



STRONG BROOKSWOOD

A People-Oriented Incremental Land Use Plan for South Langley

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1. Protect the Tree Canopy

Provide developers with diagrams on how to incorporate housing and other buildings around trees. The diagrams should outline what a typical Brookwood street should look like.

This supports new construction while avoiding clear cutting and losing tree canopy. Conforming to this code should be enforced in the bylaws.



2. Integrate with Transit

Transit service should be a fundamental part of the plan, bus routes should be planned to allow people to travel between Brookwood Centre and the new Skytrain station.

3. Allow Incremental Development

Specific permitted densities per parcel should be eliminated, minimum lot sizes reduced and coverage limits increased, to allow areas to densify gradually, incrementally and organically over time. There is no need to plan exactly where townhouses and apartments should be permitted.

4. Greenways and Street Paths

Greenways should be added to allow traversing the neighbourhood away from busy streets by foot or by bicycle. Street paths should be required to connect different developments.

5. Designate a Pedestrian Main Street

A Pedestrian Main Street should be designated to provide a neighbourhood gathering place and commercial centre. Parcels along the main street should be zoned for commercial mixed-use with ground floor retail and apartments above.

6. Eliminate Parking

Minimums

Select a location for a municipally owned parkade or underground parking beneath the main street. Developers in the Commercial zone contribute an ACC/CAC fee towards the construction of this facility, and parking meters maintain it.

Parking minimums should be eliminated in the entire area (and eventually the Township), as mandating parking adds a financial barrier to both small businesses looking to renovate or construct a building and incremental housing.

Parking minimums waste limited land, and are not required to ensure parking is added to new developments, as developers will provide parking based on what the market demands and expects.

7. No New Four Lane Roads (But Keep 200 St)

Wide roads are expensive, often unnecessary and make neighbourhoods less walkable. With good alternatives to driving and better road design elements, such as roundabouts instead of signals, traffic congestion can be reduced without the need for widening. The new four lane roads in the proposed plan should be removed.

200 Street should be designed as a fast connector. Do not permit any more housing or stores directly on 200 Street to avoid it becoming a **stroad** (street/road hybrid).

8. Allow and Incentivize Mixed Use

Allow residents to construct new or convert their homes into mixed-use retail to enable local retail villages to form incrementally and organically, instead of being planned.

Brookwood already has some minimally disruptive mixed-use such as dog groomers, responding to community needs.

Due to the fire separation requirements, sometimes house conversion or new construction of mixed-use is cost prohibitive. To prevent this the township could offer TIF or another incentive to encourage mixed-use.

On arterial roads we should ensure apartments buildings incorporate retail on the ground floor.

