



## REPORT TO MAYOR AND COUNCIL

**PRESENTED:** NOVEMBER 18, 2024 - REGULAR MEETING  
**FROM:** COMMUNITY AND POLICY PLANNING DIVISION  
**SUBJECT:** 200 STREET 2040

**REPORT:** 24-226  
**FILE:** LSP00020

### RECOMMENDATIONS:

**That** Council endorse the general vision for 200 Street as a people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options.

**That** Council direct staff to use 200 Street 2040 to inform an update of the Willoughby Community Plan in 2025.

### EXECUTIVE SUMMARY:

200 Street 2040 is a comprehensive study prepared by Arcadis in July 2024, after extensive analysis and robust community engagement. It puts forward a general vision and a series of policy considerations for realizing a transit-oriented community in Willoughby supported by future rapid transit along 200 Street.

This report provides a response to Council directions pertaining to 200 Street 2040 from the September 9, 2024 Regular Meeting. Attached to this staff report is an updated Executive Summary of 200 Street 2040, dated November 2024.

### PURPOSE:

This report seeks Council endorsement of the general vision for 200 Street as a future transit-oriented development corridor, seeks Council direction to use 200 Street 2040 to inform an update of the Willoughby Community Plan and provides a response to Council directions from the September 9, 2024 Regular Meeting pertaining to 200 Street 2040.

### **BACKGROUND/HISTORY:**

At the April 17, 2023 Regular Meeting, Council endorsed Terms of Reference for 200 Street 2040 and approved \$150,000 funding for the project.

The planning process for 200 Street 2040 commenced in Fall 2023, prior to the selection of 200 Street as one of the first three priority Bus Rapid Transit (BRT) routes by the Mayors Council on Regional Transportation in November 2023. Work was undertaken through Spring 2024, resulting in a comprehensive report titled “200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study,” which was presented to Council in July 2024.

At the July 15, 2024 Regular Meeting, Council deferred consideration of 200 Street 2040 to the September 9, 2024 Regular Council Meeting. At the September 9, 2024 Regular Meeting, Council referred 200 Street 2040 back to staff to address specific directions.

### **DISCUSSION/ANALYSIS:**

#### Policy Context for Transit-Oriented Development

200 Street is the principal north-south arterial route through the community of Willoughby. This corridor is designated for more intensive transit-oriented development in both municipal and regional land use plans:

- Carvolth is identified as a Frequent Transit Development Area (FTDA) in the Official Community Plan and in Metro 2050.
- The portion of 200 Street between Carvolth and Willowbrook is designated a Major Transit Growth Corridor in Metro 2050.
- 200 Street is identified as a BRT route in Transport 2050, and was selected by the Mayors Council on Regional Transportation as one of three new priority corridors for BRT in November 2023.
- In the future, the 200 Street BRT will connect to the SkyTrain system at the Willowbrook station and transit exchange, at Willowbrook Drive and Fraser Highway.

#### 200 Street 2040

While there is a policy framework in place to guide development in Willoughby, Council has recognized the need for a singular plan to guide future transit-oriented development in the 200 Street corridor. The purpose of a corridor study is to help weave together the relevant policy directions within the Willoughby Community Plan and underlying neighbourhood plans, to establish a vision and new policy directions for 200 Street as a growth corridor, and to guide consideration of transit-supportive densities, particularly around future BRT stations.

From Fall 2023 through Spring 2024, the Township undertook a planning process for the 200 Street corridor to provide the guiding vision and policy framework to fully realize its potential as a multi-modal transportation corridor; and for the transformation of surrounding lands into a thriving transit-oriented community and vibrant regional destination. The results of this work are presented in 200 Street 2040, which was prepared by Arcadis in July 2024. The planning approach was based on Arcadis’ Transit-Oriented Development (TOD) methodology. TOD is the combined, intentional planning of dense, mixed land uses that are served by a network of frequent transit and walkable services with a high standard of design in a compact area. TOD promotes a community design that offers housing and transportation choices that are convenient, affordable, and create a high-quality environment and experience for people.

The three components of TOD, which align with TransLink guidelines, are presented as three separate sections in 200 Street 2040:

- “Transit” (Transportation) – The different transportation modes (such as transit, walking, bicycle, automobile, and ride share) and the infrastructure and amenities (such as travel lanes, parking spots, stopping locations, and stations) that provide mobility services to an area.
- “Oriented” (Open Space) – The public domain (such as plazas, patios, parks, and sidewalks) that forms the transition between the transportation facilities and the buildings, experienced as “the spaces between,” which can be public or private property.
- “Development” (Buildings) – The built-up areas and real estate where different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.

200 Street 2040 is not a land use plan. Rather, it is a comprehensive study that provides a general vision and policy discussion for transit-oriented community development within the 200 Street corridor, which are to be considered through an update of the Willoughby Community Plan in 2025. As such, Council is not being asked to adopt this technical document but, rather, to endorse the guiding vision and key planning principles for a transit-oriented community.

### 200 Street Corridor Vision

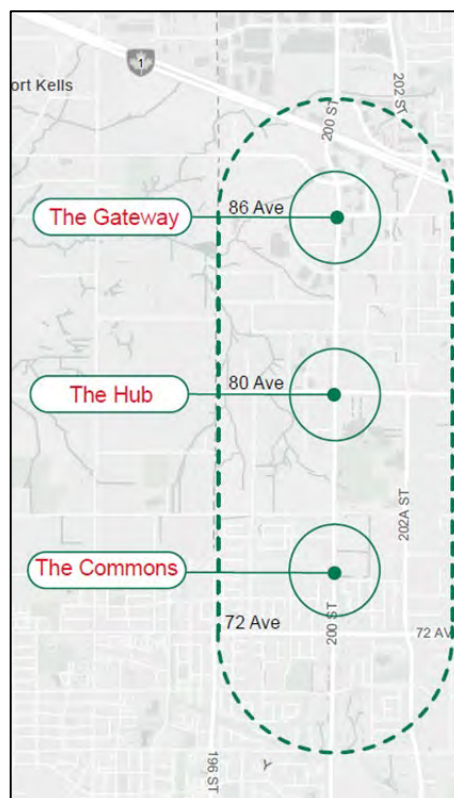
The vision for 200 Street as a future transit-oriented development corridor is:

“A people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options.”

The notion of three urban villages built around BRT stations is at the core of the vision. The Terms of Reference for the project identified three potential transit-oriented development nodes at 72, 80, and 86 Avenue. Initial analysis has identified a potential station location between 74 and 76 Avenue instead of 72 Avenue, given greater development potential which would support greater transit ridership. While future station locations are not yet finalized, it is anticipated that a series of “opening day” stations will be confirmed by TransLink, and that criteria for additional infill stations will be established.

200 Street 2040 recommends three urban villages, as follows:

- **The Gateway** (northern village between 84 and 86 Avenue) is home to next-gen workplaces that house a modern mix of uses – workshops and labs, remote office lounges, learning and sharing spaces. Brewpubs offer places for after-hours networking and connection, and hotels bring in people from further afield.
- **The Hub** (central village near 80 Avenue) is a dawn-to-dusk recreation and residential centre and a world of health, activity, and community well-being. Local residents mix with sports fans from across the region who



come to watch a wide range of games and tournaments, or are drawn in by headlining bands and performances.

- **The Commons** (southern village between 74 and 76 Avenue) is an up-and-coming residential village designed for mixed-use, mixed-life, multi-generational living that also brings together singles, families, and elders of varying means. Along with parks and plazas, a seniors' centre provides a wide variety of physical and intellectual stimulation for older residents and is also home to a village daycare.

Each urban village has the potential to become a dynamic destination along a future “great street” – with its own distinct scale, identity, experiences, and offerings.

#### Staff Response to Council Directions of September 9, 2024

At the September 9, 2024 Regular Meeting, Council referred 200 Street 2040 to staff to address 5 specific directions. The following provides staff responses to each direction.

*Direction #1: Remove the Market Assessment and Generalized Pro Forma Assumptions section and consider them for a separate report to Council or other document, if applicable.*

This information, including related material in the Appendix, has been extracted from the 200 Street 2040 report.

*Direction #2: Align the proposed locations for Bus Rapid Transit station locations with TransLink, including confirming one at 200 Street and 86 Avenue.*

Integrating land use and transportation is integral to the development of transit-oriented communities along the 200 Street corridor. Township staff and their counterparts in the City of Langley and District of Maple Ridge continue to work with TransLink staff in the planning and design of the BRT route, including location of BRT lanes, design, station locations, and transit integration. At this time, however, station locations have not been finalized, and no further information has been made publicly available.

*Direction #3: Align renderings and land uses proposed with existing conditions not expected to be the subject of redevelopment before 2040.*

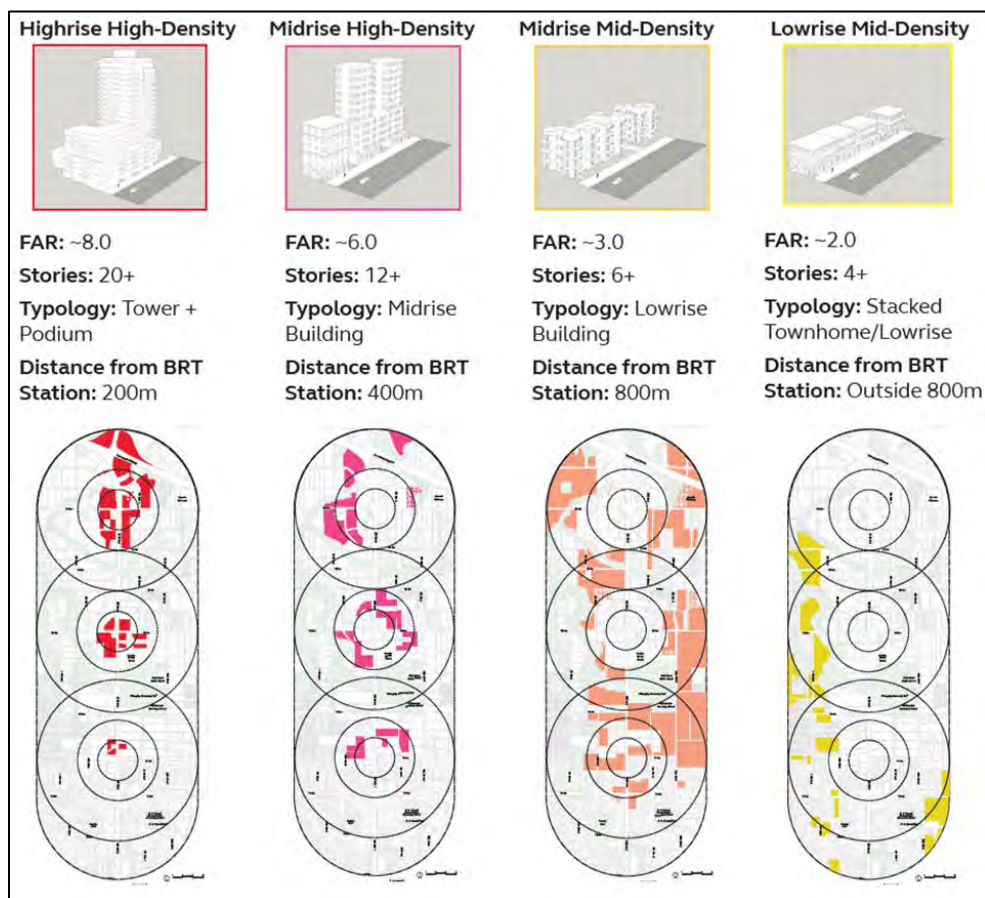
The conceptual illustrations in 200 Street 2040 show what the transit villages (Gateway, Hub, and Commons) may look like over a timeframe of 35+ years. Explanatory text has been added to these illustrations indicating possible build-out by 2060 or beyond.

As TransLink has not established density requirements for Transit-Oriented Areas (TOAs) specific to BRT service, the development scenarios for 200 Street 2040 were established using density tiers for SkyTrain service as a proxy. Further modelling could be undertaken based on a lesser transit service – e.g., West Coast Express. As part of the Willoughby Community Plan update, it would be possible to model future development scenarios based on additional information, technical criteria, and legislative requirements, which may also be valuable from a development phasing perspective. As a result, no changes have been made to the renderings and underlying analysis and assumptions to illustrate a possible scenario specific to 2040.

*Direction #4: Reduce the proposed densities to include a greater variety of housing types, especially beyond 400 metres of 200 Street.*

The density tiers shown on the graphics represent a reduction of densities and a mix of building types in alignment with the SkyTrain TOA tiers, as this was the underlying assumption in the

analysis. Below are each of the development and building type maps separated to show the distribution of density in relation to each BRT station in the study.



A key component of the sensitivity analysis within the Development Strategy is the sympathetic transition of building forms from higher to lower densities.

**Direction #5:** *Include commercial on 76 Avenue between 200 Street and 201 Street*

**Direction #6:** *Remove commercial frontages from institutional-zoned properties on 72 Avenue.*

Directions #5 and #6 have been addressed through map updates.

### Conclusion

200 Street 2040 is not a land use or policy plan. It is a comprehensive study in response to Terms of Reference for the project approved by Council in 2023. It will be used to inform a future update of the Willoughby Community Plan, which will in turn provide a new policy framework for consideration of transit-oriented development in the 200 Street corridor.

200 Street 2040 includes a high-level policy framework for the three components of a transit-oriented community: development, open space, and transportation. Further to the staff responses to recent Council directions, as outlined above, it is recommended that Council:

1. Endorse the general vision for 200 Street as a people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options.

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2. Direct staff to use 200 Street 2040 to inform an update of the Willoughby Community Plan in 2025.

Attached is the updated Executive Summary of 200 Street 2040 dated November 2024.

Respectfully submitted,

Stephen Mikicich  
MANAGER, COMMUNITY PLANNING AND MAJOR PROJECTS  
for  
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A      Executive Summary – 200 Street 2040 (updated November 2024)

200 Street 2040

Transit-Oriented Development Vision, Feasibility, and Implementation Study

**ATTACHMENT A**

JULY 2024 (UPDATED NOVEMBER 2024)

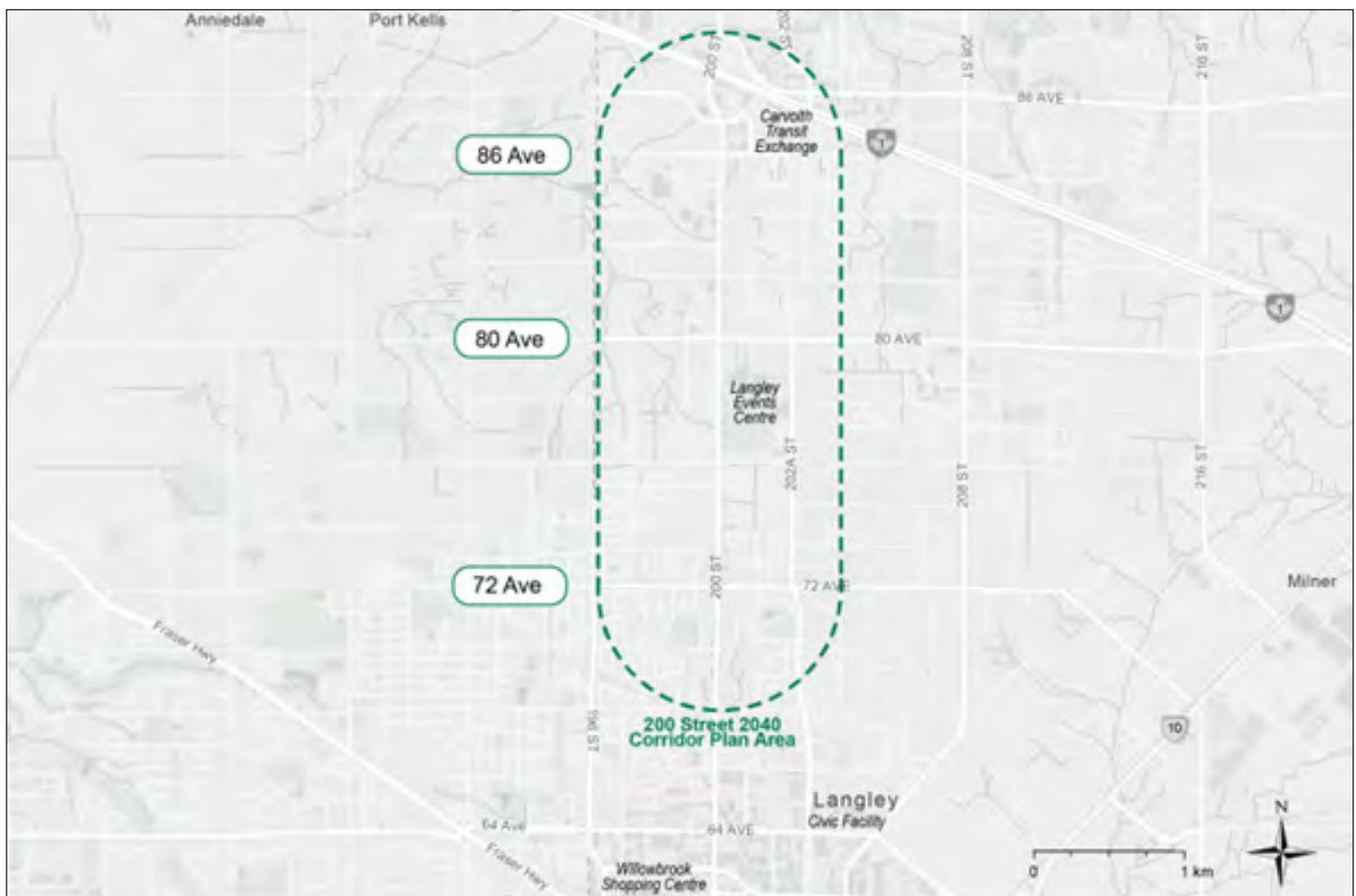
# EXECUTIVE SUMMARY



# Project Context

The Township of Langley is growing and transitioning from a suburban commuter town to an urbanized, amenity-rich, transit-serviced community. As one of the fastest growing municipalities in the region, the population is expected to expand to 200,000 people by 2040, along with an increase in jobs and local businesses. This growth drives demand for new housing, services, and transit. As a varied city with diverse needs, growth is not intended to be spread evenly across Langley, but rather, growth will be focused on specific areas with the capacity to accommodate new residents, jobs, and activities.

The region's Major Transit Network expands into the Township of Langley. The forthcoming Surrey Langley SkyTrain and 200 Street Bus Rapid Transit lines will bring transit investment from senior levels of government. This indicates the important role the Township plays in connecting the region, as well as becoming a thriving community and vibrant destination in its own right.



200 Street 2040 Corridor Plan Area



# Plan Purpose

To continue to provide a high quality of life for residents, and meet the needs of future generations, the Township has undertaken a transit-oriented approach to growth planning. 200 Street is a strategic location for infrastructure investment and service improvements as it is the backbone of Langley’s circulation network, it is a desirable place to live and work, and it has promising growth potential. 200 Street 2040 provides a guide for public and private investment that directs growth in a way that is compact, complete, and community-building.

The plan provides:

- A baseline of current conditions on 200 Street
- An assessment of potential activities and users
- A strategy to attract new residents, workers, businesses, and visitors
- An outline of an “urban village” and “corridor” structure around stations
- A plan to strategically maximize development potential
- Policy recommendations to implement the strategies and directions in the plan
- Design considerations to create a distinct character and identity on 200 Street

Most importantly, 200 Street 2040 provides a vision for the corridor and urban villages as they develop over the course of the next several decades. The overall vision for 200 Street 2040 is:

*“A people-oriented community connector anchored by three distinct and vibrant urban villages with many living and working alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options.”*

As a vision, feasibility, and implementation study, 200 Street 2040 will inform important updates to existing Township plans including the Official Community Plan, a number of Neighbourhood Plans that intersect with the corridor, and other city-wide policies.

# 200 Street Today

200 Street is a primary growth corridor in Langley, with local and regional significance. It is an important spine for the movement of goods and services, a well-utilized commuter route for drivers and transit users, and a connection between key places including Maple Ridge to the north and Langley City to the south. It currently is the site of a mix of developments from over the past century – from detached homes, to mid-rise multi-family housing, and is home to several strip-mall style retail hubs, workplaces, and the Langley Events Centre as an anchor. The fragmented and intermittent development has led to a disjointed corridor that doesn't express a defining character or strong identity.

However, the Township of Langley is Transit-Oriented Development (TOD) ready, which has been recognized by all levels of government. Langley has been proactive and forward-thinking, attracting a diverse community and growing an innovative economy. The Township has embraced the 200 Street BRT line as an opportunity to bring about a new wave of urban development, create a network of connected public spaces, and protect and enhance the Township's natural assets.



200 Street looking north near 86 Ave  
Source: Langley Collections



200 Street looking north near Willoughby Park  
Source: Langley Collections



200 Street looking south at 72 Ave  
Source: Google Streetview



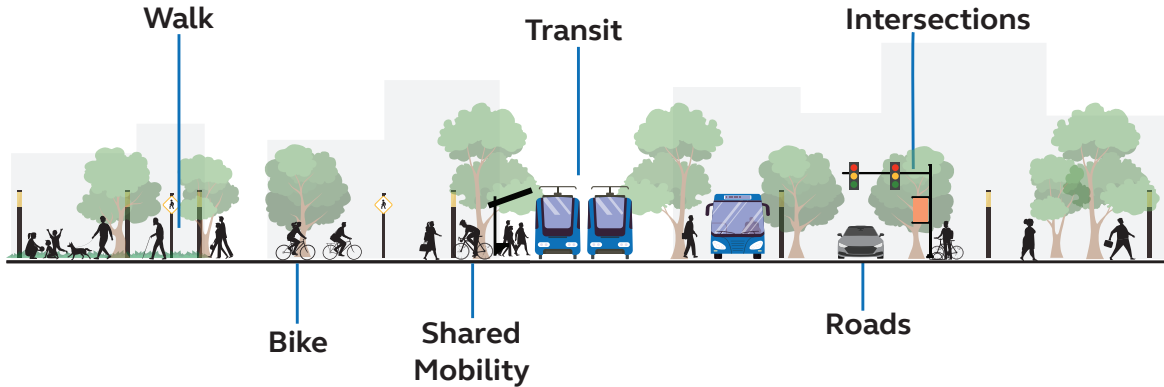
200 Street looking north at 83 Ave  
Source: Google Streetview

# Planning Approach

The 200 Street Corridor Plan uses a Transit-Oriented Development (TOD) methodology to achieve the vision for the corridor as a sustainable transit-oriented community. TOD is the combined, intentional planning of dense, mixed use land use that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. It promotes a community design that offers housing and transportation choices to residents that are convenient, affordable, and create a high-quality environment and experience for people.

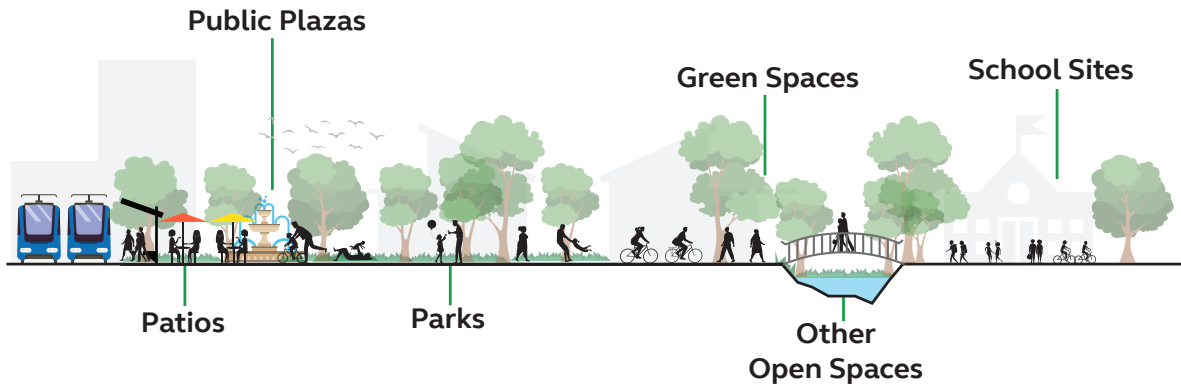
**T**

**Transit (Transportation)** The different transportation modes and the infrastructure and amenities that these need that provide mobility services to an area.



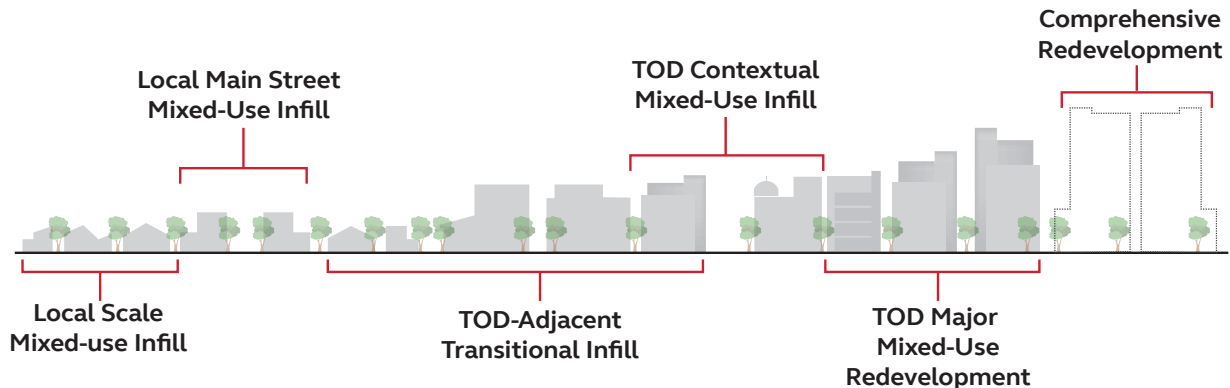
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**Oriented (Open Space)** The public domain that forms the transition between the transportation facilities and the buildings, experienced as ‘the spaces between,’ which can be public or private property.





**D**


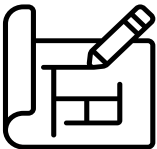

**Development (Buildings)** The built-up areas and real estate market where different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.



# Plan Process

Planning Phase	Output
 <p><b>Phase 1: Vision and Strategy</b></p> <p>The Vision and Strategy phase included the background research, policy context, and market assessment of the 200 Street area, as well as understanding the current perceptions and future aspirations that the community has for the corridor.</p>	<p>Destination Development Strategy</p> <p><i>Refer to Chapter 3</i></p>
 <p><b>Phase 2: Planning and Policy</b></p> <p>The Planning and Policy phase included the development of transportation, open spaces, and development policy options including public amenity priorities.</p>	<p>Land Use and Development Policy Recommendations</p> <p><i>Refer to Chapter 4</i></p>
 <p><b>Phase 3: Urban Design</b></p> <p>The Urban Design phase included design principles, strategies, and elements for streets, public spaces, and buildings. This introduced streetscape design options and amenities to the public and included opportunities for feedback and input on the options.</p>	<p>Urban Design Concepts</p> <p><i>Refer to Chapter 5</i></p>

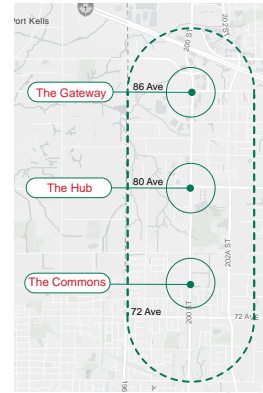
# Community Input

Planning Phase	Insights
<p><b>Phase 1: Vision and Strategy</b></p> 	<ul style="list-style-type: none"> <li>• Transportation and amenity options in the 200 Street area are insufficient and do not currently have capacity to <b>support growth</b>.</li> <li>• Improvements to <b>traffic flow, safety, convenience, and efficiency</b> are needed.</li> <li>• More <b>mobility options</b> are needed.</li> <li>• 200 Street needs more <b>destinations and attractions</b> for locals and visitors to gather together.</li> <li>• <b>Accessibility and affordability</b> needs are high priority to create a welcoming community.</li> <li>• Qualities of <b>public spaces</b> should reflect the unique aspects of the community, including green spaces, art and culture, and places with evening activities.</li> <li>• Local <b>economic vitality</b> and business opportunities are a priority.</li> </ul>
<p><b>Phase 2: Planning and Policy</b></p> 	<ul style="list-style-type: none"> <li>• Residents want safe, comfortable, convenient options for travelers using <b>all transportation modes</b>, whether short or long trips.</li> <li>• A better <b>local connectivity network</b> is needed along the corridor.</li> <li>• More diverse types of <b>open spaces</b> are needed.</li> <li>• The qualities of open spaces are they should be green, flexible multi-use, connected, and accessible to people of <b>all ages and abilities</b>.</li> <li>• Residents are <b>willing to support trade-offs</b> of higher density, taller buildings and a mix of uses if it ensures affordable places to live near parks, community facilities, shops, and services.</li> <li>• Buildings of all types, heights, and sizes may be supported in the corridor, but not anywhere or everywhere—the <b>location and context</b> of development matters.</li> <li>• Many new amenities, especially <b>community services</b> for families with children and seniors, are needed to meet current and future needs.</li> </ul>
<p><b>Phase 3: Urban Design</b></p> 	<ul style="list-style-type: none"> <li>• The urban design principles and strategies are moving in a <b>supportable direction</b>.</li> <li>• The vision for each of the <b>Urban Villages</b> is supportable, especially The Hub.</li> <li>• The community's priorities for transportation design are to <b>separate modes</b> and improve <b>efficiency, safety, and comfort</b>.</li> <li>• New open space <b>designs and activities</b> are welcome, but their location matters. Not all elements are suited for every part of the corridor.</li> <li>• The development directions presented, though generally supported, are conditional on the ability to <b>mitigate impacts</b> and <b>remain inclusive</b> to diverse segments of the community.</li> </ul>

# Corridor Structure

The 200 Street corridor is structured in two elements for the purpose of this plan, Urban Villages and the 200 Street spine.

Urban Villages are gathering places where residents and visitors travel, promising a functional and rewarding experience. They direct activities away from the 200 Street frontage, and focus life on the human-scaled, pedestrian-oriented transit station areas, while allowing the corridor to continue functioning in its important role as a transportation arterial. The Urban Villages are based on expected future BRT Station locations at key cross-roads, and areas with ample room for redevelopment.



**The Gateway** is home to next-gen workplaces that house a modern mix of uses — workshops and labs, remote office lounges, learning and sharing spaces. Brewpubs offer places for after-hours networking and connection, and hotels bring in people from further afield.

**Priority Uses:**

- Office/light industrial
- Residential
- Hospitality



**The Hub** is a dawn to dusk recreation and residential centre and a world of health, activity, and community well-being. Local residents mix with sports fans from across the region who come to watch a wide range of games and tournaments, or are drawn in by headlining bands and performances.

**Priority Uses:**

- Community/civic uses
- Outdoor recreation space
- Residential



**The Commons** is an up-and-coming residential village designed for mixed-use, mixed-life, multi-generational living that also brings together singles, families and elders of varying means. Along with parks and plazas, a seniors’ centre provides a focal point and a wide variety of physical and intellectual stimulation for older residents, and is also home to a village daycare.

**Priority Uses:**

- Residential
- Neighbourhood retail
- Professional services
- Offices

		THE GATEWAY	THE HUB	THE COMMONS	TOTAL/ALL URBAN VILLAGES
Population	Projected New Housing Units	12,200	20,000	12,500	44,700
	Projected New Population	24,700	41,300	25,500	91,500
Jobs	Projected New Office/Industrial Jobs	55,000	3,200	none proposed	58,200
	Projected New Retail (sq. ft.)	244,000	400,000	250,000	894,000

# TOD Opportunities

The plans assume three future BRT stations in the 200 Street corridor area.

- A north station at 86 Avenue
- A central station at 80 Avenue
- A south station at 74 Avenue

Development opportunities are designed around these three intersections at the core, with radii of 800m around each station area indicating the approximate reach of the Urban Village. A mix of uses including residential, retail, and services is encouraged in all villages, with an emphasis on workplaces in the north village. Four main types of development opportunities are proposed:

## Highrise High-Density



**FAR:** ~8.0

**Stories:** 20+

**Typology:** Tower + Podium

**Distance from BRT Station:** 200m

## Midrise High-Density



**FAR:** ~6.0

**Stories:** 12+

**Typology:** Midrise Building

**Distance from BRT Station:** 400m

## Midrise Mid-Density



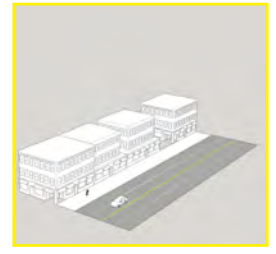
**FAR:** ~3.0

**Stories:** 6+

**Typology:** Lowrise Building

**Distance from BRT Station:** 800m

## Lowrise Mid-Density

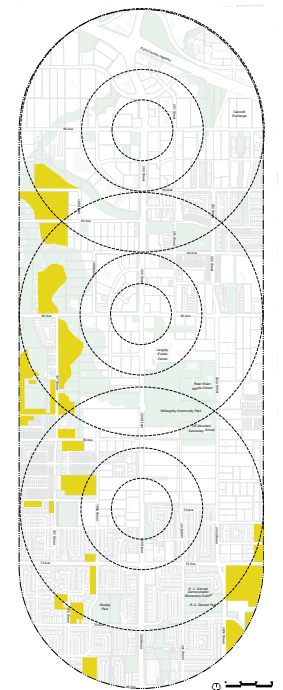
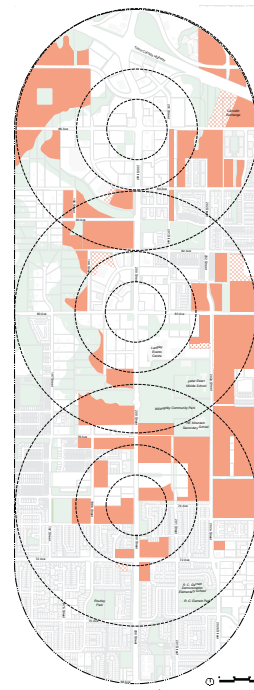
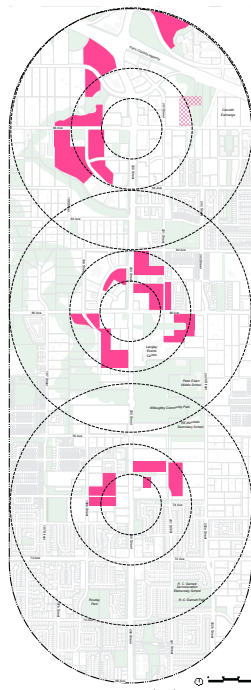
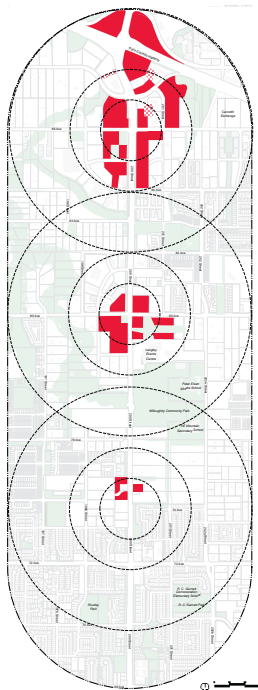


**FAR:** ~2.0

**Stories:** 4+

**Typology:** Stacked Townhome/Lowrise

**Distance from BRT Station:** Outside 800m



# Development Strategy

Buildings in the 200 Street corridor should be:

Development Overlay Map



**1 Tenure- and Typology-rich**

A large number of housing types, sizes, and tenures should exist to respond to different user needs and to provide affordable options.



**2 Context-sensitive**

Building forms should respond to the built environment; density needs to be placed in the right location and in the right way.



**3 Amenity-rich**

Communities should have access to a variety of amenities that provide quality of life for people of all ages, needs, and income levels.



**4 Vibrant at Street Level**

Buildings should have active uses at street level and connect the inside and the outside both visually and functionally.



**5 Layered and Mixed-use**

Different functions and uses should be provided within the same building or close-by to ensure everything needed on a daily basis is nearby.



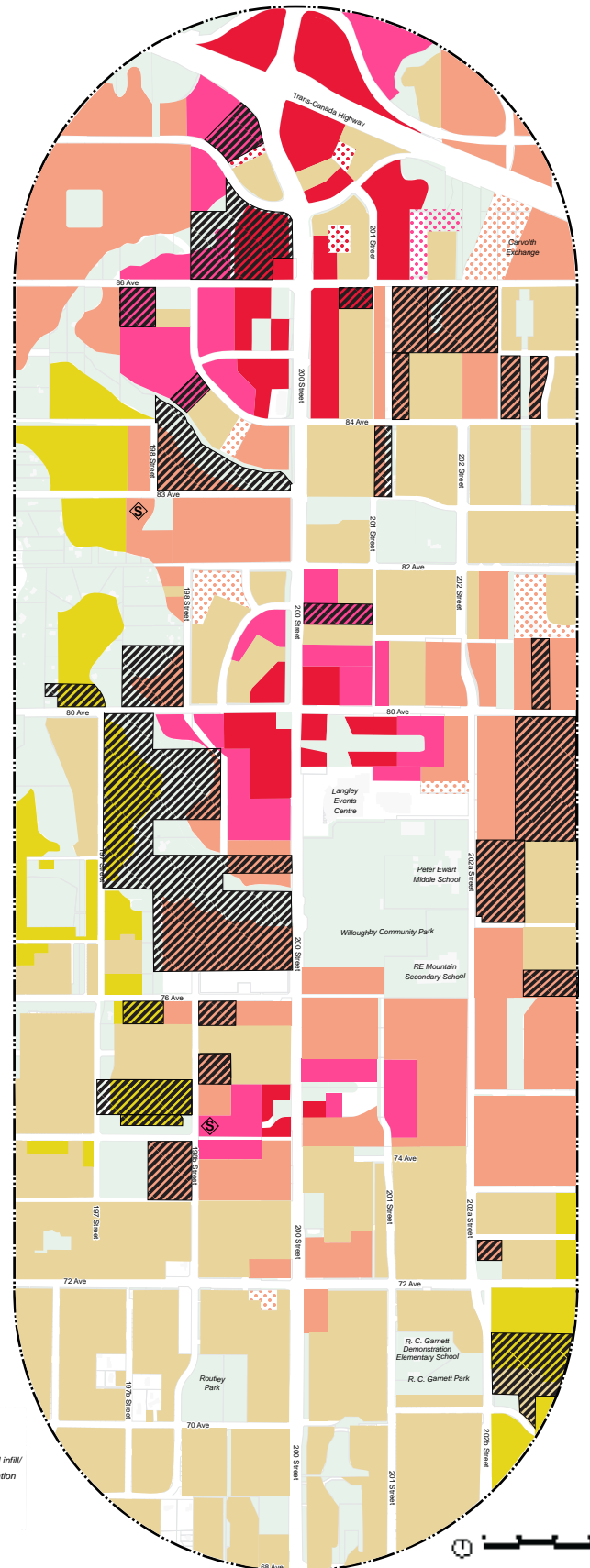
**6 Energy-efficient**

Building forms should be compact, respond to local climate, and use materials responsibly to minimize energy use and reduce their carbon footprint.



**7 Flexible and Adaptable**

Buildings, especially at street level, should be planned to adapt to different users and functions over time with minimal effort.



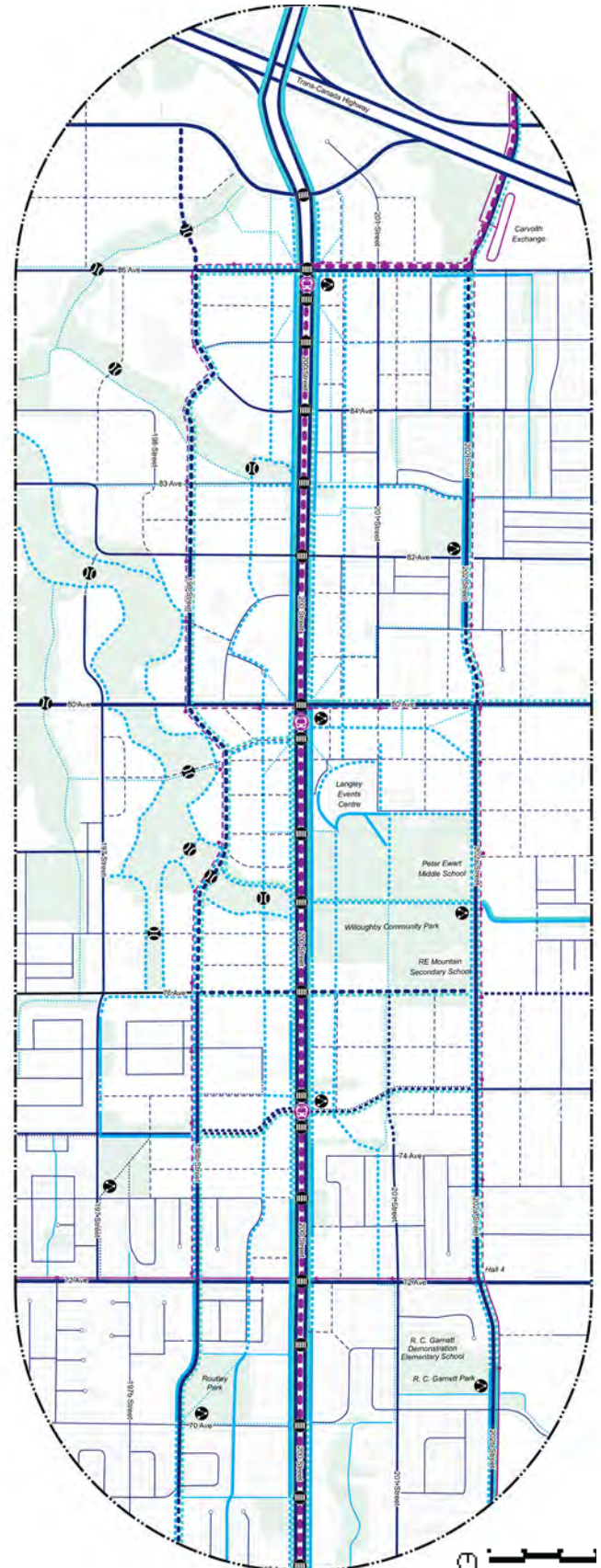


# Transportation Strategy

Transportation in the 200 Street corridor should be:

- 1 People-focused**  
 Transportation in the 200 Street area should be focused on moving people, not cars
- 2 Multifunctional**  
 All types of trips, from local errands to commutes, to the delivery of goods and services should be efficiently accommodated.
- 3 Efficient and Convenient**  
 Mobility in the 200 Street area should allow users to efficiently and conveniently accomplish their daily tasks.
- 4 Multimodal**  
 Different modes of transportation – walk, bike, roll, ride, and drive – should all be available and possible in every area.
- 5 Accessible and Safe for All**  
 People of all ages and abilities should be able to move in and through the area safely and comfortably.
- 6 Fine-grained**  
 The street, bicycle, pedestrian, and transit networks should be granular and interconnected to be resilient, provide options, and shorten trip times.
- 7 Sustainable**  
 The mobility system should favour infrastructure investments that are climate-positive, energy-efficient, and use space effectively.

Transportation Overlay Map

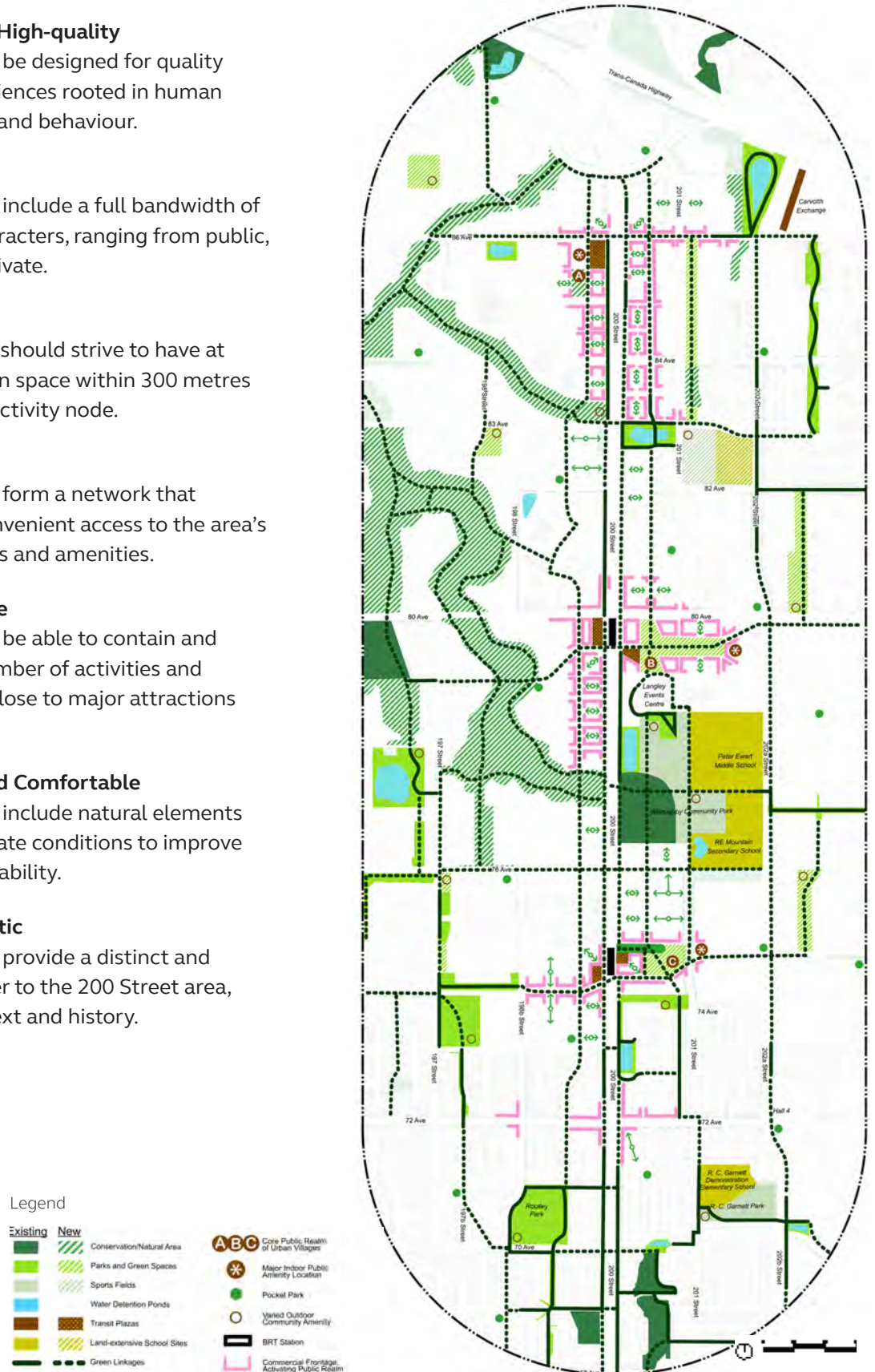


# Open Spaces Strategy

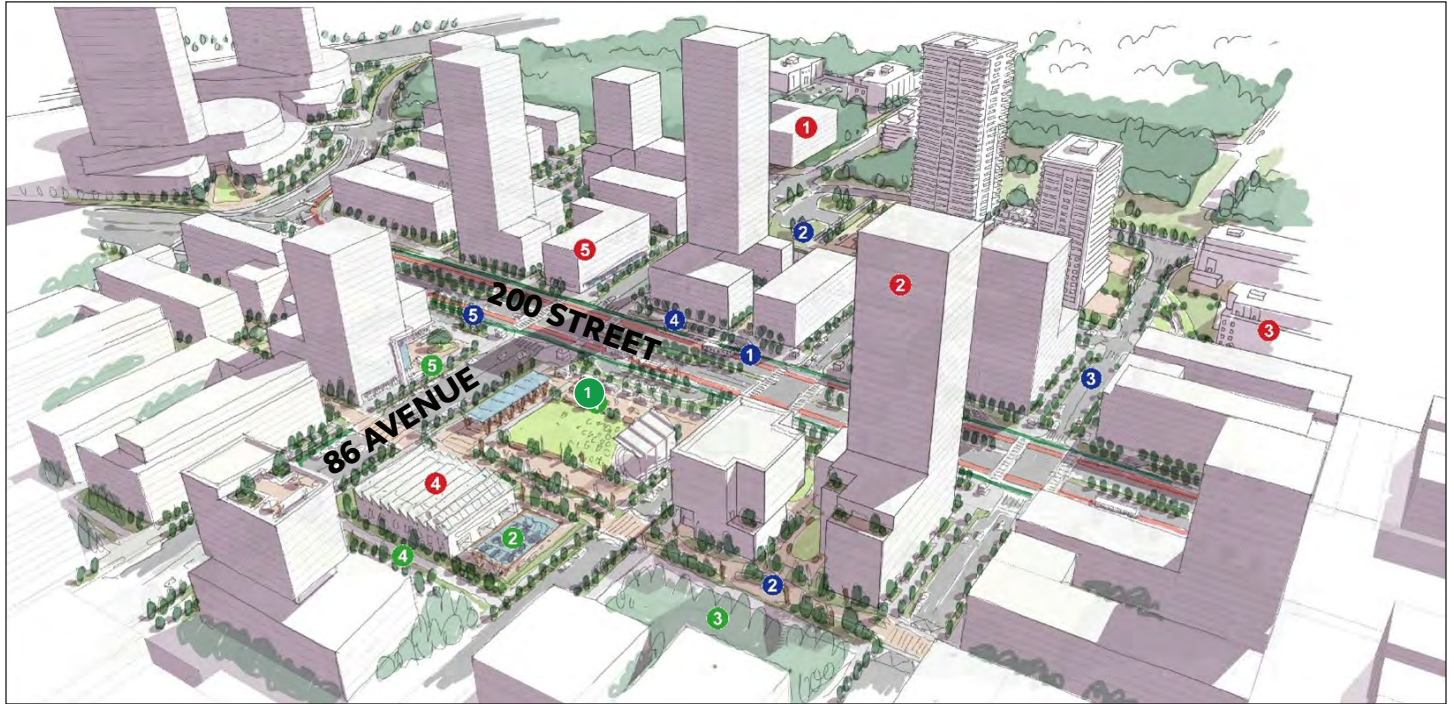
Open spaces in the 200 Street corridor should be:

- 1 Human-scaled and High-quality**  
Open spaces should be designed for quality multi-sensory experiences rooted in human dimensions, senses, and behaviour.
- 2 Diverse and Varied**  
Open spaces should include a full bandwidth of types, sizes, and characters, ranging from public, to semi-public, to private.
- 3 Close-by**  
The 200 Street area should strive to have at least one public open space within 300 metres of each building or activity node.
- 4 Interconnected**  
Open spaces should form a network that provide safe and convenient access to the area's full offering of places and amenities.
- 5 Active and Multi-use**  
Open spaces should be able to contain and adapt to a broad number of activities and should be situated close to major attractions and destinations.
- 6 Nature-oriented and Comfortable**  
Open spaces should include natural elements and respond to climate conditions to improve user comfort and usability.
- 7 Unique and Authentic**  
Open spaces should provide a distinct and identifiable character to the 200 Street area, rooted in local context and history.

Open Spaces Overlay Map



# Putting it All Together: The Gateway



View of 200 Street and 86 Avenue, artists' rendering of what The Gateway Urban Village concept could look like. The build-out illustrated in this concept shows a possible constructed scenario that likely would be completed beyond 2040, more aligned with a timeframe of 35 years or so.

## **T** Transportation Design Moves

- 1 Central BRT station
- 2 Pedestrian-priority paths parallel to 200 Street
- 3 Network of east-west connecting streets
- 4 Multi-modal hub with commuter amenities near BRT station for cyclists, vehicle passenger drop-off, and transit user
- 5 Separated cyclist network

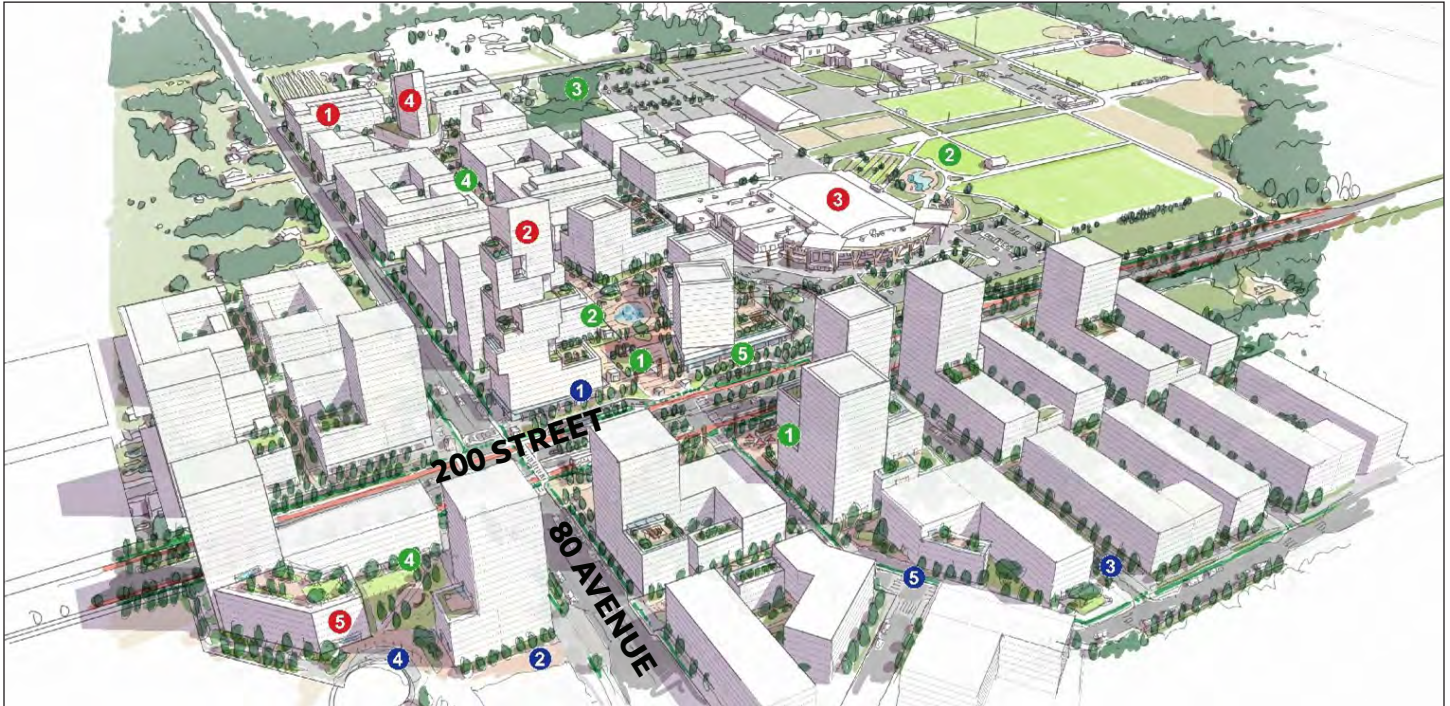
## **O** Open Spaces Design Moves

- 1 Large, active transit plaza adjacent to BRT station
- 2 Employment area-serving open space (e.g. brewery with patio or food truck park)
- 3 Extend Latimer Creek conservation area by preserving and expanding tree cover
- 4 Trails and greenways connect open spaces and create linear ecosystem corridors
- 5 Activated building frontages and plazas make public realm around workplaces attractive and provide activities beyond 9-5 hours

## **D** Development Design Moves

- 1 Transition in scale towards existing urban fabric
- 2 Highest buildings are located nearest station to offer the greatest convenience for many commuters
- 3 Existing development preserved and integrated where possible, building on existing industry hubs
- 4 Variety in building form and character, particularly where it expresses unique areas (e.g. employment areas, light industrial)
- 5 Buildings define blocks and frame open spaces, allowing light, greenery, and natural ventilation

# Putting it All Together: The Hub



View of 200 Street and 80 Avenue, artists' rendering of what The Hub Urban Village concept could look like. The build-out illustrated in this concept shows a possible constructed scenario that likely would be completed beyond 2040, more aligned with a timeframe of 35 years or so.

## T

### Transportation Design Moves

- 1 Central BRT station conveniently located near Langley Events Centre
- 2 Pedestrian-priority paths parallel to 200 Street
- 3 Network of east-west connecting streets break up the existing large block pattern into more human-scaled, walkable, short blocks
- 4 Direct, diagonal connections to the BRT Station from surrounding blocks offer high-capacity pedestrian paths that direct crowds to transit and away from residential areas after hockey games or concerts
- 5 Separated cyclist network

## O

### Open Spaces Design Moves

- 1 Large, active transit plaza adjacent to BRT station ready for game-day activations, outdoor concerts, markets, and community events
- 2 A variety of outdoor community amenities throughout the urban village with small and large-scale parks and plazas
- 3 Open spaces are connected by treed greenways and linear park-like pedestrian and cyclist-priority paths
- 4 Tree canopy and plantings extend the natural assets of Willoughby Community Park into neighbourhoods
- 5 Activated building frontages and plazas host a variety of places to dine, shop, and play

## D

### Development Design Moves

- 1 Transition in scale towards existing urban fabric and establishing a new apartment neighbourhood
- 2 Highest buildings nearest the BRT station and 200 Street
- 3 Existing development preserved and integrated, building on the success of the Langley Events Centre
- 4 Variety in building form and character, particularly where it expresses unique areas (e.g. hotels, community centres)
- 5 Buildings define blocks and frame open spaces, allowing light, greenery, and natural ventilation

# Putting it All Together: The Commons



View of 200 Street and 74 Avenue, artists' rendering of what The Commons Urban Village concept could look like. The build-out illustrated in this concept shows a possible constructed scenario that likely would be completed beyond 2040, more aligned with a timeframe of 35 years or so.

## T

### Transportation Design Moves

- 1 Central BRT station with local transit serving at the cross-street, centred on where the greatest potential for new housing can be located
- 2 Pedestrian-priority paths parallel to 200 Street
- 3 Network of east-west connecting local streets
- 4 New pedestrian paths integrate the new and existing blocks to create a seamless circulation network
- 5 Separated cyclist network connects community services, businesses, and residential areas

## O

### Open Spaces Design Moves

- 1 Transit plaza adjacent to BRT station caters to neighbourhood needs and community events
- 2 A variety of outdoor community amenities including playgrounds, sports fields, and patios throughout the urban village
- 3 Neighbourhood trees, community gardens, and seasonal plantings bring colour and vibrancy and soften the built form
- 4 Building courtyards and passages offer local-scaled open space amenities
- 5 Cafe and grocer patios offer small-scale patios that activate local streetscapes

## D

### Development Design Moves

- 1 Transition in scale towards existing urban fabric and buffer edges with trees
- 2 Locate highest buildings nearest stations and undeveloped areas of 200 Street where possible
- 3 Provide new service uses including for example libraries, health services, or a school
- 4 Primarily midrise built form with a light mix of other typologies to provide a variety of housing options
- 5 Define short, walkable blocks with buildings that frame open spaces, allowing light, greenery, and natural ventilation

# Implementation

This Transit-Oriented Development Vision, Feasibility, and Implementation Study serves as an aspirational guide that identifies opportunities for 200 Street as a transit-oriented community in Langley. Using this as a base, further policy updates are required for the Township's Official Community Plan, Neighbourhood Plans, and other municipal policies to bring this vision to life and align the Township with the provincial Transit Oriented Areas policies.

More than solely a compilation of recommendations or compilation of plans, 200 Street 2040 identifies the values of the Township as it transitions to a thriving community and vibrant destination. Transit investment will better connect Langley residents to the places they already visit, and bring new visitors in from around the region to experience what the Township has to offer. Improving and revitalizing 200 Street will provide more homes and jobs to people in Langley, and ensure that it remains a high quality place to live, fosters wellbeing for residents, and that meets the needs of current and future residents. The intention for 200 Street is to build communities around transit stations, creating a series of urban villages that reflect the Township of Langley's diverse, multi-generational residents, and welcomes a wave of newcomers who choose 200 Street as their home.



View of 200 Street and 88 Avenue, artists' rendering of what The Gateway Urban Village concept could look like.



View of 200 Street and 80 Avenue, artists' rendering of what The Hub Urban Village concept could look like.



View of 200 Street and 74 Avenue, artists' rendering of what The Commons Urban Village concept could look like.

