



**CURRENT DRAFT OF APPENDIX B
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APPENDIX B: DISTRICT POLICIES



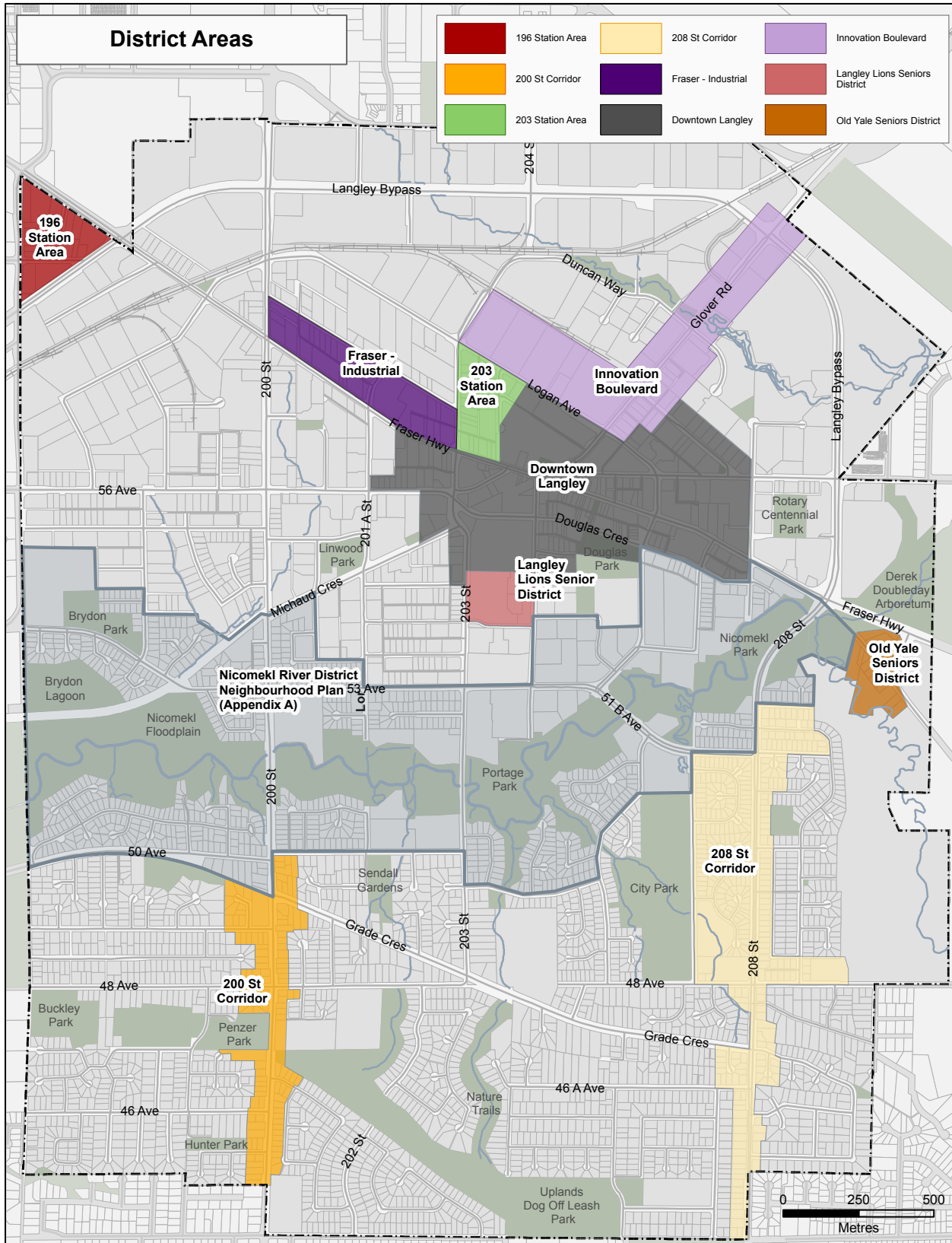
The City of Langley is located within the traditional and unceded territories of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

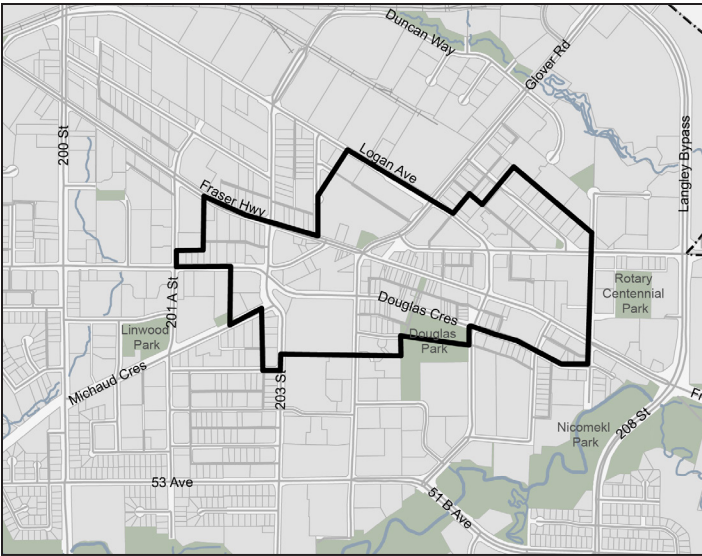
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01. OVERVIEW

Planning districts are areas within Langley City that require a more detailed level of policy in order to meet OCP land use objectives and policies, and due to the comprehensive nature of redevelopment that is desired and anticipated. Nine special districts have been identified. Each includes a map of the concerned area, a vision statement, and several policies to help guide development in these districts.





02. DOWNTOWN LANGLEY

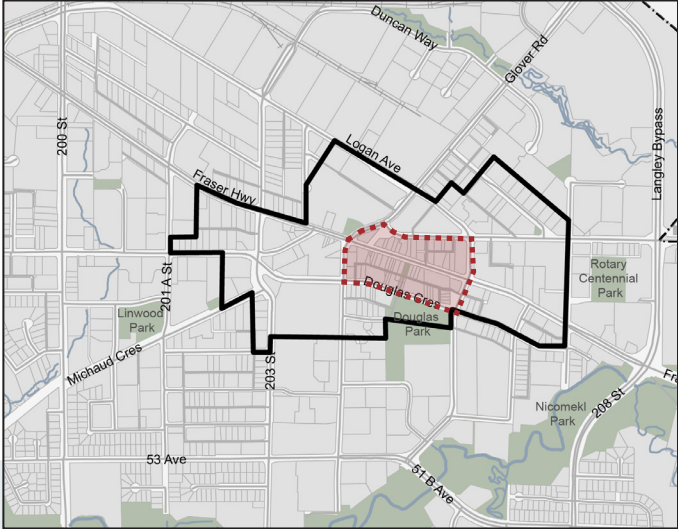
Downtown Langley is the commercial and cultural centre of the City. Over the years, it has maintained its historic street pattern and small lots with narrow buildings, creating a vibrant shopping destination. This urban fabric makes Downtown Langley the perfect location for specialty retail and restaurants, great public places, and large events and festivals that contribute to Langley City’s sense of community.

VISION

A thriving retail destination that draws visitors from across the region and is home to many community-oriented events. Downtown Langley provides a unique local experience and helps anchor Langley City’s spirit, entrepreneurship, and vibrancy.

Historic Downtown Core

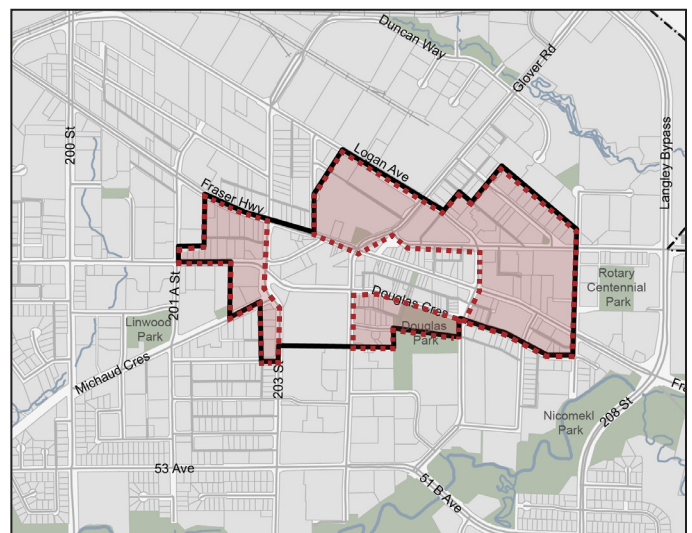
- 1.1. Foster a specialty retail and arts and culture theme, that builds on the successes of the past, unique attractions and festivals, and a rich assortment of restaurants, through redevelopment applications and capital improvement projects.
- 1.2. Create a rich streetscape theme, with a public art program, banners, special lighting and sidewalk treatments, unified by a street tree, street furniture, and landscaping program.
- 1.3. Focus specialty retail, entertainment, pedestrian-oriented restaurants, and civic uses in the Historic Downtown Core area.
- 1.4. Require commercial ground floors along Fraser Highway, 56 Avenue, Douglas Crescent, 204 Street, and 206 Street.
- 1.5. Strongly encourage speciality and pedestrian-oriented retail, restaurants and café uses on the ground floor of buildings, and encourage office and other commercial uses and services in the 2nd storey and above.



- 1.6. Encourage unique building frontages that include 2nd storey café/dining terraces/patios and outdoor amenity areas that overlook and animate adjacent streetscapes and complement ground floor pedestrian-oriented commercial uses.
- 1.7. Permit buildings over 4 storeys but limit building height to 4 storeys along Fraser Highway. Taller buildings up to 8 storeys are supported along 56 Avenue, Douglas Crescent, 204 Street and 206 Street.
- 1.8. Create a variety of building forms, roof pitches, colours, forms, and materials that interpret the City's history in contemporary interpretations.
- 1.9. Support innovative and unique housing types and developments along Fraser Highway and adjoining streets, including above grade amenity areas, unit balconies, and overlooks.
- 1.10. Complete the Fraser Highway and Douglas Crescent streetscape improvement projects.
- 1.11. Upgrade and utilize existing lanes to create easy and safe pedestrian linkages, practical loading and vehicle access, waste management, pleasant mews and viable redevelopment projects, where appropriate.
- 1.12. Locate parking structures within the Historic Downtown Core in the longer term to provide convenient parking for businesses.
- 1.13. Seek opportunities to include additional public parking within new redevelopments.
- 1.14. Designate staff parking areas off of Fraser Highway to maximize access for customers.
- 1.15. Encourage reduced or shared parking arrangements if it is supported by a traffic study by a qualified engineer.

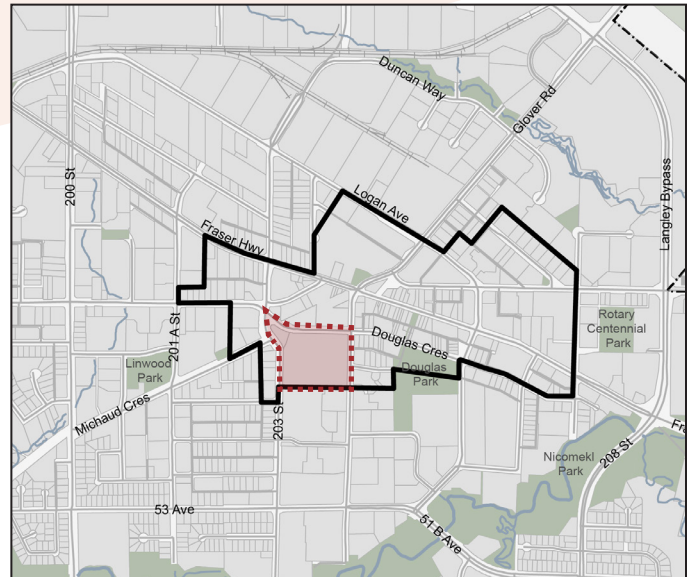
Lands Around Historic Core & Civic Centre

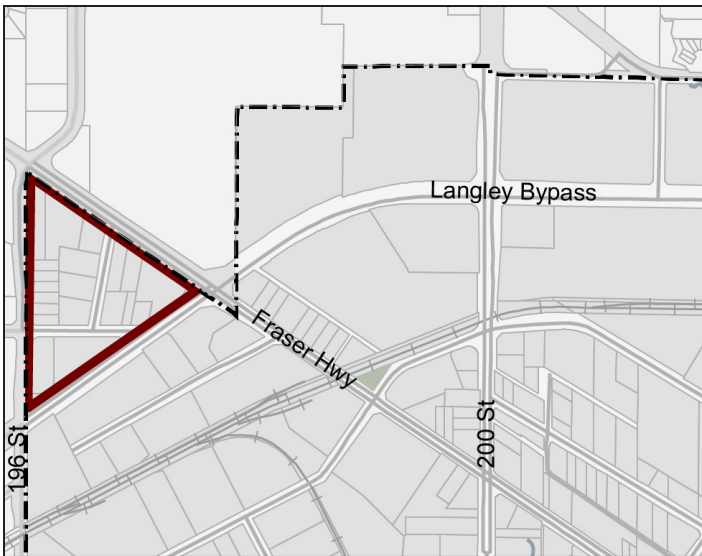
- 1.16. Concentrate specialty retail and complementary entertainment, restaurant, and civic uses along street frontages that face the Historic Downtown Core area.
- 1.17. Require commercial ground floors on Fraser Highway, Glover Road, 203 Street north of 54A Avenue, Logan Avenue and 206 Street, and on Douglas Crescent west of 206 Street and 56 Avenue west of Eastleigh Crescent.
- 1.18. Permit buildings over 4 storeys but maintain a four storey height for buildings or portions of buildings fronting Fraser Highway east of 206th Street.
- 1.19. Strongly encourage assembly of properties to create viable redevelopment parcels.



Langley Mall

- 1.31. Require master-planned redevelopment of this site, involving high-rise apartments with street-fronting commercial units along Douglas Crescent. Commercial units or street-fronting townhomes are supported along 203 Street and 204th Street.
- 1.32. Require assembly of 5501 204 Street and 20300 Douglas Crescent for redevelopment phases that front Douglas Crescent and 203 Street.
- 1.33. Encourage proposals involving parcels fronting Douglas Crescent as early redevelopment phases and existing commercial areas as later phases to enable continued operation of existing uses during redevelopment.
- 1.34. Include a public open space in redevelopment phases fronting Douglas Crescent.
- 1.35. Ensure pedestrian access through the site, between Douglas Crescent and the Langley Lions property and between 203 and 204 Street is provided as redevelopment occurs. Pedestrian and cycle-accessible 'green street' designs, with street-fronting and ground oriented residential units are encouraged.
- 1.36. Consider on-street parking on Douglas Crescent to support retail viability, through additional road right-of-way dedication or SRW on private property.
- 1.37. Vehicle access shall be from the existing mid-block intersection on Douglas Crescent and existing driveways accessing 203 and 204 Streets.





03. 196 STREET STATION AREA

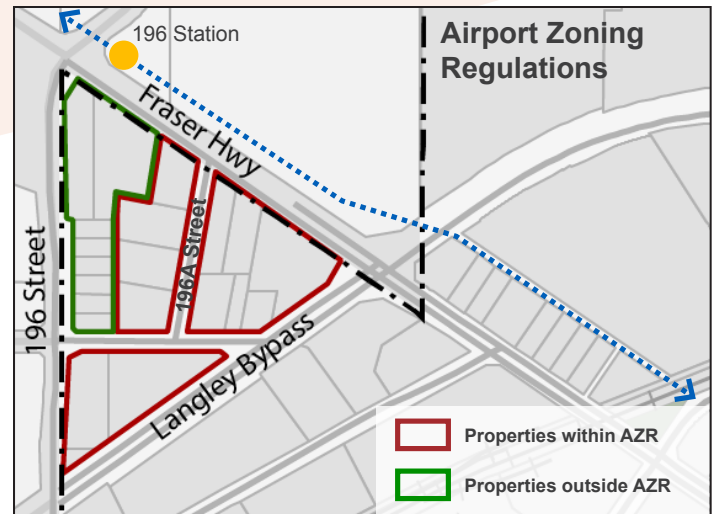
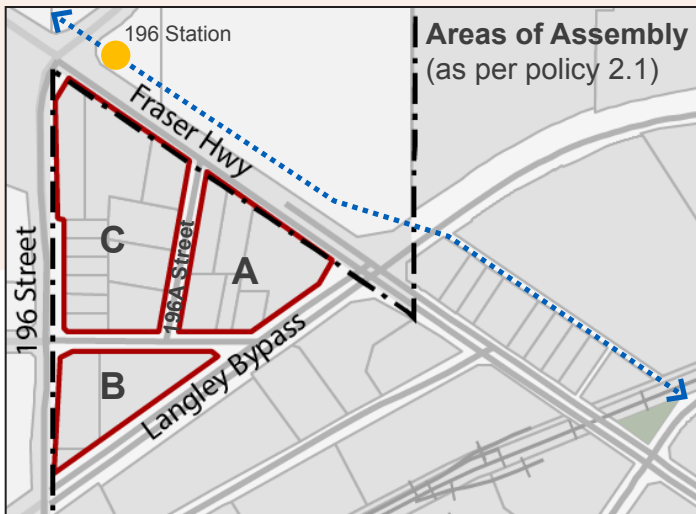
The future SkyTrain Station at 196 Street and Fraser Highway has the potential to serve as a powerful catalyst for redevelopment. It would transform what is low density, single use, auto-oriented commercial into a high density mixed use node. The area - generally bounded by Fraser Highway to the north, Provincial Highway 10 (Langley Bypass) to the south, and 196 Street to the west - is in a prime location but many of the properties are subject to Transport Canada Airport Zoning Regulations (AZR) that limit building heights within a 4 km radius of the Langley Regional Airport. It will require careful land use planning and urban design considerations to become a significant and highly livable transit-oriented neighbourhood within the City.

VISION

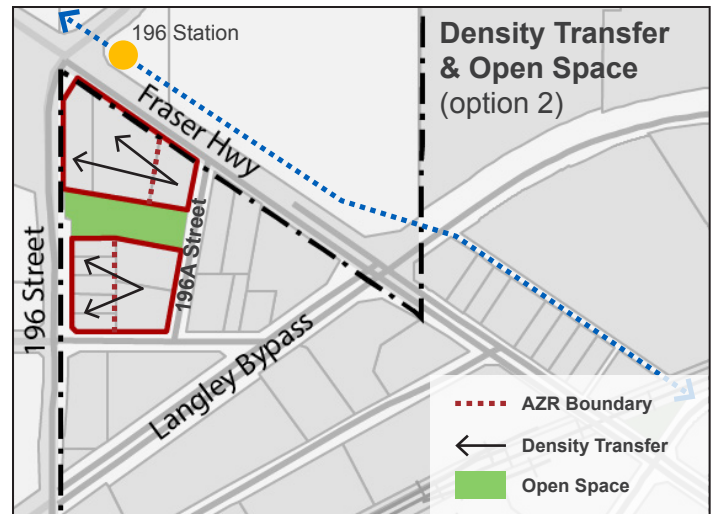
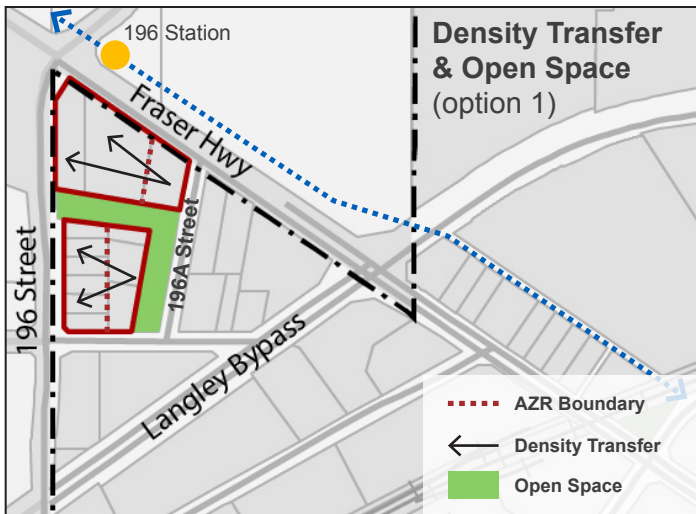
A high density, mixed use, transit-oriented community with beautiful public spaces anchored by the 196 Street SkyTrain Station.

POLICIES

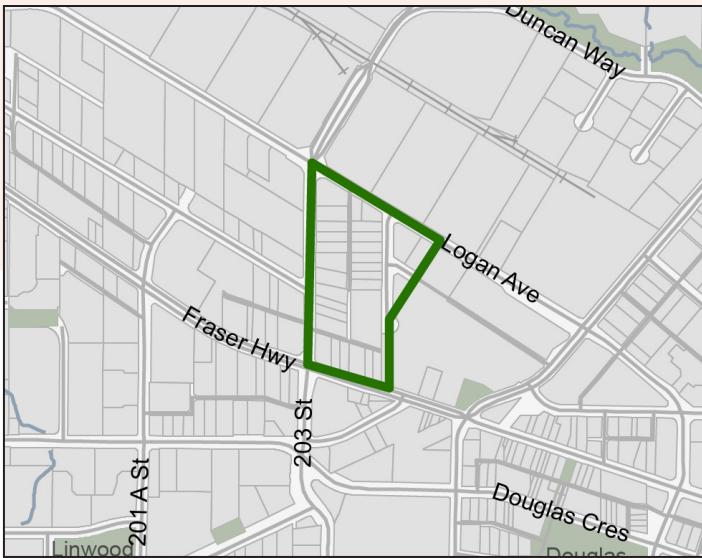
- 2.1. Require the assembly of properties into viable redevelopment parcels (as shown in the “Areas of Assembly” map on the following page):
 - 2.1.1 **Area A** - Properties between 196A Street and Langley Bypass are required to be assembled into redevelopment parcels a minimum of 0.4 hectares (1 acre) in size.
 - 2.1.2 **Area B** - Properties between 196 Street, 60 Avenue and Langley Bypass are required to be assembled into a single redevelopment parcel.
 - 2.1.3 **Area C** - Properties between 196 and 196A Street are required to be assembled into master-planned redevelopment parcels that are a minimum of 1 hectare (about 2.5 acres) in size, and these parcels are required to front both 196 Street and 196A Street. This is intended to enable density transfers from areas within the AZR to areas outside of the AZR (adjacent to 196 Street and Fraser Highway), and create an at-grade 0.5 hectare (about 1.2 acres) public open space that is proportionally shared between assembled parcels west of 196A Street.



- 2.2. All redevelopment proposals are required to consider the redevelopment of adjacent properties and identify how new buildings and open spaces will relate and integrate with each other, and how vehicular and underground parking designs relate to and if applicable, provide access to adjacent properties.
- 2.3. Maximum building heights on parcels within the AZR are limited to 53.95 metres geodetic elevation (about 9 to 11 storeys). Maximum building heights outside of the AZR are undefined, subject to confirmation through a legal survey and consultation with Transport Canada that these areas are outside of the AZR.
- 2.4. Require commercial ground floors along Fraser Highway, 60 Avenue and 196A Street.
- 2.5. Upgrade the pedestrian crossing at 196 Street and Fraser Highway.
- 2.6. Consider an overhead pedestrian connection over Fraser Highway between new redevelopment in the 196 Station Area and the 196 Street SkyTrain Station.
- 2.7. Use density bonusing and transfers to achieve on-site amenities, including:
 - 2.7.1 a 0.5 hectare (about 1.2 acres) central public open space west of 196A Street; and
 - 2.7.2 an indoor community recreation facility sized to the needs to this area.
- 2.8. Design the central public open space to include park and plaza space, with a portion of this space fronting and/or having direct sightlines to either 196 Street, 196A Street or 60 Avenue, and bordered with active ground floor commercial uses, ground oriented residential uses and other features that animate this space and provide recreational opportunities for all ages. This open space can be located on private property but must be publicly accessible.
- 2.9. Maintain the intersection at 196A Street and Fraser Highway and design for future four-way intersection that provides access the planned transit exchange on the north side of Fraser Highway and adjacent to 196 Street SkyTrain station.



- 2.10. Require primary vehicle access to redevelopment parcels from 196A Street, either through direct connections to 196A Street or public access easements across redevelopment properties, and require all vehicle accesses from 60 Avenue for the redevelopment parcel south of 60 Avenue.
- 2.11. Consider limited additional vehicle access (right-in/right-out) to redevelopment parcels from 196 Street (north of 60 Avenue), if supported by a traffic study from a qualified engineer.
- 2.12. Consider limited additional vehicle access (ie. right in) to redevelopment parcels from Fraser Highway, if there is a primary vehicle access to 196A Street and supported by a traffic study from a qualified engineer.
- 2.13. Require primary vehicle access to properties fronting Highway 10, from 196A Street, through the use of public access easement(s). Consider combining public easement(s) with additional public open space east of 196A Street.



04. 203 STREET STATION AREA

The future SkyTrain Station at 203 Street will be a powerful catalyst for significant redevelopment. Located in proximity to the Civic Centre and the Downtown Langley core, the area is in a prime location with many underused properties with low density commercial and car-oriented uses. A new planned transit exchange at this important terminus to the SkyTrain line will require careful urban design considerations and the surrounding area's land uses and connections will require strong integration with the station and exchange to encourage people to use this important infrastructure.

VISION

A high density, mixed use, transit-oriented hub which supports key destinations such as the Civic Centre and Downtown Langley core to create a complete, vibrant Downtown area.

POLICIES

- 3.1. Locate the 203 Street SkyTrain Station, bus transit exchange and associated transit infrastructure in this area, maximize multimodal access to these facilities and the redevelopment potential of adjacent properties, and ensure public realm areas are designed to be pedestrian-friendly and safe and create a memorable, highly usable and amenity-rich 'gateway experience' for transit users.
- 3.2. Develop a public open space near the northeast corner of the Fraser Highway and 203 Street intersection. This open space will include a plaza and/or park a minimum of 30 metres wide, and with direct and level pedestrian connections to the 203 Street SkyTrain Station entrance plaza and Transit Exchange pedestrian waiting area(s), and direct sightlines between Fraser Highway and the SkyTrain Station entrance. Design adjacent development and transit infrastructure to border and integrate with this space, complete with active ground floor commercial uses, residential units and features that animate this space throughout the day and evening and provide 'eyes on the street' surveillance.

- 3.3. Locate a community and/or a transit policing office adjacent to the 203 Street SkyTrain station and transit exchange, preferably bordering the public open space and/or SkyTrain station access and transit exchange waiting area.
- 3.4. Enable adjacent development to directly interface with and screen the 203 Street Skytrain Station, transit exchange and any bus parking facilities with multiple bays. Unscreened bus parking areas fronting Fraser Highway and 203 Street are prohibited.
- 3.5. Create a new street connection between 203 Street and 203A Street, in line with the 203 Street and Industrial Avenue intersection and subject to confirmation of street design and configuration by the City.

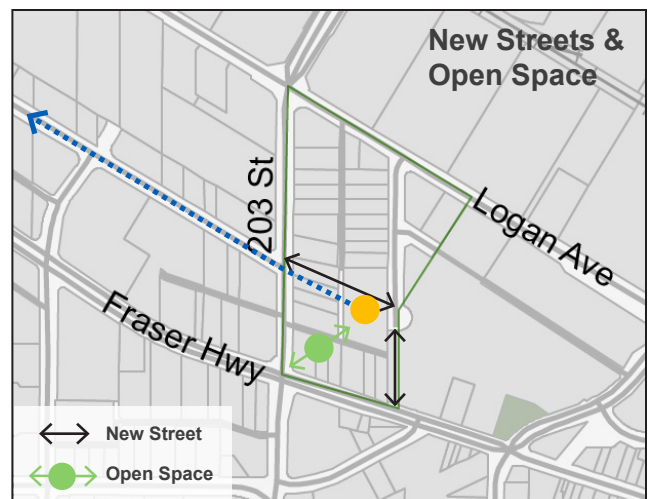
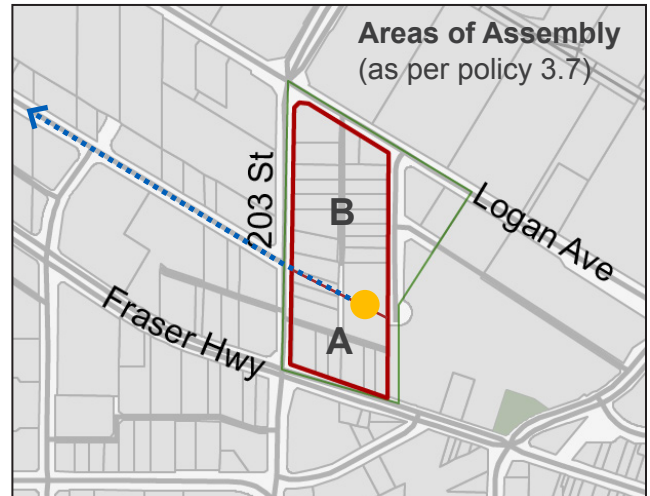
3.6. Extend 203A Street to Fraser Highway to provide access for the transit exchange and redevelopment in this area.

3.7. Require the assembly of properties into viable redevelopment parcels (as shown in the adjacent “Areas of Assembly” map):

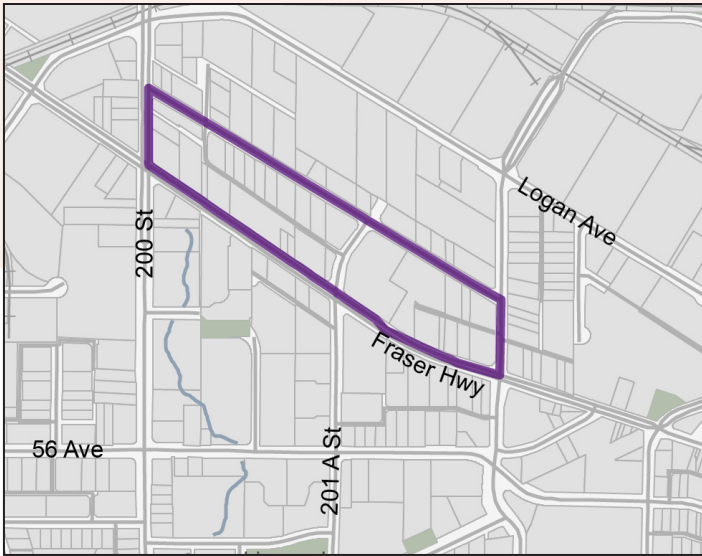
3.7.1 **Area A** - Properties fronting Fraser Highway and south of the 203 Street SkyTrain Station are required to be assembled into a single redevelopment parcel and/or consolidated into a single master-planned development concept with the SkyTrain station and related transit infrastructure.

3.7.2 **Area B** - Properties north of the 203 Street SkyTrain station are required to be assembled into redevelopment parcels that are a minimum of 0.35 hectares (about 0.9 acres).

3.7.3 All redevelopment proposals are required to consider the redevelopment of adjacent properties and identify how new buildings and open spaces will relate and integrate with each other, and how vehicular and underground parking designs relate to and if applicable, provide access to adjacent properties.



- 3.8. Encourage regional office and hotel uses to locate in this area.
- 3.9. Require commercial ground floors along major street frontages.
- 3.10. Design transit operations and parking facilities in a manner that minimizes noise, idling and access impacts to adjacent residents and businesses.



05. FRASER - INDUSTRIAL

The Fraser - Industrial area is ripe for redevelopment. Located between Fraser Highway to the south and Industrial Avenue to the North, today these properties consist primarily of single storey, auto-oriented commercial and light industrial uses. With the arrival of SkyTrain, these properties will become important in providing a gateway into Langley’s vibrant civic and downtown area.

VISION

Assemble the cluster of parcels into viable redevelopment opportunities with the intent of creating a high density, mixed use, and transit-oriented neighbourhood with beautiful and green public open spaces that act as a gateway into the core of Langley’s Downtown.

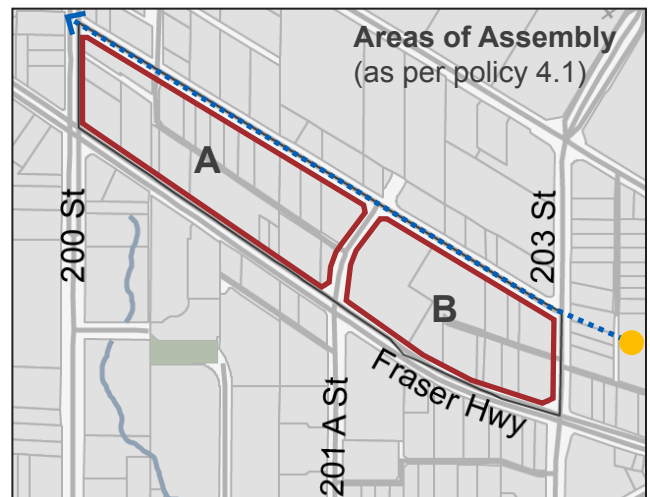
POLICIES

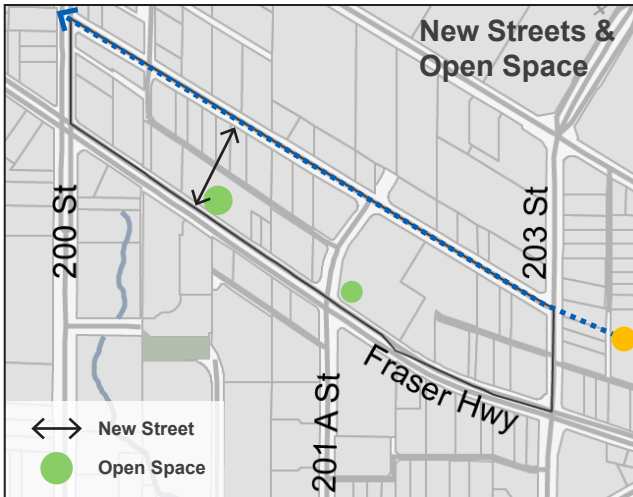
4.1. Require the assembly of properties into viable redevelopment parcels (as shown in the adjacent “Areas of Assembly” map):

4.1.1 **Area A** - Properties between 200 Street and 201A Street are required to be assembled into redevelopment parcels that are a minimum of 0.35 hectares in size (about 0.9 acres). Minimum assembly areas are not required for C1 zoned properties, or rezoning applications that were made prior to the adoption of the OCP.

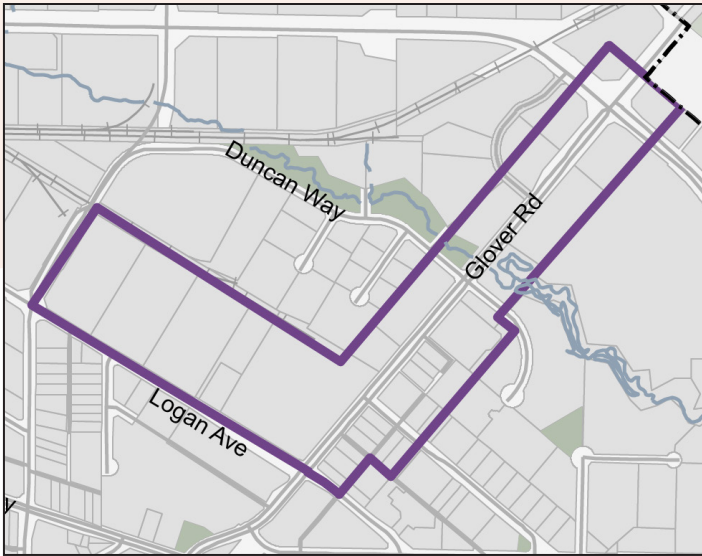
4.1.2 **Area B** - Properties between 201 A Street and 203 Street are strongly encouraged to be assembled into redevelopment parcels that are a minimum of 0.35 hectares (about 0.9 acres) in size.

4.1.3 Master planning is required on large existing parcels to ensure multiple redevelopment phases appropriately integrate with each other and adjacent properties.





- 4.2. Require a new north-south street connection between Fraser Highway and Industrial Avenue, midway through the block bounded by 200 Street and 201A Street, to provide access through this block and create a pedestrian-friendly commercial 'high street' with on-street parking. Access is limited to right in/right out at the intersection of this new street and Fraser Highway.
- 4.3. All redevelopment proposals are required to consider the redevelopment of adjacent properties and identify how new buildings and open spaces will relate and integrate with each other, and how vehicular and underground parking designs relate to and if applicable, provide access to adjacent properties.
- 4.4. Require commercial ground floors along major street frontages, including Fraser Highway, 201A Street, and the new north south street connection. Require commercial ground floors (including provision for craft breweries, maker spaces and innovative retail and office uses) along Industrial Avenue at street intersections, and support ground floor residential uses where appropriate.
- 4.5. Develop a major public open space, between 200 Street and 201A Street as a part of a comprehensive property assembly, master plan and rezoning. This open space can be located on private property but must be publicly accessible, and involve a plaza and/or park a minimum of 25 metres wide, between 200 Street and 201A Street, and with a portion of this space fronting and/or having direct sightlines to Fraser Highway. This space is to be bordered with active ground floor commercial uses and features that animate this space.
- 4.6. Develop a smaller public open space, such as a plaza or pocket park at the northeast corner of Fraser Highway and 201A Street, with the redevelopment of the large commercial property east of 201A Street.
- 4.7. Limit vehicular access to new developments and buildings from Fraser Highway.
- 4.8. Consider closure or partial closure of existing lanes to support redevelopment in the area, provided public access is maintained to all new and existing parcels and services are relocated by applicants, as required.



06. INNOVATION BOULEVARD

As a key connection between the SkyTrain's future terminus station at 203 Street, Downtown Langley and Langley City's Kwantlen Polytechnic University campus, Glover Road's status as an important gateway and a corridor will be intensified over the next decade.

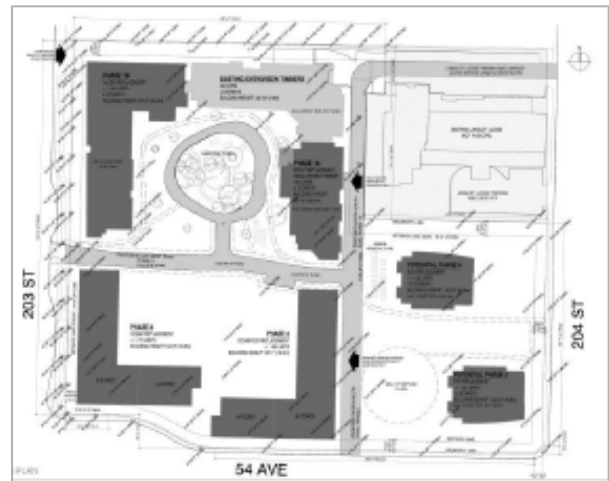
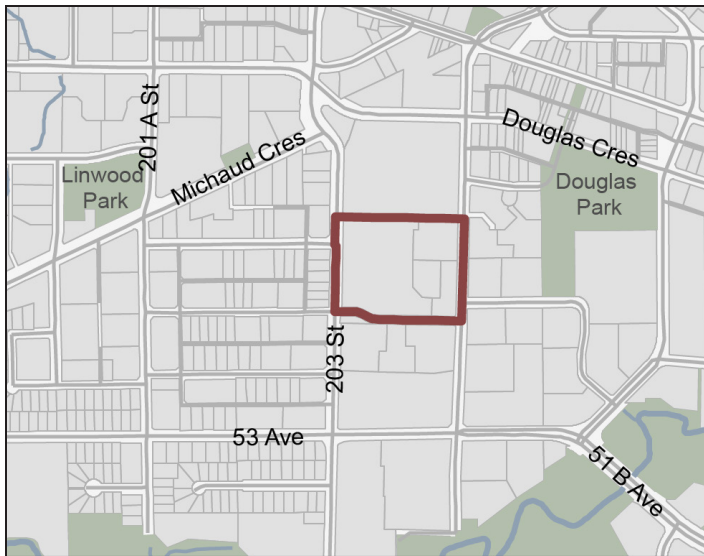
VISION

Glover Road will be transformed into a dynamic corridor where everything from transportation, technology, science, research, and manufacturing will showcase new ways of thinking. Its focus will be on improving the lives of Langley City residents, aspiring to help bring to life the vision of this plan with strong links to Kwantlen Polytechnic University and existing local businesses.

POLICIES

The OCP includes policy that enables the development of an Innovation Boulevard Plan. Until this Plan is adopted by Council, the following policies shall guide development in this area.

- 5.1. Require new development to directly front Glover Road and Logan Avenue with landmark and innovative architecture and features that create a modern character along this corridor.
- 5.2. Develop a major public open space, such as a plaza and/or park a minimum of 25 metres wide, near the intersection of Glover Road and Logan Avenue. This space is to be bordered with active ground floor commercial uses and features that animate this space throughout the day and evening to punctuate this space as a key landmark on the Innovation Boulevard.
- 5.3. Reconstruct Glover Road and Logan Avenue frontages as redevelopment occurs or through capital projects, to create an attractive 'gateway' to the City and Innovation Boulevard destinations and uses and that includes multi-use pathways, transit priority measures, generous sidewalk widths, ample street furniture, innovative lighting and public art and significant street tree plantings.
- 5.4. Support the long-term expansion of the KPU campus as the northern anchor of the Innovation Boulevard.
- 5.5. Encourage the location of a significant landmark building/development and/or gateway feature at the southeast corner of Glover Road and the Langley Bypass.



07. LANGLEY LIONS SENIORS DISTRICT

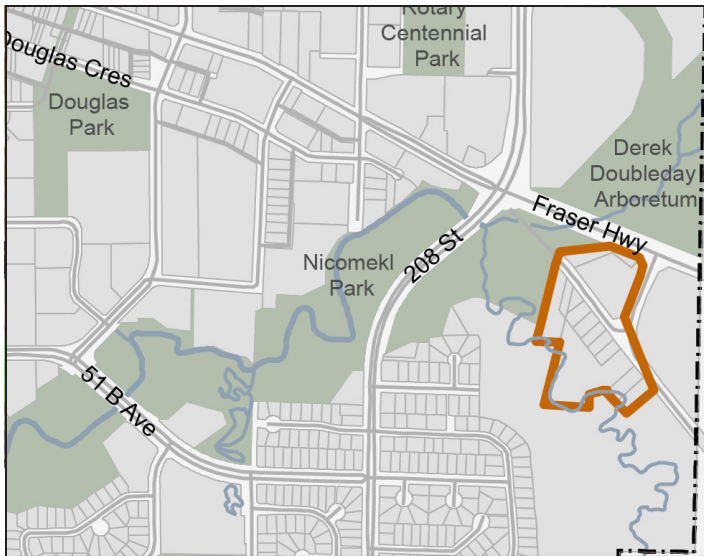
Langley Lions Housing Society has provided affordable housing for seniors on this 2.5 hectare site south of Downtown Langley since 1975. The existing buildings comprising a total of 518 apartment units need to be replaced to meet contemporary requirements and safety standards. In order to provide for the replacement of existing units and enable future growth, Langley Lions, with the support of BC Housing, has developed a Master Plan for the long term redevelopment of the site in multiple phases.

VISION

To provide for an integrated seniors care precinct providing opportunities for “aging in place” within a vibrant and walkable urban setting in close proximity of Downtown Langley and Douglas Park.

GENERAL POLICIES

- 6.1. Development will be allowed up to a maximum density of 2.5 FAR and a building height of 15 storeys.
- 6.2. Housing agreements are required for each phase of the redevelopment.
- 6.3. Development on the subject site is subject to the Multi-Family Development Permit Area of this OCP.
- 6.4. Buildings are required to front public streets and enclose open spaces, in a ‘quadrangle’ layout in the west and central areas of the site, and a ‘tower and podium’ layout in the east side of the site.
- 6.5. Establish a north-south access road between 54 Avenue and Langley Lodge statutory right-of-way, and an east-west road between the north-south road and 203 Street.
- 6.6. Provide fully accessible building and open space designs.
- 6.7. Provide convenient vehicular drop-offs and parkade entrances, and functional loading areas.
- 6.8. Provide balconies and roof gardens as amenity space.



08. OLD YALE ROAD SENIORS DISTRICT

A 3.7 hectare (9.0 acre) urban area on either side of Old Yale Road near the City's eastern entrance is contained by park land, agricultural land and the Newlands Golf & Country Club. In 2018 the area was identified as the proposed site for a major seniors "campus of care" development. A planning study for the area was completed and recommended the creation of new land use guidance for seniors-oriented institutional and multifamily residential uses.

VISION

To provide for an integrated seniors care precinct providing opportunities for "aging in place" within a unique setting bounded by public and private open space, environmentally sensitive areas and farmland.

GENERAL POLICIES

- 7.1. Development will be allowed up to a maximum density of 1.5 FAR and a building height of 6 storeys.
- 7.2. Design for connection and interaction between compatible uses in a "campus of care".
- 7.3. Respect existing agricultural land uses to the east.
- 7.4. Acknowledge historical role of Old Yale Road and Murrayville area heritage in planning and design.
- 7.5. Accessibility for people with mobility challenges should be provided for in building and site design.
- 7.6. Provide drop-off areas at grade level near the main building entrance where possible.
- 7.7. In multiple building developments, site buildings to enclose courtyards and other landscaped spaces.
- 7.8. Provide balconies and roof gardens as amenity space.
- 7.9. Architectural designs should incorporate exterior finishes, colours and other features reflecting the area's heritage.
- 6.10. Encourage courtyards and trellis work.



09. 200 STREET CORRIDOR

One of the key changes to Langley City’s growth pattern in the OCP is a ground-oriented multifamily corridor on 200 Street. This area which is intended to be transformed from single detached homes into townhouses or du/tri/quad plex units will require cohesive redevelopment that integrates with the surrounding neighbourhoods and street network.

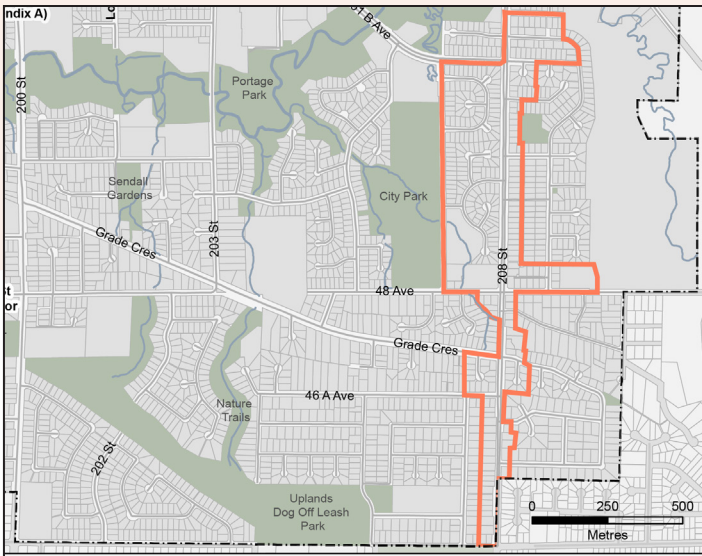
VISION

Townhouse and plex-forms of housing that revitalizes older single detached properties with human-scale and street fronting residential units. Redevelopment will provide a highly walkable streetscape that encourages people to use future high frequency transit.

GENERAL POLICIES

- 8.1. Support townhouses or rowhouses on properties fronting onto and directly accessing 200 Street and on streets intersecting with 200 Street. Townhouses and rowhouses are not allowed on cul-de-sacs.
- 8.2. Require City lane access where ground-oriented developments front onto 200 Street and major intersections, or where there is existing lane access.
 - 8.2.1 Direct lane access to local roads where possible.
 - 8.2.2 Permit temporary lane access to 200 Street for mid-block assemblies; these temporary accesses are required to be closed when lane access to local roads are completed through further assembly and redevelopment of adjacent properties fronting 200 Street.
- 8.3. Support du/tri/quad-plex development on properties adjoining cul-de-sacs.
- 8.4. Support townhouses or row houses on cul de sacs if all properties fronting cul de sacs are assembled together and consolidated with a closed cul de sac road right of way to create a single redevelopment parcel.

- 8.5. Townhouses/row houses and/or du/tri/quad plexes are supported along the east side of 200 Street south of BC Hydro ROW.
 - 8.5.1 On double-fronting lots encourage sensitive and attractive ground-oriented site plans and designs that minimize the appearance of garage entries and the number of garage entries and driveways directly accessing the lower order street.
- 8.6. Wherever possible, as redevelopment occurs:
 - 8.6.1 retain mature trees along the 200 Street frontage; and,
 - 8.6.2 plant additional new trees between City sidewalks and new buildings along the 200 Street frontage to complement new street trees.
- 8.7. Encourage attractive and sensitive designs for ground-oriented developments facing public parks.



10. 208 STREET CORRIDOR

A second corridor of ground-oriented multifamily development has been established along 208 Street. This area which is intended to be transformed from single detached homes into townhouses or du/tri/quad plex units will require cohesive redevelopment that integrates with the surrounding neighbourhoods and street network.

VISION

Townhouse and plex-forms of housing that revitalizes older single detached properties with human-scale and street fronting residential units. Redevelopment will provide a highly walkable streetscape that encourages people to use future high frequency transit.

GENERAL POLICIES

- 8.1. Support townhouses or rowhouses on properties fronting onto and directly accessing 208 Street and on streets intersecting with 208 Street. Townhouses and rowhouses are not allowed on cul-de-sacs.
- 9.2. Require City lane access where ground-oriented developments front onto 208 Street and major intersections, or where there is existing lane access.
 - 9.2.1 Direct lane access to local roads where possible.
 - 9.2.2 Permit temporary lane access to 208 Street for mid-block assemblies; these temporary accesses are required to be closed when lane access to local roads are completed through further assembly and redevelopment of properties fronting 208 Street.
- 9.3. Support du/tri/quad-plex development on properties adjoining cul-de-sacs.
- 9.4. Support townhouses or row houses on cul de sacs if all properties fronting cul de sacs are assembled together and consolidated with a closed cul-de-sac road right of way to create a single redevelopment parcel.

- 9.5. Support townhouses, row houses and/or du/tri/quad-plexes along the east side of 208 Street, between 50A & 48 Avenue and the west side of 208th between 51B & 48 Avenue.
 - 9.5.1 On double-fronting lots encourage sensitive and attractive ground-oriented site plans and designs that minimize the appearance of garage entries and the number of garage entries and driveways directly accessing the lower order street.
- 9.6. Encourage attractive and sensitive designs for ground-oriented developments facing public parks.
- 9.7. Wherever possible, as redevelopment occurs:
 - 9.7.1 retain mature trees along the 208 Street frontage; and,
 - 9.7.2 plant additional new trees between City sidewalks and new buildings along the 208 Street frontage to complement new street trees.
- 9.8. Support mixed-use development, involving townhouses and neighbourhood-scale commercial uses (including child care), at the northwest corner of 208 Street and 48 Avenue. Drive-thru and gas station uses are prohibited.