

Township of
Langley

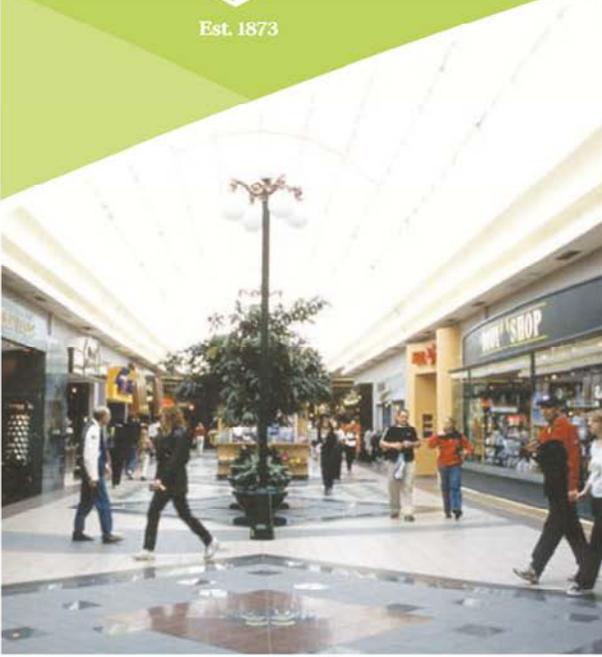


Est. 1873



Langley Town Centre

Community Plan



Adopted April 11, 1994



\$5.15

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (LANGLEY TOWN CENTRE PLAN)
BYLAW 1994 NO. 3361

Adopted by Council on April 11, 1994

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AMENDMENTS

<u>BYLAW NO./NAME</u>	<u>MAP/TEXT CHANGE</u>	<u>DATE OF ADOPTION</u>
3581 (20574 Mufford Cres.)	Text	September 9, 1996

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN 1979 BYLAW NO. 1842
AMENDMENT (LANGLEY TOWN CENTRE PLAN) BYLAW 1994 NO. 3361**

EXPLANATORY NOTE

Bylaw No. 3361 incorporates the Langley Town Centre Plan into the Official Community Plan. The Langley Town Centre Plan has been developed in co-operation with the City of Langley. The plan provides goals, a land use plan, strategies for achieving the goals, design guidelines and marketing actions for the Langley Town Centre area.

SCHEDULE "A"

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (LANGLEY TOWN CENTRE PLAN) BYLAW 1994 NO. 3361

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PREAMBLE

BACKGROUND

The City of Langley and the Township of Langley have cooperated in the preparation of a plan for the Town Centre that serves the two Municipalities.

The Langley Town Centre is a large and growing district that includes most of the retail space in the two Municipalities, a large inventory of office space, a significant proportion of the industrial space in the Langley area, and much of the higher density housing in the community. The Town Centre is clearly the dominant commercial centre serving the City and Township of Langley and nearby parts of Surrey; in fact, it is one of the four largest commercial centres in the Greater Vancouver Regional District. The Town Centre is not designated as a Regional Town Centre by the GVRD, but it is recognized as one of the Valley Town Centres in regional plans.

Rapid population growth in the Langley area and the relocation of office and light industrial businesses from central parts of the region to outer municipalities have fueled rapid development of retail, service commercial, office, and light industrial space in the Langley Town Centre. This growth has helped establish the Town Centre as an important business centre, but with the growth have come questions and concerns such as:

- increasing traffic.
- questions about the kinds of development that should happen in the City and the Township portions of the Town Centre.

- concerns about the possible impacts on the older City retail core of new commercial development in the Willowbrook shopping centre area.
- concerns that the Town Centre should be something more than just a large concentration of commercial space: it should also be a true community focus.
- questions about the future of older, heavy industrial uses that are within the Town Centre and that are likely to experience pressure for redevelopment as the Langley area continues to grow.
- questions about how best to guide the transition from a low density suburban commercial area to a more urban, higher density centre as the trade area population grows and the prominence of the Town Centre increases.

The two Municipalities agreed to cooperate in a town centre planning process, recognizing that, in many ways, the Town Centre is a single entity that serves the whole community and requires an overall plan to guide its future development.

PLANNING PROCESS

The process was divided into three main stages:

The **first** stage consisted of background analysis of land use, development patterns, prospects for future development, services, transportation, and other factors that influence the future of the Town Centre. The **second** stage produced broad suggestions for the future of the Town Centre, including, a statement of goals for the Town Centre, a general land use concept, and a series of land use, development, transportation, and other ideas that would help achieve the vision for the future.

The results of the first and second stages were documented in a report ("Background Analysis and Directions for the Town Centre": November 1992). This material was presented to the Councils and staffs of both Municipalities and to the public at an open meeting. The suggested directions were generally endorsed by the Municipalities and the public as the basis for more detailed planning.

In the **third stage** the Town Centre plan was developed in more detail. A fall draft was produced in June, 1993 and was reviewed by the Councils and staffs, the Ministry of Transportation and Highways, and the general public at an open meeting. The draft was also available for review by interested parties who were unable to attend the meeting. After consideration of all comments, the final plan was produced.

REGIONAL CONTEXT: TOWN CENTRE PLANNING IN THE GVRD

The Greater Vancouver Regional District is a rapidly growing metropolitan area that is heavily constrained by geography. The mountains, sea, and international border confine growth to the narrow corridor of the Fraser Valley. The metropolitan central business district is at the -western edge of the region, so an increasing share of population growth is distant from this major concentration of employment.

For many years there has been a policy in the GVRD to encourage the development of concentrations of retail, office, and housing in suburban locations called town centres. These concentrations have four objectives:

- to achieve a balanced regional distribution of employment and population, thereby reducing the total amount of commuting.
- to encourage some decentralization of office and retail employment, thereby reducing the need for increased transportation capacity to downtown Vancouver.
- to concentrate significant amounts of employment (office and retail) and housing in locations and densities that are supportive of transit and other community services.
- to encourage the creation of focal points -- business, civic, cultural, entertainment -- in the suburbs, thereby making them more complete and attractive communities.

Regional planning provided for Regional Town Centres at six locations within the GVRD (Metrotown in Burnaby, New Westminster, Richmond, Lonsdale in North Vancouver, Whalley/Guildford in Surrey, and Coquitlam). These six Regional Town Centres were identified before the City and Township of Langley became part of the Greater Vancouver Regional District.

The six Regional Town Centres have been regarded as the highest priority locations for Rapid transit service (Seabus to Lonsdale; SkyTrain to Metrotown, New Westminister, and Whalley; and continued discussion about whether or how to serve Richmond and Coquitlam).

While the Regional Town Centres are significant commercial nodes, analysis of actual development patterns and trends in the region leads to two -important observations:

- Regional Town Centres account for significant amounts of office and retail space, but large amounts of space exist, and continue to be developed in other centres.
- Some centres (Langley in particular) are considerably larger than some of the Regional Town Centres.

Regional centres policy is likely to evolve based on these realizations. There will probably be a general increase in the attention given to centres other than the six and there will be increasing recognition of prominent centres such as Langley.

The Langley Town Centre plan is based on 3 important premises regarding regional centres planning:

1. This Plan endorses the objectives of creating concentrations of employment and housing as part of the overall regional growth strategy.
2. This Plan endorses the principle that, to be successful, Town Centres must not only be concentrations of employment (i.e. concentrations of office and retail space) and housing: they must also provide an interesting and attractive focus for business, culture, entertainment and community life.
3. The Langley Town Centre is clearly one of the major business concentrations in the GVRD and it is a focus for shopping, employment, entertainment, community services, and housing. Langley Town Centre warrants recognition as a major regional centre.

PRINCIPAL INFLUENCES ON THE PLAN

The Town Centre planning process has been influenced by many factors at the local and regional levels, including land use, market conditions, growth prospects, community attitudes, services, transportation, heritage, and regional planning. The background report contains information about these factors.

Five factors stand out as being particularly influential in shaping the goals, concept plan, and policies for the Langley Town Centre.

1. Prospects for Growth

The Langley area is likely to continue to experience rapid population and business growth. Residential growth will occur in multifamily redevelopment of lands in the Town Centre and in new/existing communities along the entire western border of the Township, all of which are in the Town Centre's trade area. Industrial growth will occur in Mufford, Northwest Langley, and Gloucester, all of which will contribute to professional and service business growth in the Town Centre.

The Town Centre has the market potential and the capacity to accommodate significant multifamily residential, office, retail, and service development.

2. The unique dual character of the Langley Town Centre

Major town centres in the GVRD fall into two categories:

- newer development areas in which commercial development is suburban in nature (automobile-oriented, large amounts of surface parking, linear form, not pedestrian in character, dominated by regional shopping centres, spread out). This group includes Richmond, Whalley/Guildford, Coquitlam, and Metrotown, although Metrotown has started to achieve sufficient density and mix of use that some pedestrian-oriented character is emerging.

- older commercial areas that started as the downtowns of communities that pre-date the suburbanization of the region. This group includes New Westminster and Lonsdale. These two areas have also attracted some new development, mainly on redevelopment sites adjacent to the old downtown core (on formerly waterfront industrial lands in both cases).

The Langley Town Centre has aspects of both categories. It has an older, pedestrian-oriented downtown (in the City) with a mix of old and new buildings, an attractive streetscape, and nearby multifamily development. It also has a rapidly developing commercial area focused on a regional shopping centre (Willowbrook); this area is automobile-oriented, low density and suburban in character.

Langley Town Centre is the only major regional centre with substantial capacity for growth of the low density, automobile-oriented retail development that accounts for most of the new commercial development in suburban communities and the attractive, interesting character of an older, pedestrian oriented, human scale, small downtown. This dual character provides one of the region's better opportunities to achieve the dual objectives of town centre planning: accommodating a concentration of housing and employment and providing a pedestrian oriented shopping, business, cultural, civic, and entertainment focus for the community.

3. A special urban/rural relationship

Langley Town Centre is the only major regional centre that borders on agricultural land, and large tracts of natural open space. The adjacent farm lands and conservation areas do not really constrain development (because the Town Centre includes large vacant or redevelopable sites with significant potential to accommodate development), but they do impart a distinct character that residents value highly. Improving the relationship between the Town Centre and the open lands will give Langley a unique character as an urban centre within an agricultural community.

4. Transportation

The Town Centre is well-served by major road routes linking it with concentrations of people and business to the north (Walnut Grove, Fort Langley, north Langley industrial area), south (Brookwood, Femridge), east (Murrayville, Aldergrove) and West (nearby parts of Surrey).

However, some major road routes intersect at grade with a major rail line. This rail line and the Langley Bypass also tend to divide the Town Centre into a northern and a southern area that are not well linked.

The Town Centre needs improved road and transit access to accommodate additional development to serve Langley's growing population.

5. The attractiveness of the Town Centre for housing

The Langley Town Centre is an attractive area for medium and high density housing. The Town Centre offers many amenities, employment, flat terrain, and services: it is a place where people can live with minimal dependence on cars. The Town Centre plan capitalizes on the potential for more residential development.

1.0 INTERPRETATION

The Preamble section of this Town Centre Plan is intended for information and is not part of the Plan.

The Town Centre Plan necessarily contains policies and guidelines for the whole Town Centre area, even though this area is under the jurisdiction of more than one Municipality.

Implementation of this Plan requires adoption, by bylaw, of the Plan by the individual Municipalities. Rather than split the Plan into two parts for separate adoption, the overall Plan is being adopted. This should be interpreted as follows:

- each Municipality adopting the Plan is endorsing the overall goals and intent of the entire Plan.
- each Municipality adopting, the Plan is adopting the detailed policies and guidelines that pertain to the part of the plan area that is within the Municipality's jurisdiction.

2.0 PLAN AREA

Map 1 shows the boundary of the Town Centre plan area. The plan area is much larger than the old commercial core, or downtown, for several reasons. First, there are now two major retail concentrations in the area -- the older downtown in the City of Langley and the Willowbrook regional shopping centre area in the Township -- which each serve the whole community in different ways. One of the main aims of the Town Centre plan is to guide the future role of these two areas, to create a relationship that is more complementary than competitive.

Second, near the two retail cores there is a mix of light industrial, heavy industrial, and service commercial uses. New light industrial, service commercial, and business park development in this area is providing new employment and strengthening the role of the Town Centre, but this rapid growth should be guided. Older industrial uses in the area will experience increasing redevelopment pressure over time, and need guidance for the transition to higher intensity land uses such as retail, office, or housing.

Third, there are residential areas adjoining the Town Centre that have been redeveloping from single family to multifamily. These areas are providing increasing demand for businesses and institutions in the Town Centre.

The plan boundary was drawn to include all of these surrounding areas that contribute to, and have an influence on, the future of the Town Centre. Map 2 shows some prominent features of the area and Map 3 shows existing general land use patterns within the plan area.

3.0 GOALS OF THE TOWN CENTRE PLAN

The Langley Town Centre Plan has six main goals:

1. To confirm and enhance the Town Centre's role as the commercial core and the community focus of the City and the Township of Langley.

The Town Centre is presently the main shopping and business centre in the Langley area and it also performs important civic and cultural functions as well. The Town Centre plan is based on the premise that, as Langley develops, it will be increasingly important to have a community core with a strong image.

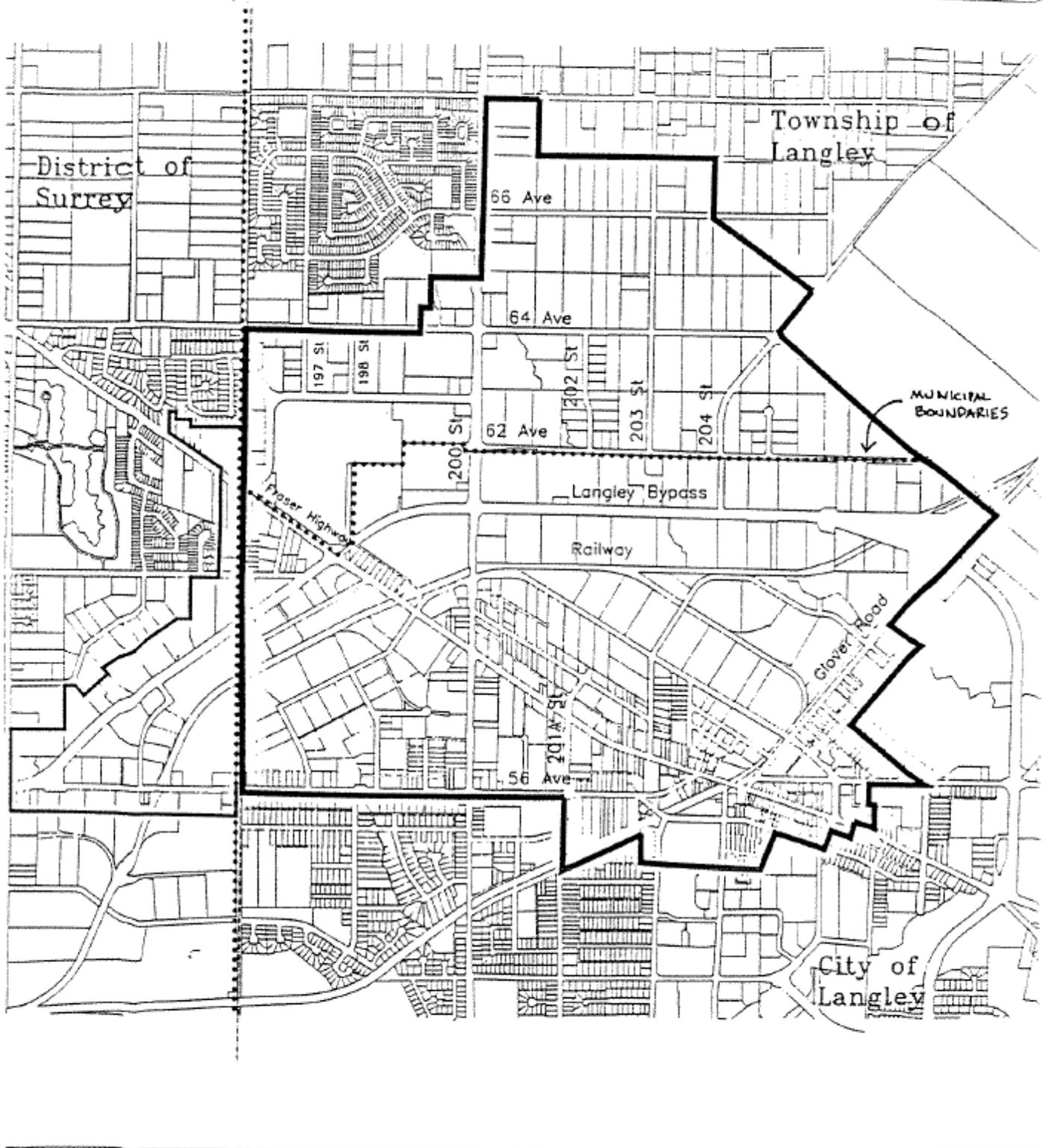
2. To help the Town Centre increase its stature as a regional business centre serving the eastern portion of the Greater Vancouver Regional District and the central Fraser Valley.

The Town Centre has a good location, capacity for development, and attractive features, giving it good prospects for retail, office, and light industrial development. This development and the related employment bring benefits to the community. The plan is intended to help attract and guide good quality development.

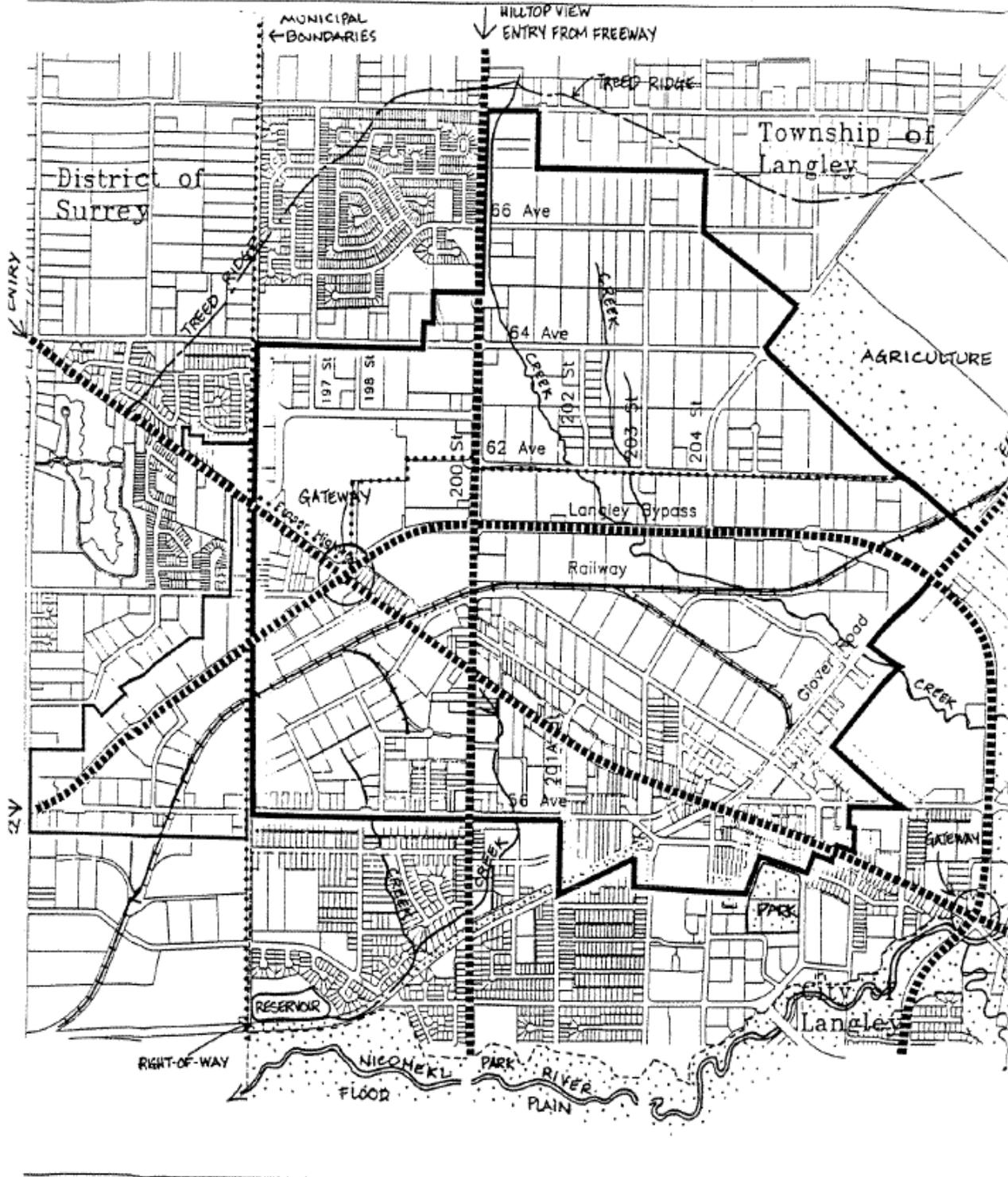
3. To accommodate new development while retaining the attractive character of the older downtown core and retaining a strong relationship with adjacent open lands.

The Town Centre plan seeks to capitalize on Langley's opportunities while retaining the special features that make the Langley Town Centre attractive.

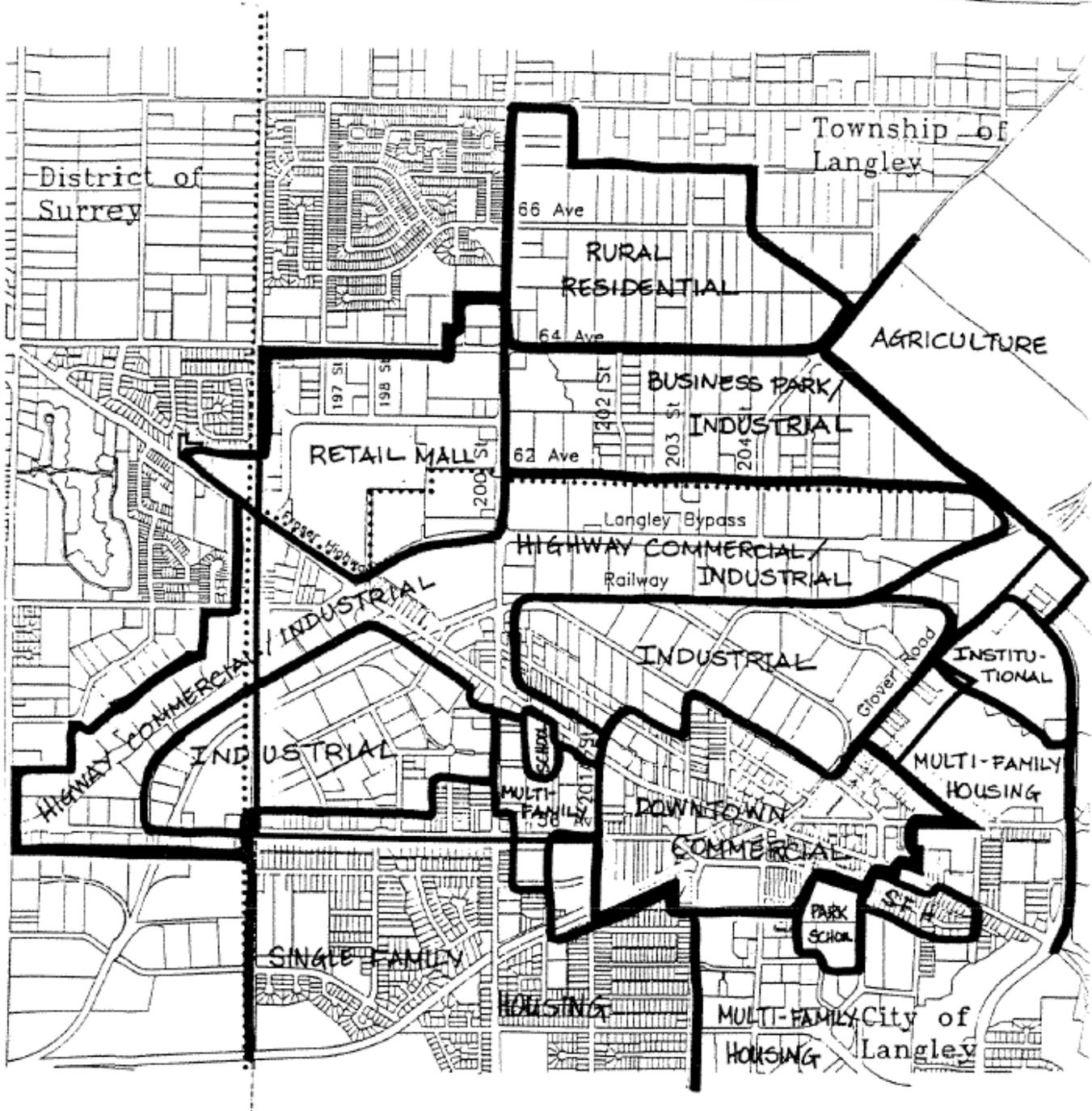
MAP 1 LANGLEY TOWN CENTRE PLAN AREA



MAP 2 TOWN CENTRE EDGES AND BOUNDARIES



MAP 3 EXISTING LAND USE PATTERN



4. To create a more physically attractive, pedestrian-oriented and enjoyable shopping, business, cultural, and civic centre.
5. To seek recognition as a Regional Town Centre and to ensure that the Langley Town Centre is considered in regional and provincial plans for transit, regional development, and the location of major institutional uses.
6. To maintain and increase the Town Centre's attractiveness as an, urban residential neighbourhood with a strong pedestrian orientation.

4.0 TOWN CENTRE LAND USE PLAN

One of the principal aims of the town centre plan is to guide future land use and urban development.

Map 4 shows the proposed land use plan that will guide zoning and development in the City and Township portions of the Town Centre.

The main land use policies incorporated in the land use plan are as follows:

1. As shown in Map 5, the Town Centre plan acknowledges the two existing commercial cores -- downtown and Willowbrook -- and regards the presence of these two cores as a significant commercial opportunity.

This unique dual core pattern gives the Town Centre the ability to enjoy suburban commercial growth and maintain an attractive, pedestrian-oriented, older downtown.

These two cores are not seen as competitive; each has characteristics that will appeal to different kinds of development.

The uses allowed in each area (as outlined below) are similar, subject to the planning and design guidelines in Section 6.0.

2. The area defined as "Downtown - Mixed Use" includes the older downtown area of the City plus surrounding sites that have significant redevelopment potential.

Subject to the guidelines in Section 6.1, this area is suitable for:

- retail and service.
- office.
- multi-family residential.

- civic, cultural, and institutional uses. This area is the preferred location for uses such as library, arts centre, and post-secondary education, because of the potential for spin-offs, pedestrian links to commercial and residential areas, and architectural character.

3. The area defined as "Willowbrook - Mixed Use" includes the existing regional shopping centre and surrounding lands. Subject to the guidelines in Section 6.2, this area is suitable for:

- retail and service.
- office.
- multi-family residential.

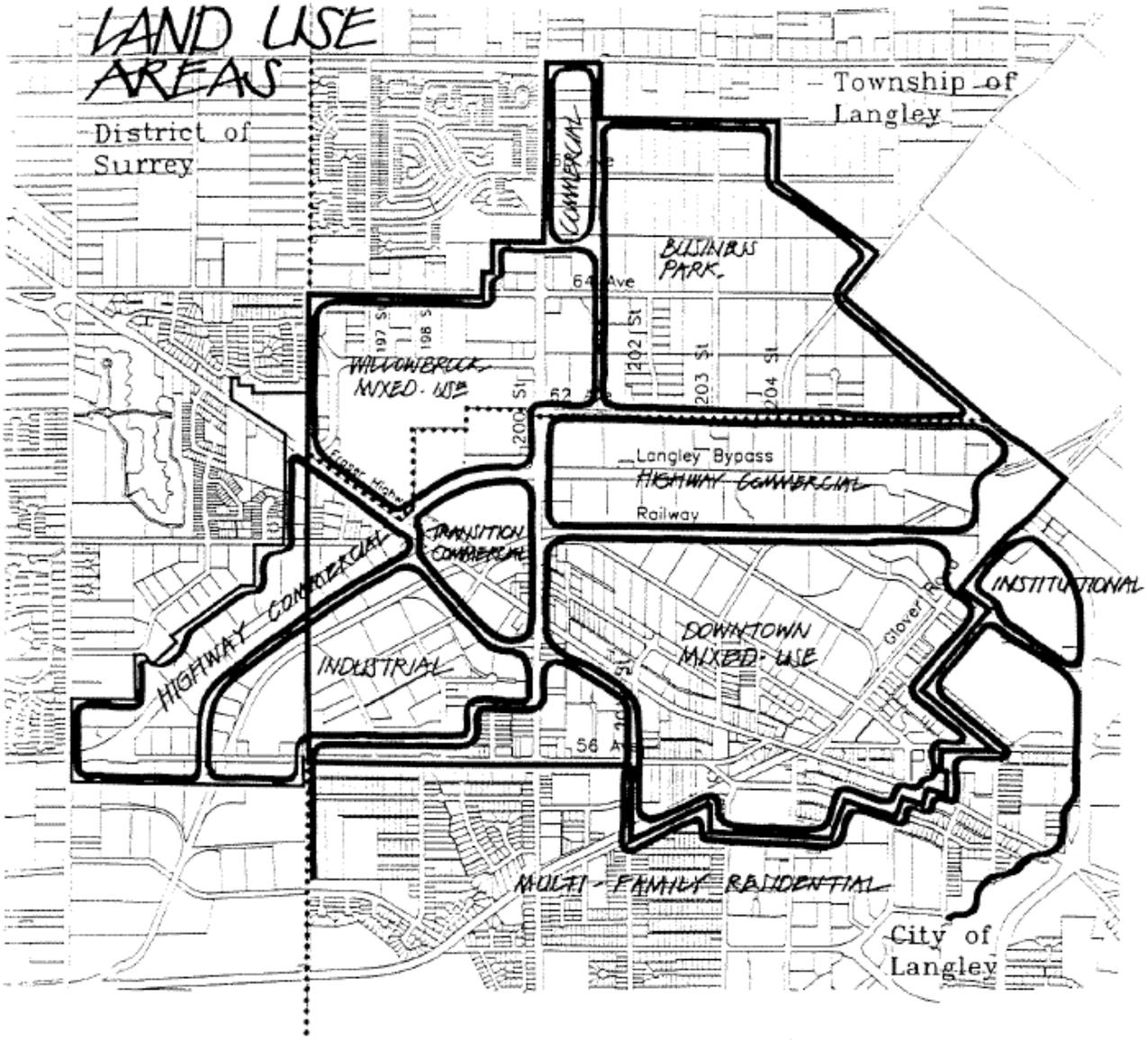
4. The "Highway Commercial" area along the Langley Bypass is suitable for:

- light industrial.

- service commercial (e.g. sales and service of vehicles and equipment, building supplies).

MAP 4

LAND USE AREAS

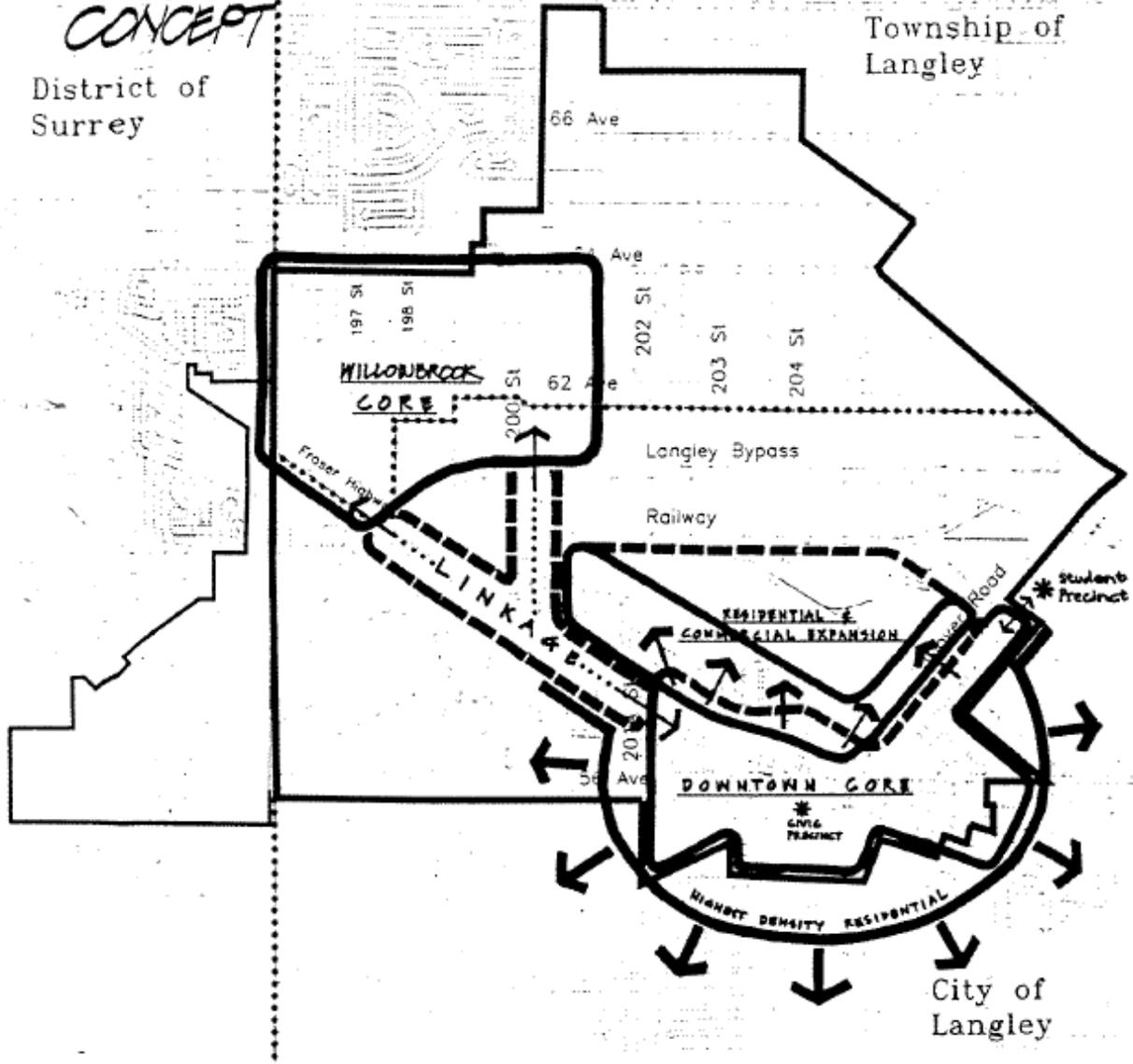


MAP 5

TWIN CORE CONCEPT

District of Surrey

Township of Langley



5. The "Transition Commercial" area between the two cores presently has a highway commercial character, but its future development potential will be influenced by several factors:
- the decision on whether or how to create grade-separated rail crossings at 200th Street and the Fraser Highway (see 5.4 and 6.3) will have a great effect on the character of this area.
 - the location between the two main commercial cores will create commercial opportunities as the two cores densify.
 - in the short-term, the frontage on the major roads will continue to make this an attractive location for service commercial uses wanting high accessibility and exposure.

This area should continue to be used for lower density, service commercial uses at least until the rail crossing issue is resolved. In the longer term, this area will require detailed planning to take advantage of its potential to link the two cores.

6. The "Business Park" area, (which includes the Mufford Industrial area and the Willowbrook Business and Office Park area) is suitable for office, high quality light industrial, and retail/service uses that are ancillary to light industrial or office uses.
7. The "Multifamily Residential" area south of downtown is an area in which additional higher density housing is encouraged.

5.0 STRATEGIES FOR ACHIEVING THE GOALS FOR THE TOWN CENTRE

This section outlines a range of proposed strategies that will help achieve the goals of the Town Centre plan. These strategies can be implemented individually or in concert, and can proceed on different schedules.

- 5.1 Encourage and allow more multifamily housing in the Town Centre and particularly around the downtown core.

The older downtown area is the most pedestrian-oriented part of the Town Centre. This area does not have the same traffic and parking capacity as Willowbrook and so will benefit from a larger population within walking distance. Willowbrook is also a good location for multifamily development, although more effort will be required to make this an attractive, pedestrian oriented residential neighbourhood.

- 5.2 Encourage redevelopment of the older industrial and commercial areas adjacent to downtown as market conditions permit and encourage infilling and densification of Willowbrook over time.

There is a large inventory of vacant or under-used land around the downtown. This land provides great capacity for additional multifamily, office, and retail development. As shown in Map 6, the transition to commercial or residential use should be encouraged first on lands immediately adjacent to the existing core.

Map 6 also shows schematically gradual infill, densification, and expansion of the street pattern in Willowbrook.

- 5.3 Improve the pedestrian environment of the Town Centre by adding new parks and civic squares and by creating links where possible to other nearby open spaces via a "greenway" system for pedestrians and bicyclists.

As shown on Map 7 open space objectives should include:

- using landscaping to mark the gateways to the Town Centre.
 - creating a new park or square in the downtown core.
 - earmarking a site for a park or square in Willowbrook, in anticipation of future densification in this area.
 - linking the downtown core to the Nicomekl River via a new "greenway" along the old rail right-of-way.
 - linking the downtown to the Mufford Industrial area and Willowbrook Business Park and Office area to the north with a route for pedestrians and cyclists.
- 5.4 Designate the rail crossing at 200th Street as the highest priority for grade separation within the Town Centre and place second priority on a grade separated crossing at the Fraser Highway.

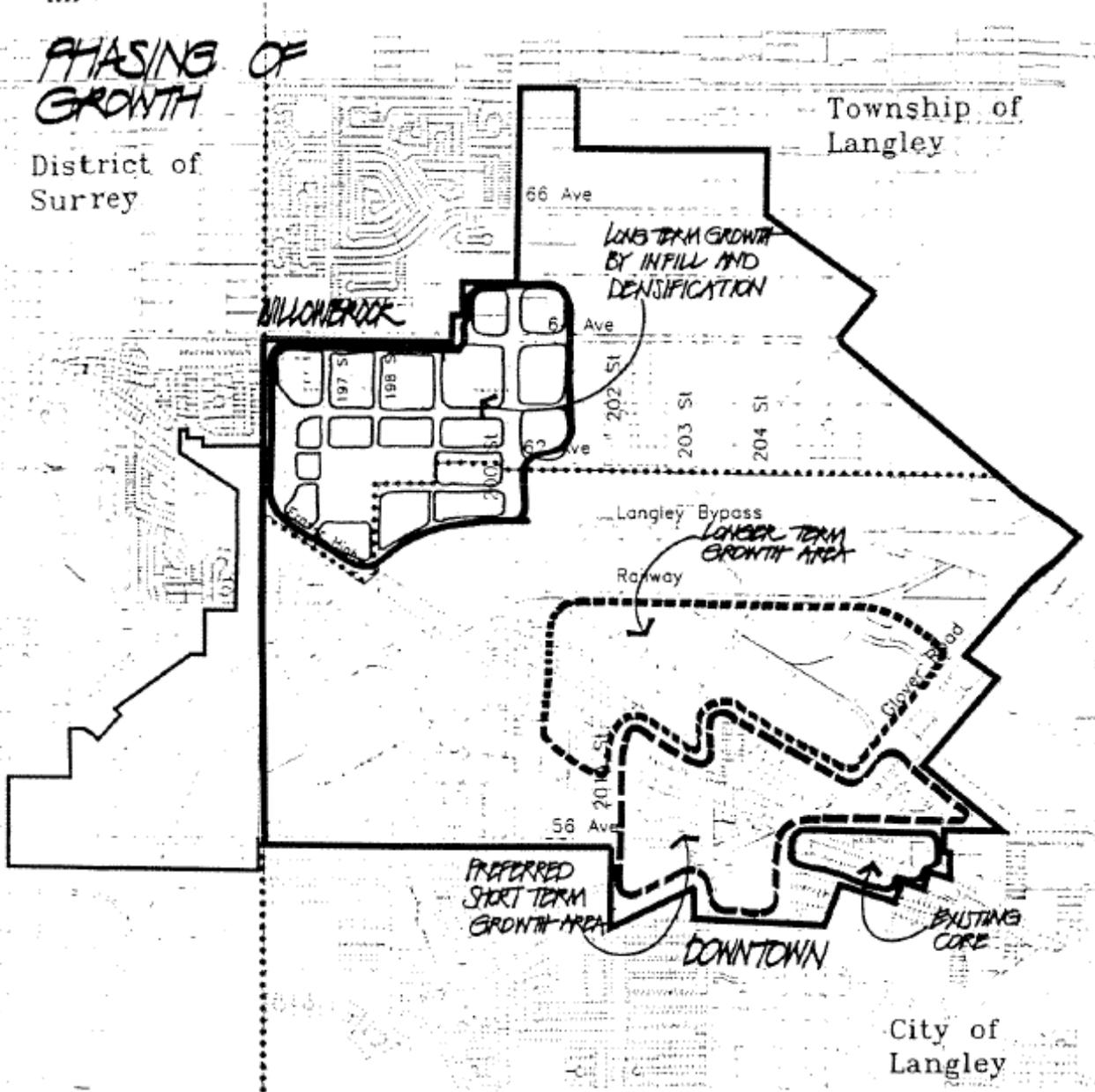
Ideally, this major rail line would be relocated away from the Town Centre. Assuming this is not possible, however, it will become increasingly important to construct grade separated access points. 200th Street and Fraser Highway are both key entry points for the Town Centre, so they are the main candidates for grade separation, as shown in Map 8. The Fraser Highway, as a major entry to the Town Centre from the west and as a major retail street, must remain a continuous road and should not be closed at the rail crossing as has been suggested in some Highways plans.

MAP 6

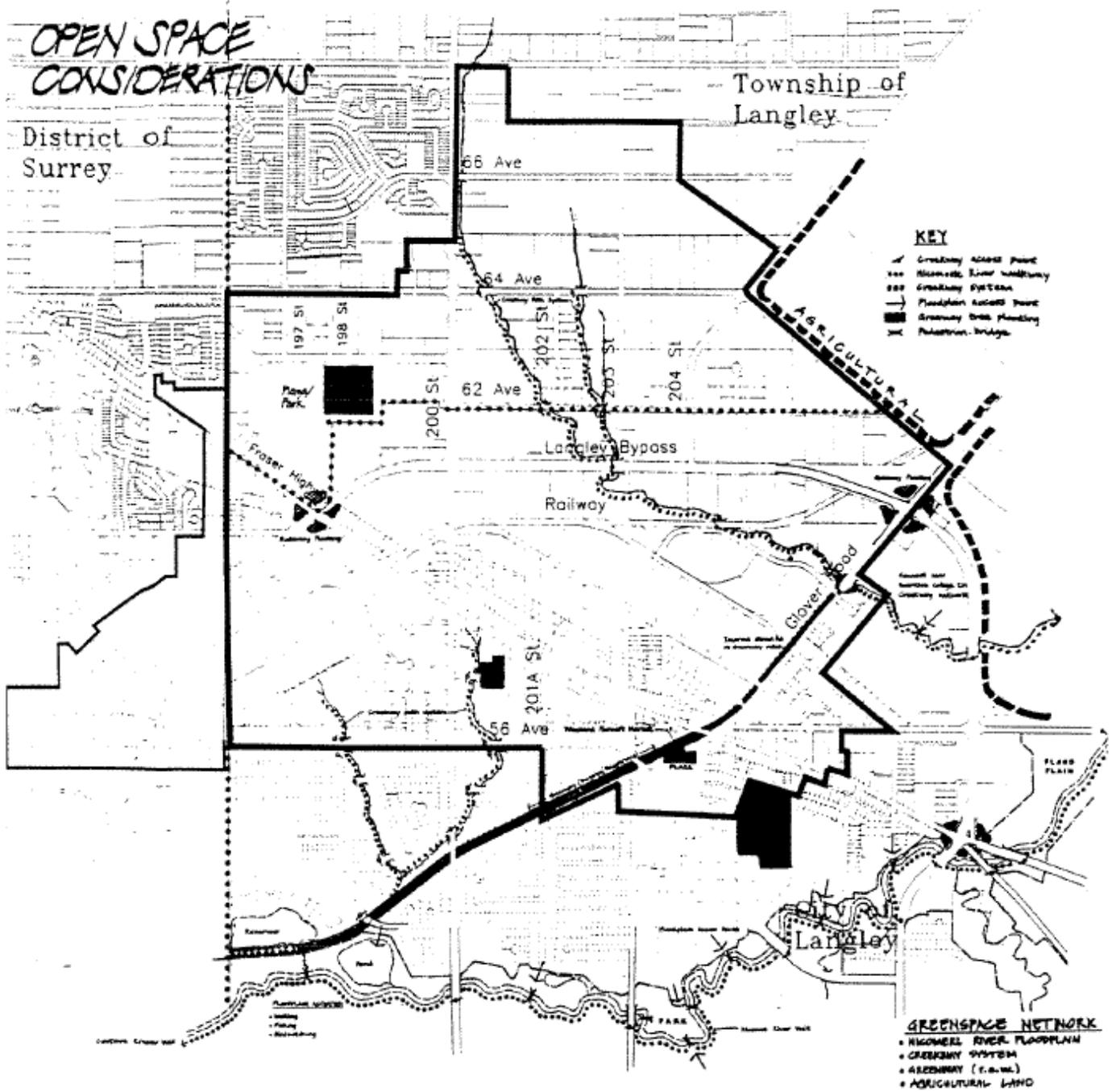
PHASING OF GROWTH

District of
Surrey

Township of
Langley



MAP 7



These proposed grade separated crossings will constrain the future development of adjacent lands, which are therefore assumed to remain in highway commercial use for the time being.

- 5.5 Acknowledge 200th Street and the Fraser Highway as the two "main streets" of the town centre.

Those streets are important access routes, strong business frontages, and the main links between the Willowbrook and downtown cores. These streets should be priority locations for streetscape improvements (e.g. lighting, planting, signage, sidewalks) that would make the area more attractive for pedestrians and people in vehicles (see Map 8).

- 5.6 Try to create a new north-south road link on 204th Street between the downtown and the Mufford Industrial area and Willowbrook Business Park and Office area.

The business park and industrial area will accommodate a large increase in office and good quality industrial space. People working here should have convenient road and pedestrian access to downtown (see Map 8).

5.7 Pursue a two-part strategy for improving transit service for the Town Centre:

- in the short-term, emphasize bus service improvements to and from the Town Centre within the main trade area (i.e. the City and Township). Improved transit service for shoppers and employees will help encourage retail, service, and office businesses to concentrate in the Town Centre.
- to preserve options for the long-term, protect possible rights-of-way for rapid transit, such as existing rail corridors.

5.8 Encourage educational institutions to locate in the Town Centre.

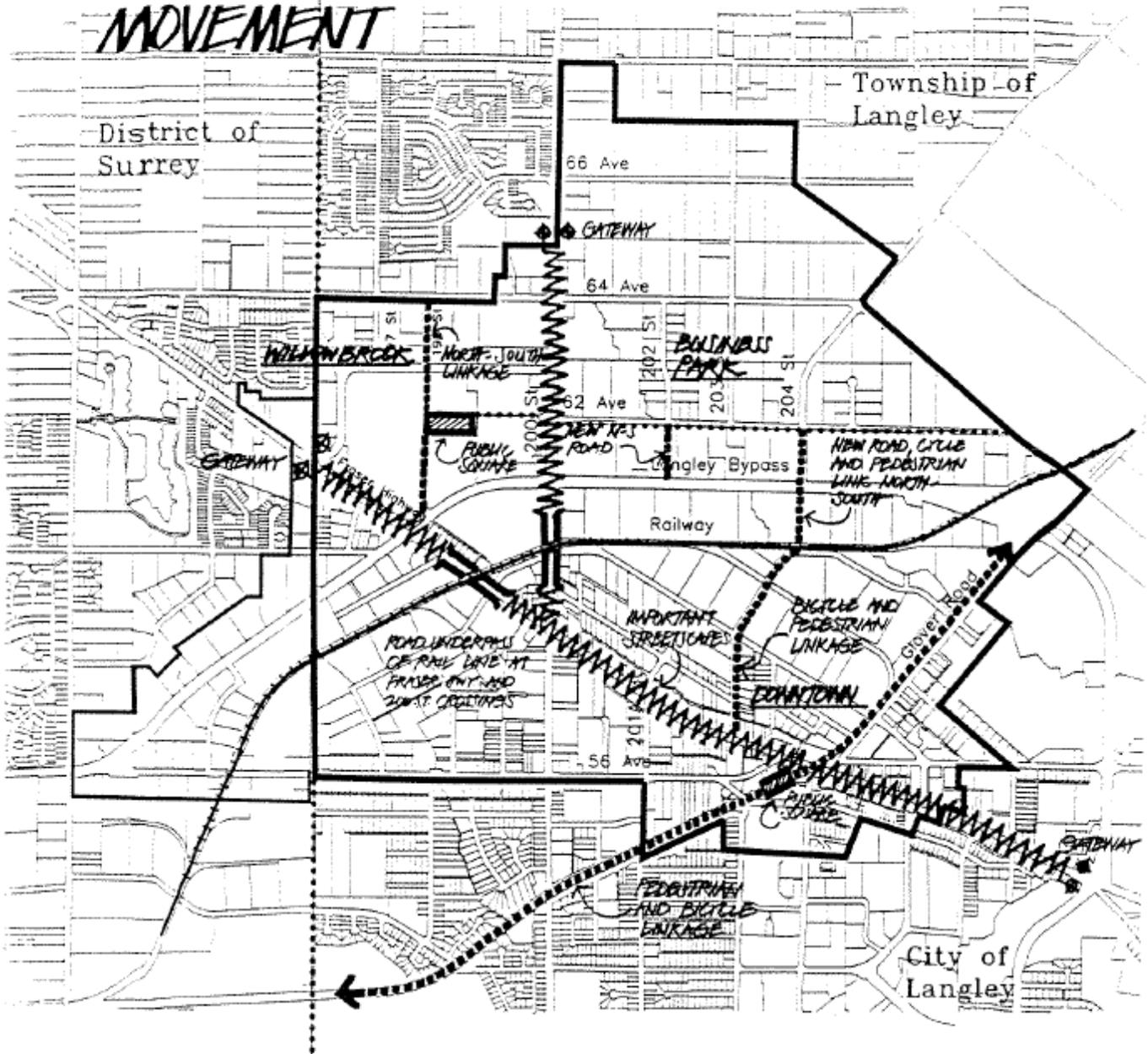
The growing Fraser Valley may require the development of new significant educational facilities, such as community colleges, universities, or technical schools. Following the good example of the new Kwantlen College, new major educational facilities should be located in the Town Centre (particularly adjacent to the older downtown) where they can generate economic spin-offs, enrich business and community life, and help focus transit service.

5.9 Encourage cultural and civic facilities to locate in the Town Centre.

The Town Centre is the preferred location for arts and cultural facilities, main library, or other prominent civic institutions that draw people and can create spin-offs.

MAP 8

MOVEMENT



The Township has designated a site for an arts centre in the civic core, near the Municipal Hall. Consideration should be given to finding a site in the Town Centre instead, although the civic core site should be retained until a suitable alternative is found. A site in the Town Centre would offer significantly greater opportunities for economic spin offs and for daytime use of the facility.

6.0 PLANNING AND DESIGN GUIDELINES FOR AREAS WITHIN THE TOWN CENTRE

The Town Centre has been divided into six main sub-areas, based mainly on proposed land use.

Planning and design guidelines are provided for these sub-areas. The guidelines are intended to assist the Municipalities, land owners, developers, design professionals and the general public in making land use and development decisions and working to achieve the full potential of the Town Centre.

The guidelines are intended to provide suggestions, direction, and useful standards, but they are not fixed rules. The guidelines should be seriously considered when planning or reviewing any proposals for private or public sites in the study area, but they must be interpreted carefully for each situation, not uniformly imposed regardless of individual circumstances. Many of the guidelines deal with the important role of the Municipality in ensuring that good urban design is attained through the design of public streets and open spaces. The detailed design of all streets and highways in the area should go beyond sound engineering and into the disciplines of urban design and landscape architecture.

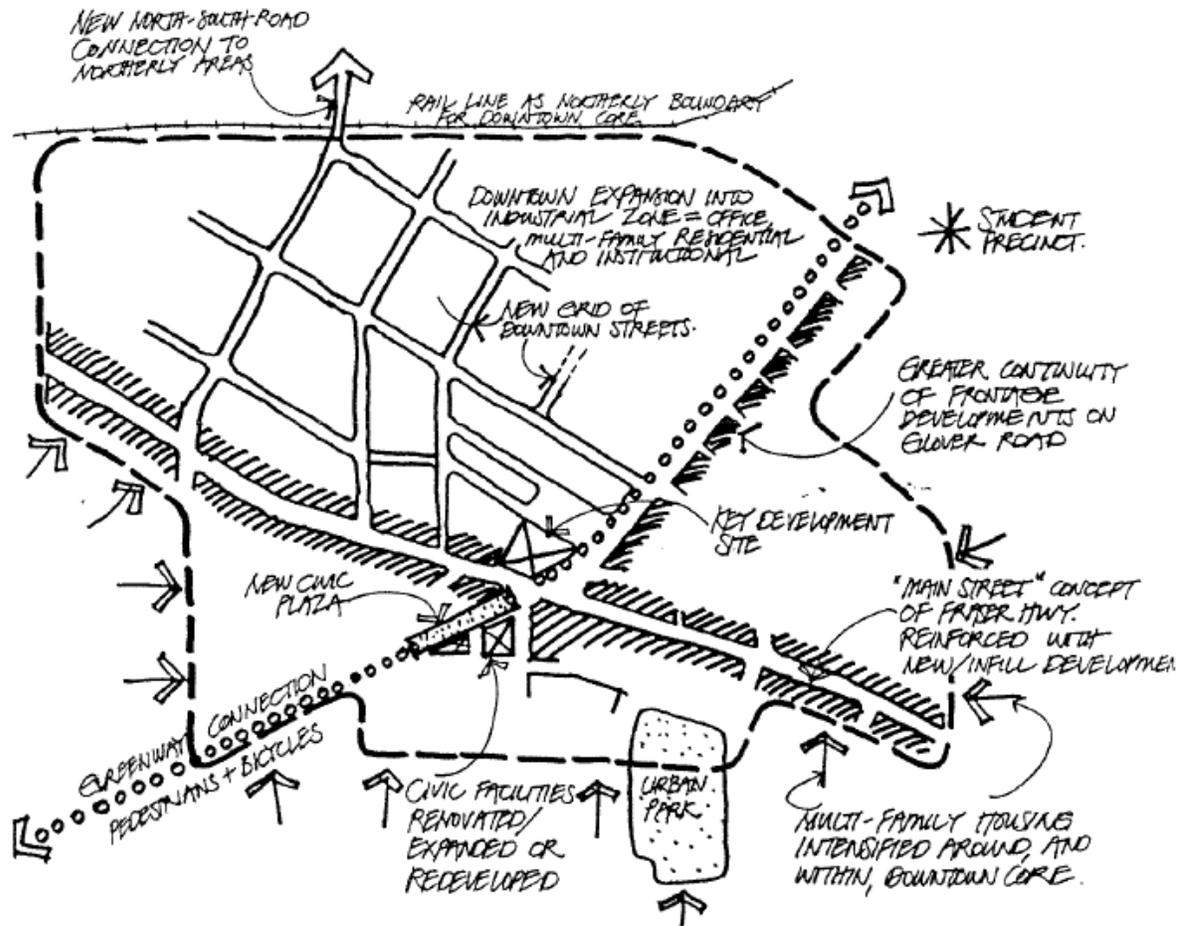
6.1 DOWNTOWN CORE

The urban design guidelines for the Downtown Core are intended to enhance its role and character as the established retail and cultural focus of the community and maintain and increase its appeal as an urban residential neighbourhood. Some of these guidelines are illustrated in Map 9.

1. Maintain storefront character and diversity along downtown streets to ensure downtown's ongoing role as a traditional shopping precinct and as an alternative to "the mall". This includes requiring buildings to be built to the sidewalk property line and not allowing surface parking in the front of buildings. Continuous retail frontage should be encouraged along predominantly retail segments of streets.
2. Encourage increased multifamily residential development throughout and adjacent to the downtown area to increase the customer base and to increase pedestrian activity.
3. Provide mixed-use zoning north of the existing retail core to allow for the future development of housing, office and institutional projects as part of the downtown. Zoning should be staged.
4. Develop a major civic square, adjacent to the existing City Hall and Library, within the original rail right-of-way lands.
5. Encourage a mix of building types, styles and heights in the downtown, rather than adopting any one architectural theme or style.
6. Extend public streetscape improvements to create a downtown identity with coordinated paving, lighting, tree planting and furnishings.

7. Investigate the feasibility of using the former rail right-of-way through the core as a "greenway" that would ultimately link the Nicomekl River basin with the agricultural lands north-east of Kwantlen College.
8. Investigate the feasibility of making road, bicycle and pedestrian linkages through the industrial and highway commercial lands to the industrial/business park area to the north of the Bypass.
9. Establish realistic limits on the extent of the "main Street" portions of the Fraser Highway, as a shopping, street, and create a sense of gateway at the east and west ends.
10. Parking can be handled differently in different parts of downtown. In higher density developments and main retail streets, off-street parking should not be allowed in surface lots in front of buildings. Parking should be behind, in structure, or provided in shared located via a payment-in-lieu system. Lower density projects not on main retail streets can use surface parking, but it should be landscaped and, as much as possible, behind buildings.

MAP 9



Downtown Core

Demonstration Plan for
Illustrative Purposes only

6.2 WILLOWBROOK CORE

The overall objective of the urban design guidelines for the Willowbrook Core area is to create a more "urban" pattern of development. This will mean a gradual restructuring of the shopping centre surrounded by surface parking to a new set of streets bordered by infill development.

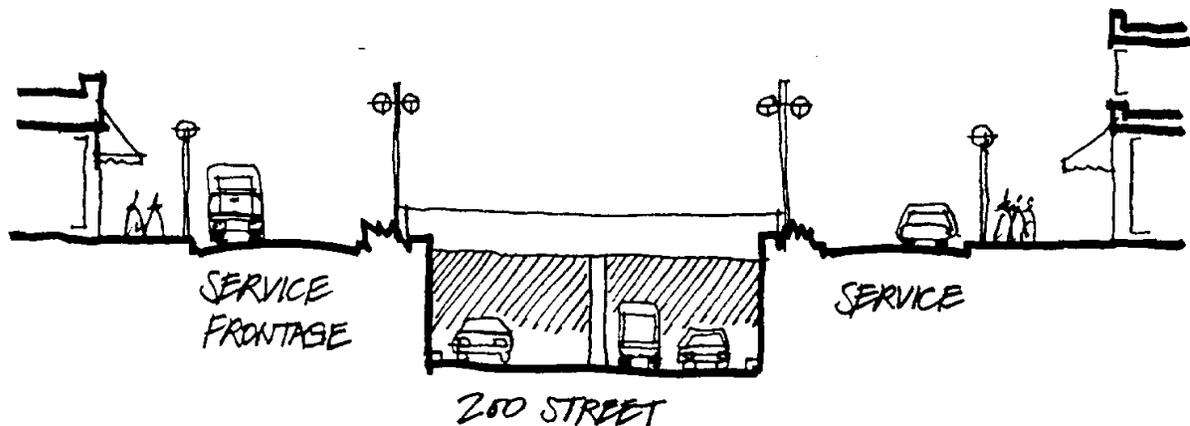
1. Introduce a finer pattern of streets into the existing area, breaking up the large parking lots into development sites for future building infill.
2. As the density of development increases, parking should increasingly be in structure, not in surface lots.
3. Encourage infill development to create street frontages with surface or structured parking behind, not in front of, the new buildings.
4. Ensure that the ground floor of new development includes retail or other public-oriented use facing the street frontages.
5. Encourage multifamily residential development, particularly in the north section of Willowbrook, in mixed-use or exclusively residential buildings.
6. Any new development on 200th Street should be built closer to the fronting property line, with a landscaped setback of five metres and with parking behind the development.

7. Develop a civic square, centrally located and approximately one-half acre in size, as a focus for pedestrian activity in the Willowbrook Core. Commercial space around the square should be occupied by uses that will animate the area, such as retail and restaurant. This square could be achieved as part of the next major commercial development in Willowbrook.
8. Encourage a mix of building types and heights but also establish some unifying urban design and architectural elements, such as building lines, continuous retail frontage, pedestrian - cover, building materials, and landscaping treatment.
9. Implement coordinated public streetscape improvements such as paving, lighting, tree planting and furnishings throughout the Willowbrook area.

6.3 THE AREA BETWEEN THE CORES

This transition area is where all routes converge at major intersections, where directional changes are made, where, the railway line crosses major roads, and where highway commercial use links Willowbrook to downtown. The primary objectives here are to resolve movement conflicts and improve street character.

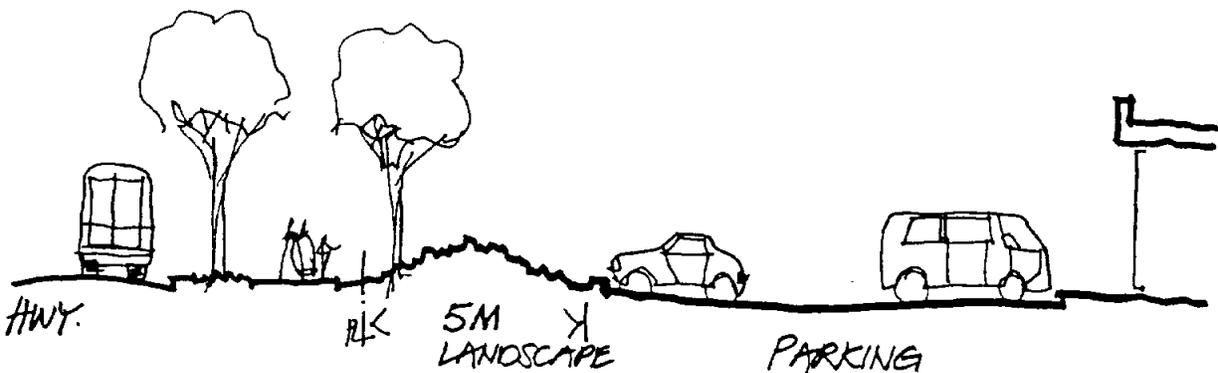
1. Analyze the feasibility of depressing 200th Street and the Fraser Highway to pass under the rail line, thereby eliminating the level crossings along these major routes. Underpasses are preferred because they require only four to five metres of roadway clearance as compared with eight metres for a rail line under a road way. Overpasses would be difficult to achieve in this location given the required ramp lengths. Most importantly, raised roadways create a visual environment that is unacceptable in the urban context. Single lane service streets would be required at grade on both sides of the underpass to provide access to adjacent properties. Underpasses will be expensive and will involve dealing with water table constraints. The feasibility and cost of this approach must be analyzed before committing to it.
2. When the crossing issue is resolved, appropriate planning and design guidelines for this area should be adopted. These might include:
 - encouraging any redevelopment of sites along these two major routes to better address the street with buildings facing the street and parking behind.
 - implementing streetscape improvements to visually unify this linking area, such as tree planting along both curb sides.



6.4 HIGHWAY COMMERCIAL AND INDUSTRIAL STRIP

The Highway 10/Langley Bypass area contains a mix of commercial, industrial, recreational and farm uses. This area is almost entirely automobile oriented. The design guidelines in this area primarily deal with streetscape, rather than built form.

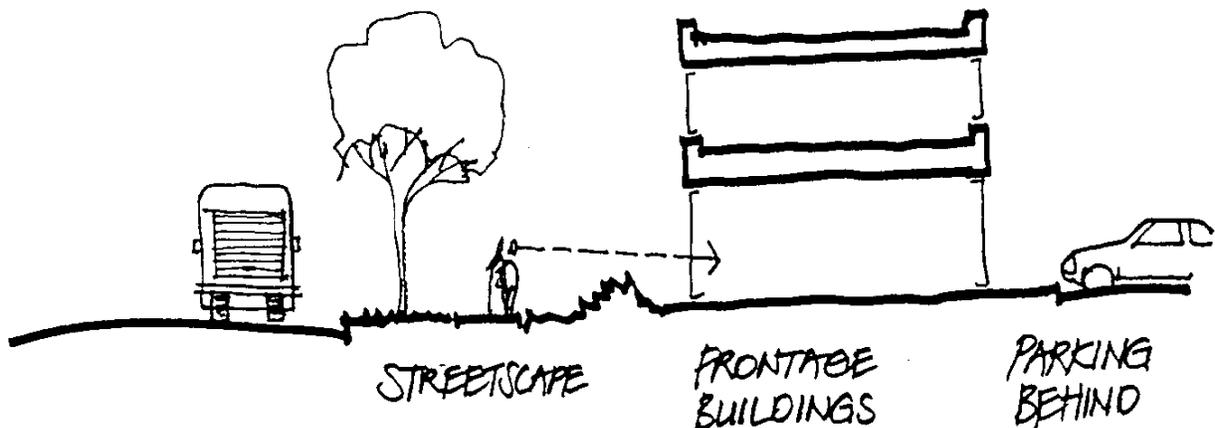
1. Recognizing the vehicular orientation of uses in this area, directly accessible parking in front of buildings is an acceptable form of development.
2. Encourage a continuous landscaping buffer, five metres wide, between the highway property line and any parking or buildings, planted with low shrubs, ground covers and trees. This edge treatment should only be broken by one or two access points per site, each with a maximum width of ten metres.
3. Explore the potential to extend 204 Street across Highway 10, across the rail line and into the downtown core area. As well, establish at least one bicycle route/pedestrian path to link lands north of Highway 10 and downtown.



6.5 MUFFORD INDUSTRIAL AREA AND WILLOWBROOK BUSINESS PARK/OFFICE AREA

This sub-area is seen as a mix of office and good quality light industrial users in a business park setting.

1. Encourage street-fronting buildings in this area with ground floor glazing facing the street to provide visual interest. Parking and loading should mainly be in the rear, but it is acknowledged that businesses will want some parking in front.
2. Where parking needs to be in front, require a five metre landscaping buffer strip between the property line and the parking.
3. Establish a streetscape strategy with uniform lamp standards and one or more preferred tree types, to be planted along property lines by site developers and owners.
4. The ready-mix concrete plant at 20574 Mufford Crescent (Lot 63 and 65, Plan 2466) is acknowledged as an existing heavy industrial use with potential for redevelopment and upgrading in the future as a continuing heavy industrial use.



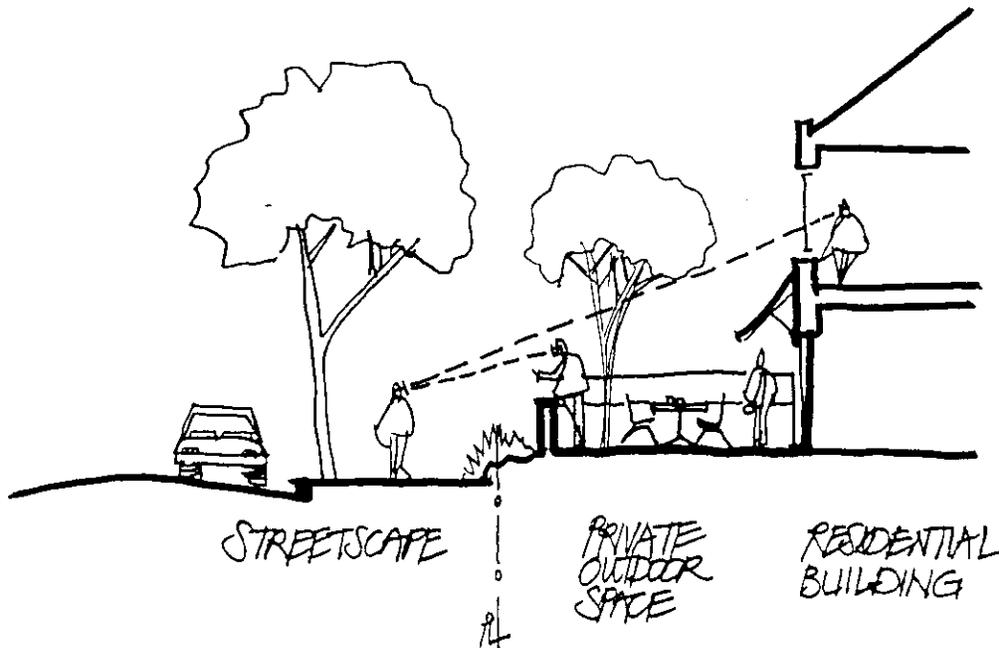
6.6 MULTIFAMILY RESIDENTIAL

Although these areas are somewhat established residential precincts, the opportunity still remains to ensure that new developments contribute to the safety and urban character of the neighbourhood.

1. New residential developments should have a common frontyard set-back to ensure consistency between neighbouring projects and to create well-defined street edges. A typical standard in residential areas is eight metres.
2. Generally, ground level residential accommodation should face public streets, rather than turning its back to the street. This approach contributes to a higher level of accessibility for neighbours and visitors and provides greater surveillance and safety for the public street. Front entry courts, gardens, and raised terraces are encouraged and access walks can be gated for individual privacy.

However, it is recognized that this approach may be harder to implement on sites that face high-volume arterials. The Municipality should maintain ongoing discussions with residential developers about this guideline, to find ways to achieve the design objective and to reflect the market constraints experienced by the developers.

3. Ensure that all residential streets have public sidewalks and a coordinated streetscape of paving, lighting and tree planting.



7.0 BUILDING HEIGHTS

The Langley Town Centre has a unique image and character as an urban centre within an agricultural community.

Building heights should be consistent with the Town Centre's location in a bowl, its historic low-rise character, and its attractive small-town image.

The following general height guidelines are proposed:

- commercial building heights in the downtown area should be a maximum of 6 storeys (provided that the upper portions of any buildings along key shopping streets are set back above the second or third floor).
- multifamily buildings in the downtown area could be up to 6 storeys, although it is likely that most buildings will be a maximum of 4, as this is the allowable limit for frame construction.
- commercial and multifamily buildings elsewhere in the Town Centre should generally be a mix of 1 to 4 storey buildings.

There may be individual sites or projects for which higher buildings are appropriate, but these should be carefully decided on a case-by-case basis, taking into consideration the impacts on the overall character of the area.

8.0 PUBLIC LANDS AND SERVICES

There are no public lands with significant urban development potential in the Town Centre. The most important role for public lands is the provision of the important civic and open spaces called for in this Plan.

Utility systems generally have the ability to accommodate expected growth, although some upgrading will be required as older, low density areas redevelop to higher density. This upgrading will likely be gradual.

As the Town Centre attracts more multifamily residential development there may be a need for additional community facilities (e.g. schools, recreation), although the Town Centre is part of a larger community that is growing rapidly and has significant requirements for community services and facilities. Such facilities cannot be planned for the Town Centre in isolation. However, because one goal of the Town Centre plan is to encourage multifamily residential development, particularly in the lands adjacent to the older downtown, it is important that this area have the community and recreational facilities that will make this an attractive neighbourhood. The Town Centre is the preferred location for community services or facilities that will serve a broader area.

9.0 MARKETING THE TOWN CENTRE

The City and the Township can cooperate in several ways to market the Town Centre and attract desirable office, light industrial, retail, residential and institutional uses.

1. The City and the Township should seek recognition as a Regional Town Centre¹ and should work to ensure that regional and provincial planning considers the Langley Town Centre as a strong candidate for:
 - transit improvements.
 - the location of educational institutions.
 - the location of significant government offices.

2. The Mufford Industrial area and Willowbrook Business Park and Office area should be marketed as an attractive, well-located, affordably-priced location for low density office and high quality light industrial uses.

The area should be included in all published directories or surveys of the regional business park inventory. The arrival of any high profile companies should be publicized.

3. The Municipalities should encourage the creation of a Business Improvement Area in the downtown core. A BIA will provide the organizational and funding base for marketing and other activities that will improve the sales performance of the area and attract new tenants and development. There is not a great a need for a BIA in Willowbrook, because of the dominance

¹ or its equivalent in any new regional major centres policy.

of the regional shopping centre which already has a marketing structure and program.

4. The two Municipalities should try to speak and act as one regarding Town Centre planning and development.

The Town Centre should be thought of as a single business and residential centre, with several distinct subareas. Land use, transportation, open space, streetscape improvements, and urban design should be coordinated to the greatest- extent possible.

**Township of
Langley**



Est. 1873

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