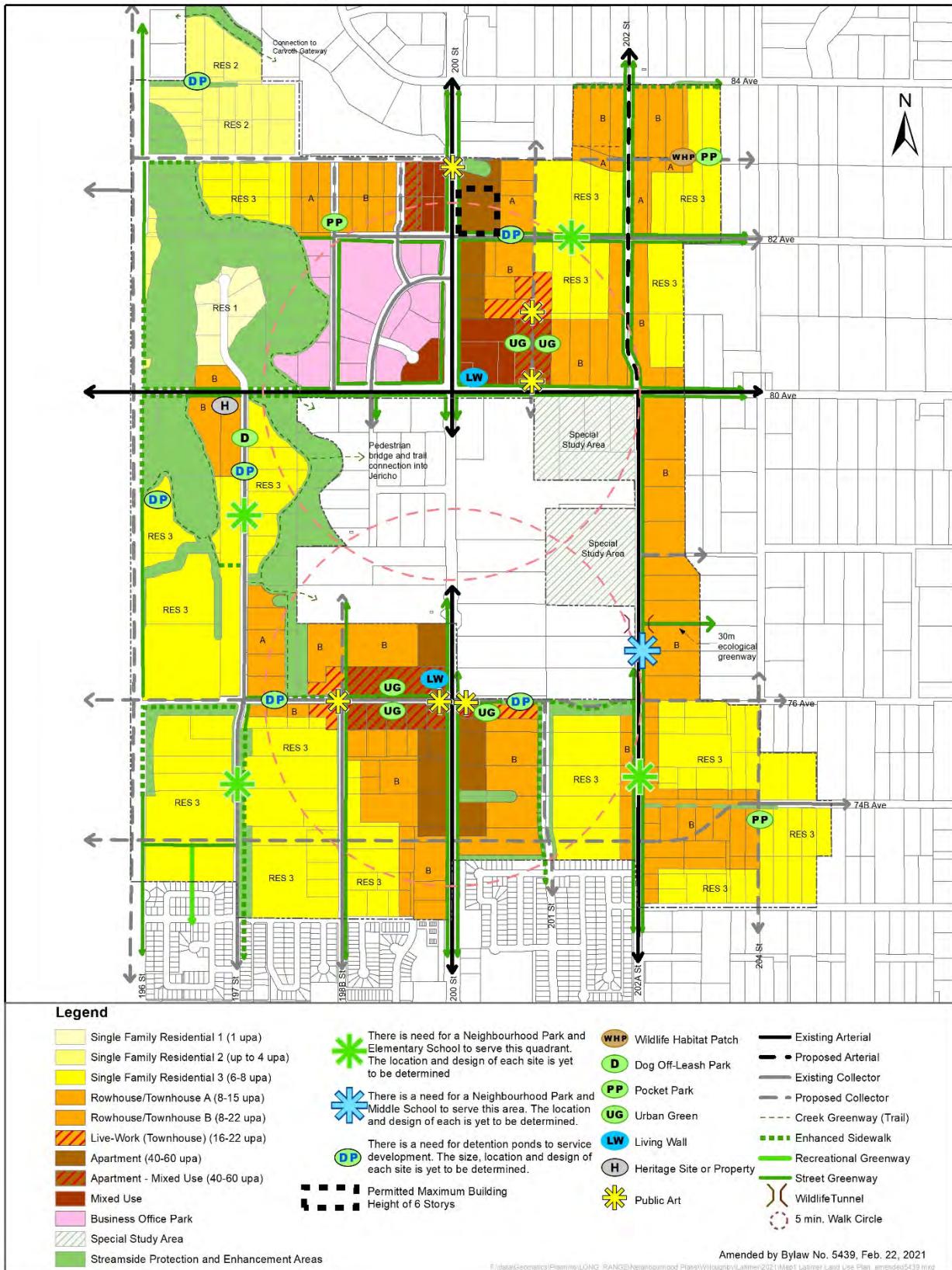
11.4 SPECIFIC DEVELOPMENT PREREQUISITES

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

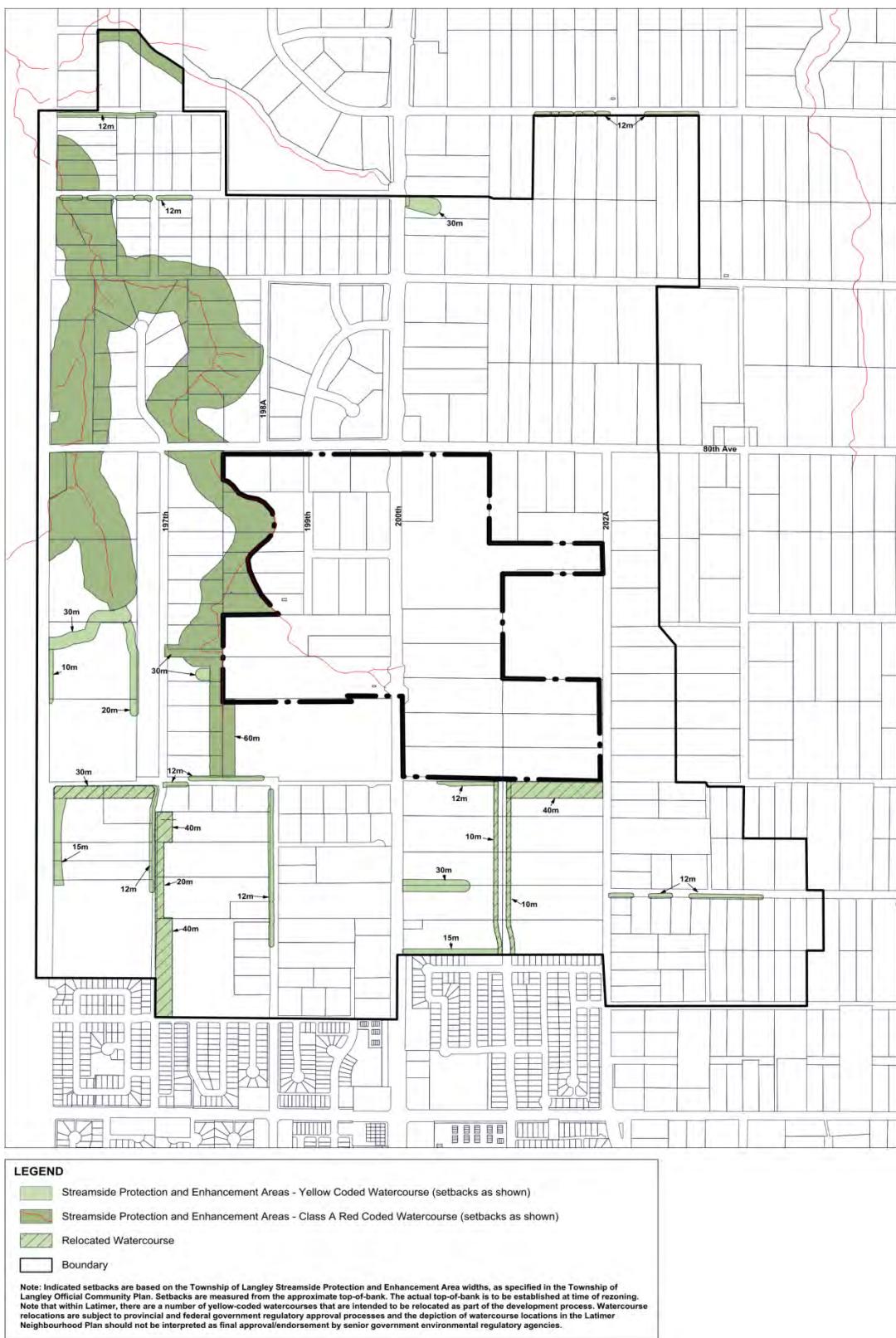
1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provision of this neighbourhood plan together with existing servicing standards as set out in the Township's Subdivision and Development Servicing Bylaw as amended from time to time.
2. Compliance with the Erosion and Sediment Control Bylaw as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
3. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan as amended from time to time, to the acceptance of the Township.
4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.
5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.
6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenway/Trail, Urban Greens, Pocket Parks, Wildlife Habitat Patches, Green Links, Living Walls or Public Art construction.
7. Implementation of environmental protection as outlined within the plan and/or by DFO including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.
10. Secure a child friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.
11. Restoration/relocation, or other means of treatment of heritage resources listed within the plan to the satisfaction of the Township.
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage, etc.);
14. Registration of restrictive covenants that may include, but are not limited to
 - a. Non-disturbance setbacks;
 - b. Driveway access/ location;
 - c. Building setback restrictions;
 - d. Restriction of on-street parking; and
 - e. Exterior Design Control Agreement for single family developments.
15. Register a restrictive covenant on title for the maintenance and upkeep of the green links and ecological buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the green links; and
16. Payment of rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Latimer Amenity Zoning Policy as amended from time to time.

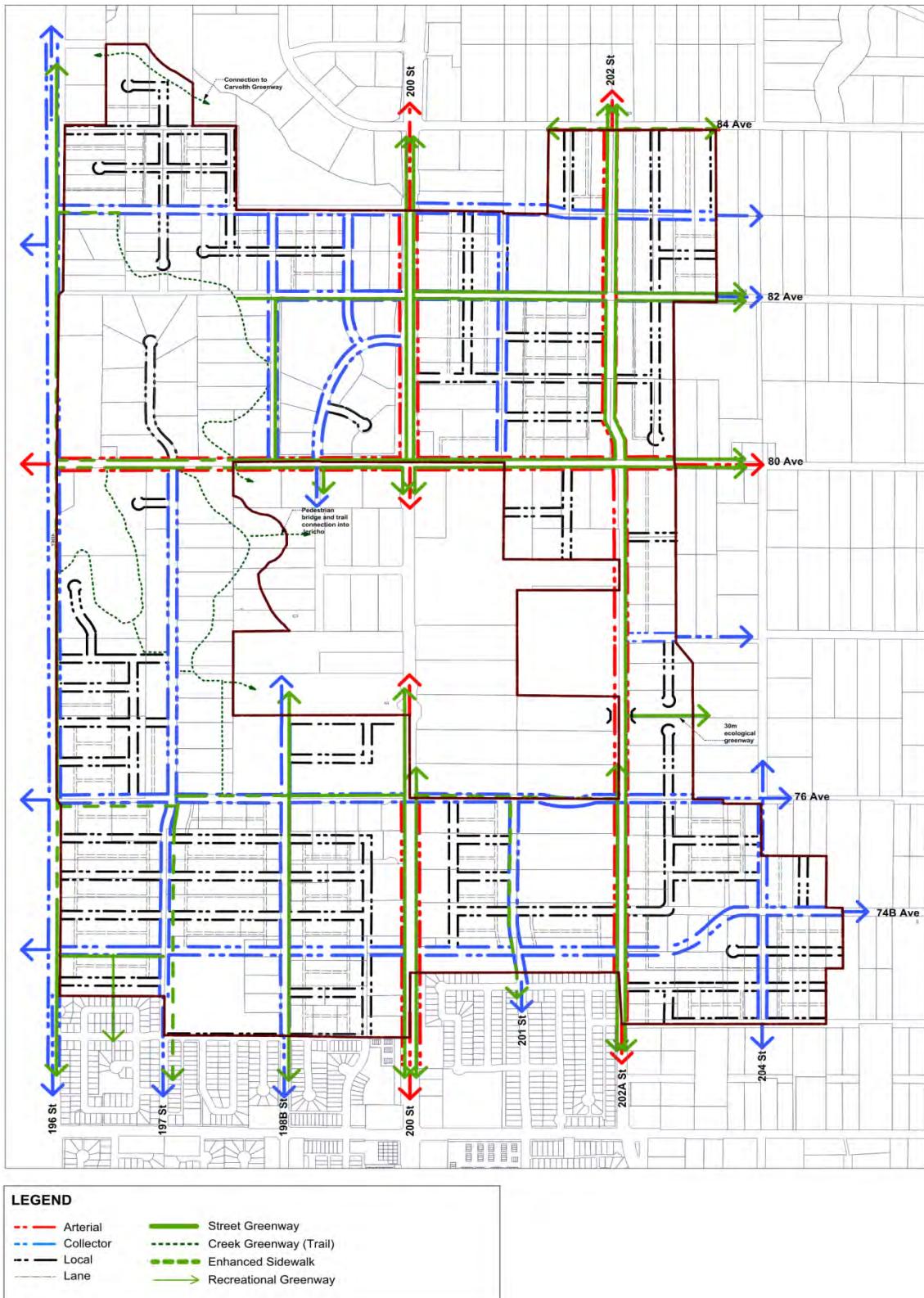
Map 1 - Latimer Land Use Plan



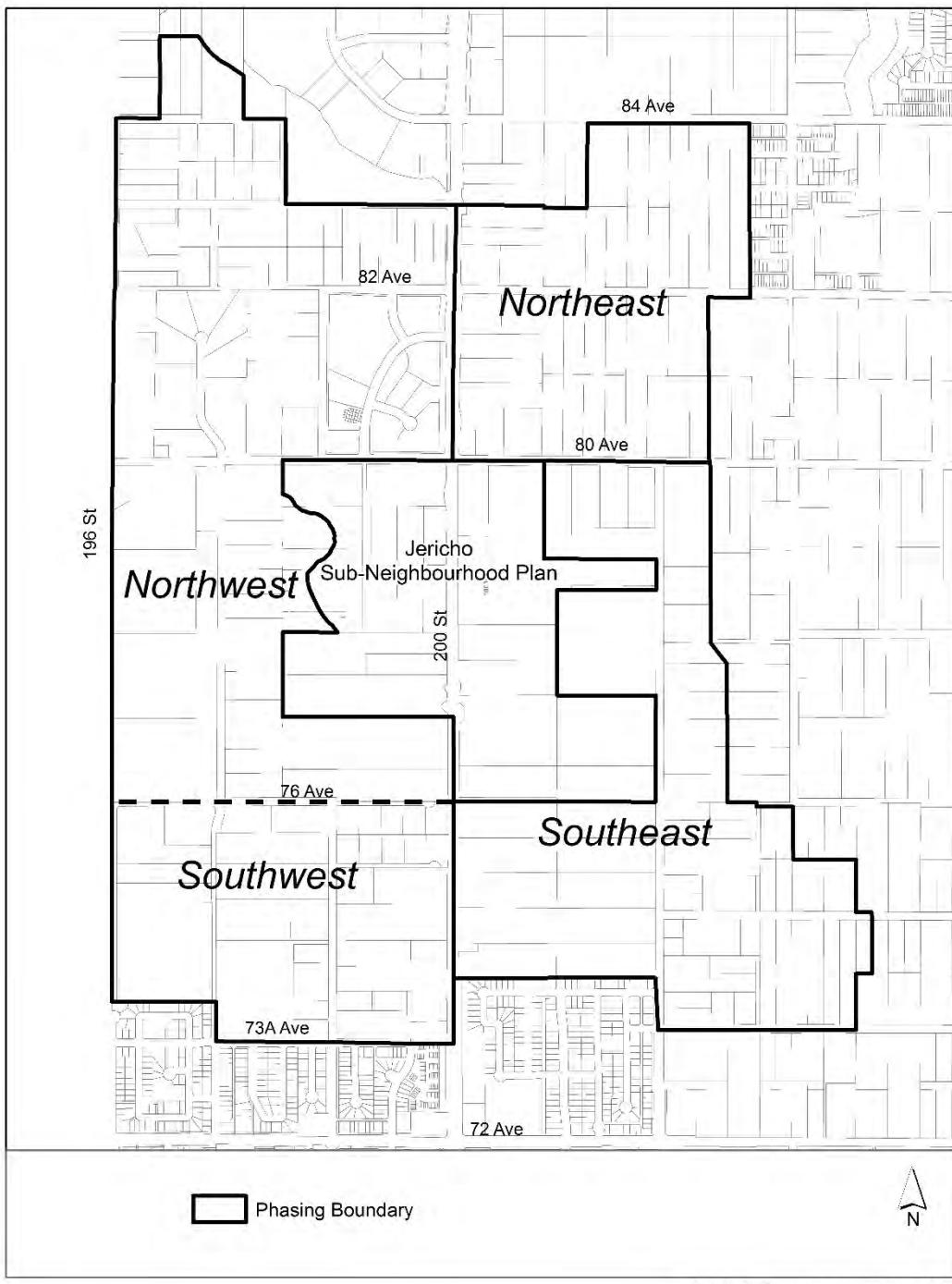
Map 2 – Watercourse Setbacks



Map 3 – Circulation Concept Plan



Map 4 – Development Phasing



Township of
Langley



Est. 1873

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

Community Development Division
604.533.6034

tol.ca