SPECIAL MEETING FOR BUDGET PURPOSES

Monday, February 3, 2020 at 2:30 PM
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

AGENDA

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

A.1 **Special Council Meeting for Budget Purposes Agenda - February 3, 2020**

Recommendation: That Council adopt the agenda and receive the agenda items of the Special Council Meeting for Budget Purposes held February 3, 2020.

B. PRESENTATIONS

B.1 **Willoughby Arterial Road Completion Amenity Policy**

Recommendation: That Council receive the presentation by staff regarding the Willoughby Arterial Road Completion Amenity Policy.

Clerk's Note: Presentation was deferred at the January 27, 2020 Regular Afternoon Council Meeting. Council Resolution from the January 13, 2020 Regular Evening Council Meeting: Therefore be it resolved that staff be directed to present to Council, as part of the 2020 budget process for its further consideration, an explanation and review of the amendments to the Willoughby Arterial Road Completion Amenity Policy that were proposed and defeated at the December 2, 2019, Regular Evening Meeting of Council.

Attachments: B.1 WARCAP presentation.pdf

B.2 **2020 Draft Capital Budget Presentation**

Recommendation: That Council receive the continuation of the presentation by staff regarding the 2020 Draft Capital Budget.

C. OTHER BUSINESS

D. TERMINATE

M. OTHER BUSINESS

1. Presentation of Defeated Proposed Amendments to WARCAP

Moved by Councillor Woodward,
Seconded by Councillor Richter,
Whereas:

1. On December 2, 2019, Council voted 6-2 to defeat even receiving a staff report on the proposed amendments to the draft Willoughby Arterial Road Completion Amenity Policy;

2. The proposed amendments, so defeated by Council, were intended to address public and development industry input regarding valid concerns of preserving the existing development economics along with the urgent need to address the worsening arterial road infrastructure issues within Willoughby;

3. Multiple elected members of Council that voted to defeat the Willoughby Arterial Road Completion Amenity Policy, and to not consider it further, promised to electors during the 2018 municipal election campaign to solve the worsening problem of 208 Street within Willoughby; and

4. The draft Willoughby Arterial Road Completion Amenity Policy is the only solution of any kind for this issue so far presented by any member of Council, almost a third of the way through the current Council term;

Therefore be it resolved that staff be directed to present to Council, as part of the 2020 budget process for its further consideration, an explanation and review of the amendments to the Willoughby Arterial Road Completion Amenity Policy that were proposed and defeated at the December 2, 2019, Regular Evening Meeting of Council.
CARRIED

Councillor Long opposed

M. OTHER BUSINESS

1. Amendments for Willoughby Arterial Road Completion Amenity Policy

Moved by Councillor Woodward,
Seconded by Councillor Richter,

Therefore be it resolved that staff be directed to:

A. Prepare a revised draft Willoughby Arterial Road Completion Amenity Policy based on the November 18, 2019, Report to Council 19-181, for Council consideration and adoption, incorporating the following amendments:

1. Ensure property owners with arterial road frontage effectively continue with the current, established practice for the Willoughby area of ultimately dedicating the land required for the widening of an arterial road as a condition of development approval, with gross densities maintained;

2. Reimburse all development proponents as the program allows, subject to actual land, construction and interest costs, ensuring no net cost to the Township of Langley;

3. Revert to the Map of Priority Major Road Sections from July 8, 2019, Report to Council 19-113 indicating the arterial road sections to be included within the amenity policy; and

4. Add 72 Avenue between 202A Street and 208 Street, to the amenity policy;

B. Review and report back to Council on the potential to:

1. Further add the Willowbrook Connector and 208 Street from 64 Avenue to 68 Avenue to the policy; and

2. Apply the policy to all development applications currently in-stream and awaiting Council consideration, if the policy is ultimately approved by Council with amendments A(1) and A(2) outlined above.

DEFEATED

Mayor Froese and Councillors Arnason, Davis, Ferguson, Kunst, and Whitmarsh opposed

F. REPORTS TO COUNCIL

5. **Willoughby Arterial Road Completion Amenity Policy Report 19-181**
File CD 6480-30-001

Moved by Councillor Woodward,
Seconded by Councillor Kunst,
That Council receive the Willoughby Arterial Road Completion Amenity Policy report for information.
CARRIED

Councillor Long opposed

N. OTHER BUSINESS

Whereas the Council Policy 05-110 Neighbourhood Traffic Calming requires a minimum petition of 67% for Council or community-initiated traffic calming installations;

Whereas in coordination and consultation with the Langley School District traffic calming measures are installed at new school locations within a process exclusive to this requirement, such as they have been installed in recent years for Yorkson Creek Middle School, Lynn Fripps Elementary and Richard Bulpitt Elementary; and

Whereas traffic calming measures for an estimated four (4) existing school site locations were funded by Council within the 2019 budget, yet may not proceed within a timely fashion, or at all;

Therefore be it resolved that staff be directed to:

1. Bring forward an amendment to the Council Policy 05-110 Neighbourhood Traffic Calming that excludes existing school site locations from Sections 4.3.3 and 4.3.4; and

2. Proceed with the installation of traffic calming measures for up to four (4) or more highest-priority existing school site locations (as funding permits) for improved child safety, as approved by Council within the 2019 budget, potentially completed by the start of the 2019-2020 school season.

CARRIED

2. Public Consultation for Willoughby Arterial Road Completion Policy

Moved by Councillor Woodward,
Seconded by Councillor Richter,
Whereas an updated major road funding model for 208 Street, other than only partially completed major arterial roads in Willoughby, and (potentially) the undeveloped areas of Brookswood/Fernridge, is a strategic priority of Langley Township Council;

Whereas for the Township of Langley to complete needed gaps in road and sidewalk infrastructure, the lack of a development-based funding source of the necessary land acquisition cost remains, as of yet, unsolved; and

Whereas the Report to Mayor and Council 19-113 dated July 8, 2019, reviewing the proposed Willoughby Arterial Road Completion Amenity Policy outlined within the Memo to Council dated April 8, 2019, has been received and considered by Council;
Therefore be it resolved that staff be directed to:

1. Draft and bring forward to Council for consideration a Willoughby Arterial Road Completion Amenity Policy document based on the staff analysis

N. OTHER BUSINESS

within the Report to Mayor and Council 19-113 dated July 8, 2019, with direction to lower the estimated per acre amenity fee overall by removing the following sections of arterial roads to be completed within the proposed amenity policy:

a. 200 Street from 72 to 80 Avenue (-$9.02M);
b. 200 Street from 66 to 68 Avenue (-$4.29M);
c. 80 Avenue from 212 to 216 Street (-$1.76M); and
d. 212 Street Connector from 80 Avenue to the Smith Neighbourhood Plan boundary (-$5.83M);

2. Engage with the development industry and community at-large regarding a Willoughby Arterial Road Completion Amenity Policy as soon as practical, but before or simultaneously with the commencement of the 2020 budget process.

CARRIED

F. REPORTS TO COUNCIL

Mayor Froese and Councillors Arnason, Davis, Ferguson, Kunst, Long, Whitmarsh, and Woodward opposed

MAIN MOTION
The question was called on the Main Motion, and it was
CARRIED

Councillor Richter opposed

4. Willoughby Arterial Road Completion Amenity Policy
Report 19-113
File CD 6480-30-001

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
That Council receive the Willoughby Arterial Road Completion Amenity Policy report for information.
CARRIED

Councillor Long opposed

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 18, 2019 - REGULAR AFTERNOON MEETING	**REPORT:**	19-181
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6480-30-001
SUBJECT:	WILLOUGHBY ARTERIAL ROAD COMPLETION AMENITY POLICY		

RECOMMENDATION:

That Council receive the Willoughby Arterial Road Completion Amenity Policy report for information.

EXECUTIVE SUMMARY:

Exploring options for alternate major road funding models has been identified as a priority of Council. On July 22, 2019, Council directed staff to engage with the community at-large and the development industry on a proposed Willoughby Arterial Road Completion Amenity Policy (WARCAP). A draft revised Policy is presented as Attachment D to this report, which aims to reconcile the input received while facilitating completion of key arterial road segments in Willoughby.

As directed by Council, a public engagement program was conducted in September and October, consisting of three (3) open houses, an online survey and a meeting with representatives of the development industry. The open houses were attended by approximately 100 people, with the online survey generating 656 responses. Generally, the survey responses indicate strong support (over 95%) for such a Policy, with most respondents (almost 80%) indicating 208 Street as the top priority. In a written submission (Attachment B), the Urban Development Institute (UDI) recommends: a) reduced scope of the proposed policy to 208 Street only; b) lower per acre land cost from $3.2 million to $2.8 million; and c) alternatives to land acquisition.

Based on the public engagement results, input from the development industry and technical analyses, a draft Policy has been prepared with: a) a refined scope, limited to 208 Street, 202A Street, 212 Street Connector and 80 Avenue; b) adjusted road widths; c) update the map of properties subject to a target contribution amount; resulting in d) re-calculate target contribution amounts. In summary, the revised Policy would, subject to Council's consideration of adoption, include approximately 9.4 acres of land, with an estimated cost of $30 million and a target contribution rate of $35,293 per developable acre. This represents over 40% reduction in the amount of land and in the target contribution amount from when the proposal was initially introduced.

The WARCAP program should be revisited after all land acquisitions have been made to determine the actual total cost, as there are variables that are unknown at this point.

PURPOSE:

This report provides the results of an engagement program for the Willoughby Arterial Road Completion Amenity Policy (WARCAP) and updates the financial implications.

BACKGROUND/HISTORY:

At its Regular Afternoon Meeting on February 25, 2019, Council confirmed its top six strategic priorities, which included exploring options for alternate major road funding models.

On April 8, 2019, Council considered a proposed new approach to facilitate completion of key sections of the arterial road network in the growing community of Willoughby. This was presented as having the potential for replication as a similar model for completing key sections of the arterial road network in other parts of the Township, such as Brookswood-Fernridge.

At its Regular Evening Meeting on April 15, 2019, Council directed staff to complete an analysis, including implications, of adopting a new Willoughby Arterial Road Completion Amenity Policy. On July 8, 2019, staff provided a report on the Willoughby Arterial Road Completion Amenity Policy (WARCAP) providing analytical information, including legal, community and financial implications, relating to the proposal for a new amenity policy intended to facilitate completion of key arterial roads in Willoughby, with potential replication elsewhere.

Subsequently, following staff's recommended approach, at its Regular Evening Meeting on July 22, 2019, Council directed staff to *"engage with the development industry and the community at-large regarding a Willoughby Arterial Road Completion Amenity Policy as soon as practical, but before or simultaneously with the commencement of the 2020 budget process."*

DISCUSSION/ANALYSIS:

As directed by Council, a public engagement program was conducted in September and October 2019. It consisted of three (3) open houses, an online survey and a meeting with representatives of the development industry and the Urban Development Institute (UDI). The open houses were attended by approximately 100 people, and the online survey generated 656 responses. The survey response is the highest on record to date for the Township, a reflection of keen community interest in the topic and promotional work undertaken by members of Council. Attachment A provides a summary of the engagement program.

The online survey, consisting of six questions, was conducted to give residents, stakeholders, and the general public an opportunity to provide feedback on the proposal. It was available for a three-week period from September 28 to October 18 through a link on the project web page. Generally, the survey responses indicate strong support (over 95%) for the proposed policy, with most respondents (almost 80%) opting for 208 Street as the top priority for completion.

On September 27, 2019, staff met with representatives of the development industry to review the proposed policy. The UDI provided a written submission dated October 17, 2019 (Attachment B), as part of which, it recommends:

- a reduced scope of the proposed Policy to 208 Street only,
- a lower per acre land cost from $3.2 million to $2.8 million, and
- alternatives to land acquisition that would help lower the total cost of the proposal.

The UDI is generally supportive of the proposed policy, and the idea of linking WARCAP with the Community Amenity Contribution (50% Lift) proposal that was outlined in Report 19-152 presented to Council on October 7, 2019.

Based on the public engagement results, input from the development industry and additional technical analyses, the draft Policy may be revised, as follows, subject to further Council input and direction.

- fine-tune the scope of road sections, with revisions incorporated to focus on the following major priority sections:
  - 208 Street from 68 Avenue to 76 Avenue,
  - 80 Avenue from 200 Street to 208 Street,
  - 202A Street from 72 Avenue to 80 Avenue, and
  - 212 Street Connector from 208 Street to 210 Street.

- make minor adjustments to the widths of the proposed amenity to enhance network efficiencies and safety (see Attachment C for an updated map with the proposed road widths).

- update the map of properties subject to a target contribution amount to reflect applications that have been submitted since the last analysis. Approximately 864 acres of developable land would be subject to a target contribution amount towards the completion of the amenity.

- re-calculate the target contribution amount at $35,300 per developable acre, calculated as $30 million for the overall cost of the proposed amenity divided by 864 acres of developable land.

The table below summarizes the entirety of current revisions proposed for incorporation, including: the initial proposal that was the subject of Report #19-113 presented to Council on July 8, 2019; the draft policy that was used for the public engagement program in September and October, 2019; culminating in the Revised Draft Policy that is presented as part of this report. Despite UDI recommendations, the land cost has been kept as a constant at $3.2 million per acre, to facilitate comparison of changes in different timeframes and as a likely appropriate representative cost in the medium term.

	Acres of Land	Approximate Total Land Cost	Target Contribution Amount (per acre)
Initial Proposal (see Report 19-113)	16.0	$52 million	$63,000
Draft Policy (used at Open Houses)	10.6	$34 million	$37,564
Revised Draft Policy (currently recommended)	9.4	$30 million	$35,293

As can be seen, the revised draft Policy, if approved by Council, would include approximately 9.4 acres of land, with an estimated cost of $30 million and a target contribution rate of $35,293 per developable acre. This represents over 40% reduction in the amount of land and in the target contribution amount from when the proposal was initially introduced. The revised draft Policy is provided as Attachment D for Council's potential consideration of adoption or further refinements prior to adoption.

FINANCIAL IMPLICATIONS:

Report #19-113 discussed community, technical, legal and financial implications of the proposed Policy. While most of the implications still stand, the changes to the revised draft Policy attached, require a re-examination of the financial implications, as they would impact projected required borrowing amount, debt payment over time, and the resultant tax increase to cover the carrying cost.

It is recommended that the WARCAP program be revisited after all land acquisitions have been completed to determine actual total cost, as there are unknown variables at this point, including:

- the requirement to buy entire properties, rather than portions of properties required for the actual widening: the size of a property or where a house is impacted by road widening may drive the need for the Township to purchase the entire property, which would increase the total cost of the WARCAP program. Once the road is widened, the remainder of the property could be disposed of to offset the initial capital acquisition cost.
- the potential of linking WARCAP to a proposed "50% land lift" provision in the Community Amenity Contributions Policy: as discussed above, the "50% land lift" provision was outlined in Report 19-152. While the exact amount of target contributions from the proposed provision is unknown at this point, the idea to link the two policy proposals would lower the total amount of borrowing, shorten the time to pay back, and reduce the carrying costs of WARCAP.
- the options to acquire land for road widening: the Township can acquire land for road widening by outright purchase of land, obtaining Statutory Rights-of-Way (for as little as $1), and negotiating with developers during a development process. These options could significantly reduce the amount of borrowing required to facilitate the road widening.
- the inclusion of land for WARCAP in Development Cost Charges (DCC): it is theoretically feasible to include land cost associated with WARCAP in the DCC program at time of next update. This would allow all future development in the Township to contribute to both the construction and land purchase of WARCAP roads, with little impact on the general taxpayer.

In other words, the estimated cost of $30 million and a target contribution rate of $35,293 per developable acre are projected maximums that may be subject to potential future refinements, as directed by Council.

Re-examination of Financial Implications from Report 19-113:

As stated in Report 19-113, the subject policy is intended to assist with land acquisition costs. Borrowing may be necessary, should Council wish to proceed with partial, or complete, construction of the identified road sections, relating to actual construction costs, currently included in the DCC program. The potential approximate land acquisition costs of $30,180,387 related to the identified road sections are outlined on Schedule C of the proposed Willoughby Arterial Road Completion Amenity Fee.

It should be noted that a policy, as contemplated in this report, would require a number of years (projected at 2 -3 years based on current development trends), subject to market conditions, following Council adoption, to accrue sufficient funding to facilitate the necessary land acquisitions. Accordingly, should Council wish to proceed with the completion of the identified road segments within the next 2 - 3 years, borrowing in the estimated amount of $33.5 million (including soft costs of 10%) would be necessary.

If the Township were to proceed with the acquisitions prior to the anticipated WARCAP funds becoming available, the potential cost of borrowing would be based on the following:

Estimated **Cost of Land** – 9.43 acres x $3.2 million (per acre) = $30,180,387

Plus **Soft Costs** - $30,180,387 x 10% = $3,018,039

Plus **1% Borrowing Cost** – ($30,187,387 + $3,018,039) x 1% = $331,984

Total - $30,180,387 + $3,018,039 + $331,984 = **$33,530,410 Principal to be borrowed**

For $33.5 million of borrowing, debt servicing, principal and interest (2.89%), would be estimated as follows:

- $2,281,600 per year for 20 years (1.7% property tax increase[1]), or
- $1,950,700 per year for 25 years (1.5% property tax increase), or
- $1,732,800 per year for 30 years (1.3% property tax increase).

As it is unlikely that all costs associated with all identified segments would be incurred at one time, the Township could opt for ***temporary borrowing*** up to a maximum of 5 years. This would allow the Township to borrow only as much as required during each of the 5 years while at the same time taking in the proposed $35,293 WARCAP per developable acre.

If sufficient funds could be accumulated to secure the land segments identified in 2-3 years as projected, borrowing at the end of the 5 year temporary borrowing period would not be required. WARCAP accumulated could be used to completely pay off the temporary borrowing, removing the need convert to permanent borrowing.

If WARCAP accumulated at the end of the temporary borrowing period are not sufficient, any outstanding temporary borrowing, over and above available WARCAP accumulated, would need to be firmed up to permanent borrowing. At that time, the following strategic decision would need to be made:

- Reduce the amount of borrowing required to be firmed up by applying all WARCAP received during the 5 years, or
- Firm up the total borrowing and using WARCAP received to date and all future WARCAP to be received to make annual loan payments.

Borrowing described above will require the assent of the electorate by way of an alternative approval process. For that process, an estimate of the potential property tax impact of the resulting debt servicing will be required to be stated even if ultimately, it is anticipated that the debt will be paid by accumulated WARCAP. This is because WARCAP are generally *negotiated considerations* that can be impacted by market conditions. If sufficient contributions are not forthcoming or not forthcoming in timely manner, debt servicing would likely come from general revenue including property tax.

Respectfully submitted,

Ramin Seifi
GENERAL MANAGER
for
ENGINEERING AND COMMUNITY DEVELOPMENT DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
Finance Division	K. Sinclair

ATTACHMENT A Engagement Summary – WARCAP
ATTACHMENT B Urban Development Institute (UDI) Comments
ATTACHMENT C Amended Road Widths
ATTACHMENT D Revised Draft WARCAP

[1] For 2020, a 1% Property Tax Increase is equal to $1,340,100. Therefore, $2,281,600 / $1,340,100 = 1.7%

Willoughby Arterial Roads Completion Amenity Policy

Engagement Summary

A series of public engagement opportunities for the proposed Willoughby Arterial Road Completion Amenity Policy (WARCAP) took place between September 28 and October 18, 2019. The results of these opportunities are summarized below.

Open Houses

Three Open Houses were held as follows:

- Saturday, September 28, 10:00am – 2:00pm, Mountainview Alliance Church
- Tuesday, October 1, 10:00am – 4:30pm, Civic Facility
- Thursday, October 3, 1:00 – 8:00pm, Civic Facility

The three-fold purpose of these Open Houses was to:

- Provide attendees clear information on the scope and timeline of the proposal
- Give the public an opportunity to ask staff direct questions and clarify any points of confusion
- Provide attendees with laptops to complete the online survey as well as paper versions for those less comfortable with technology

The Open Houses were promoted and advertised as follows:

- Web: Dedicated project web page at 'tol.ca/warcap'
- Facebook: Three posts, two of which were 'boosted' for extended reach
- Twitter: Three tweets
- Newspaper: Two Township Page ads, run September 19/20 and 26/27
- Email: Notification sent to major stakeholder groups, including Willoughby Residents Association and UDI

A total of **85** individuals signed in as attendees, with an estimated additional 15-20 attendees who chose not to sign in.

Things we frequently heard at the Open Houses included the following:

- Support for the proposal and hope for improved traffic flow in the near future
- Confusion about the proposal and how roads are currently planned, funded, and built
- Questions about tax implications and whether the tax increase would be reversed once the borrowing for the proposed road improvements is paid off
- Concern over incurring debt with no way to pay it off in a timely manner by future development
- Feedback that this Amenity Fee is an expensive solution intended only for Willoughby but does not solve the greater problem of roads planning in other communities
- Questions around the existing DCC program vs the proposed Amenity Fee and whether the DCC could be expanded to allow all development across the Township to contribute

Staff took significant time with each attendee to explain the proposal in detail and answer all questions asked. While many attendees came in confused over the proposal, each left with a clear or much improved understanding of what was being proposed, how it would be done, how it differs from current funding methods, potential challenges and benefits, and estimated timelines.

Online Survey

An online survey, consisting of six questions, was conducted to give residents, stakeholders, and the general public an opportunity to provide feedback on the proposal. This survey was made available for a three week period from September 28 – October 18 through a link on the project web page.

A total of **656 responses** were received. This survey response rate is the highest on record for the Township, indicating significant interest from the community.

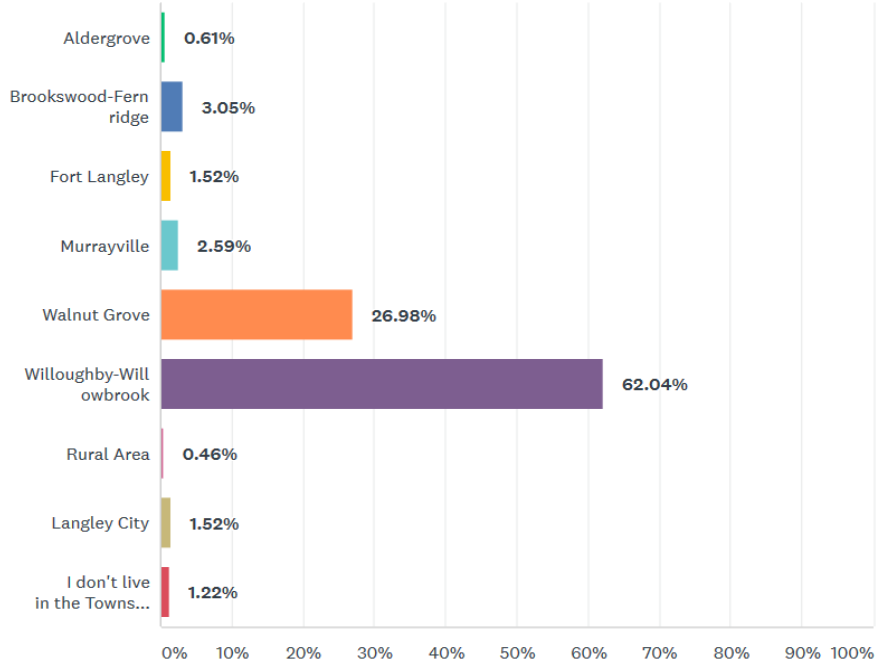
The online survey was promoted and advertised as follows:

- Web: Highlighted hyperlinked text at the top of the project web page
- Facebook: Three posts, two of which were 'boosted' for extended reach
- Twitter: Three tweets
- Newspaper: Two Township Page ads, run September 19/20 and 26/27
- Email: Notification sent to major stakeholder groups, including Willoughby Residents Association and UDI

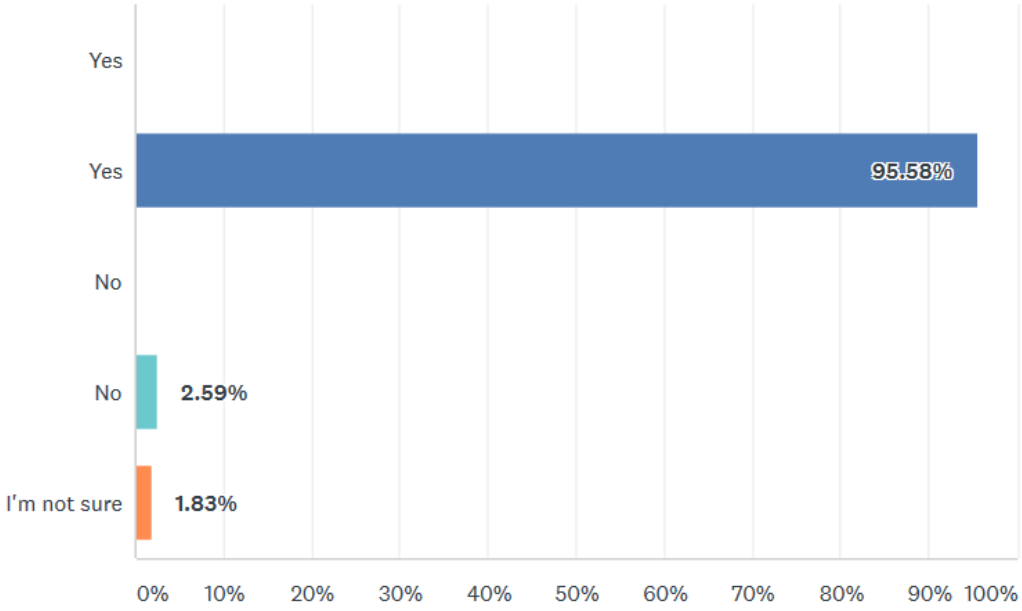
Given the sensitive nature of the topic, extra care was taken to ensure multiple responses were not submitted from the same individual. The survey tool used (SurveyMonkey) gives the option to disallow multiple responses from the same device.

Online Survey Response Summary

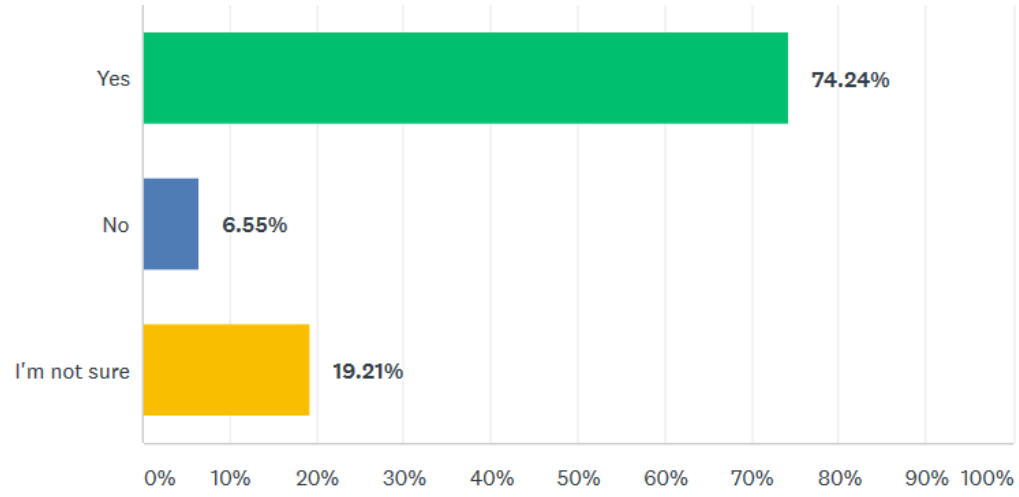
Q1: Which community do you currently live in?



Q2: Do you believe the completion of key sections of arterial roads in Willoughby is a priority?

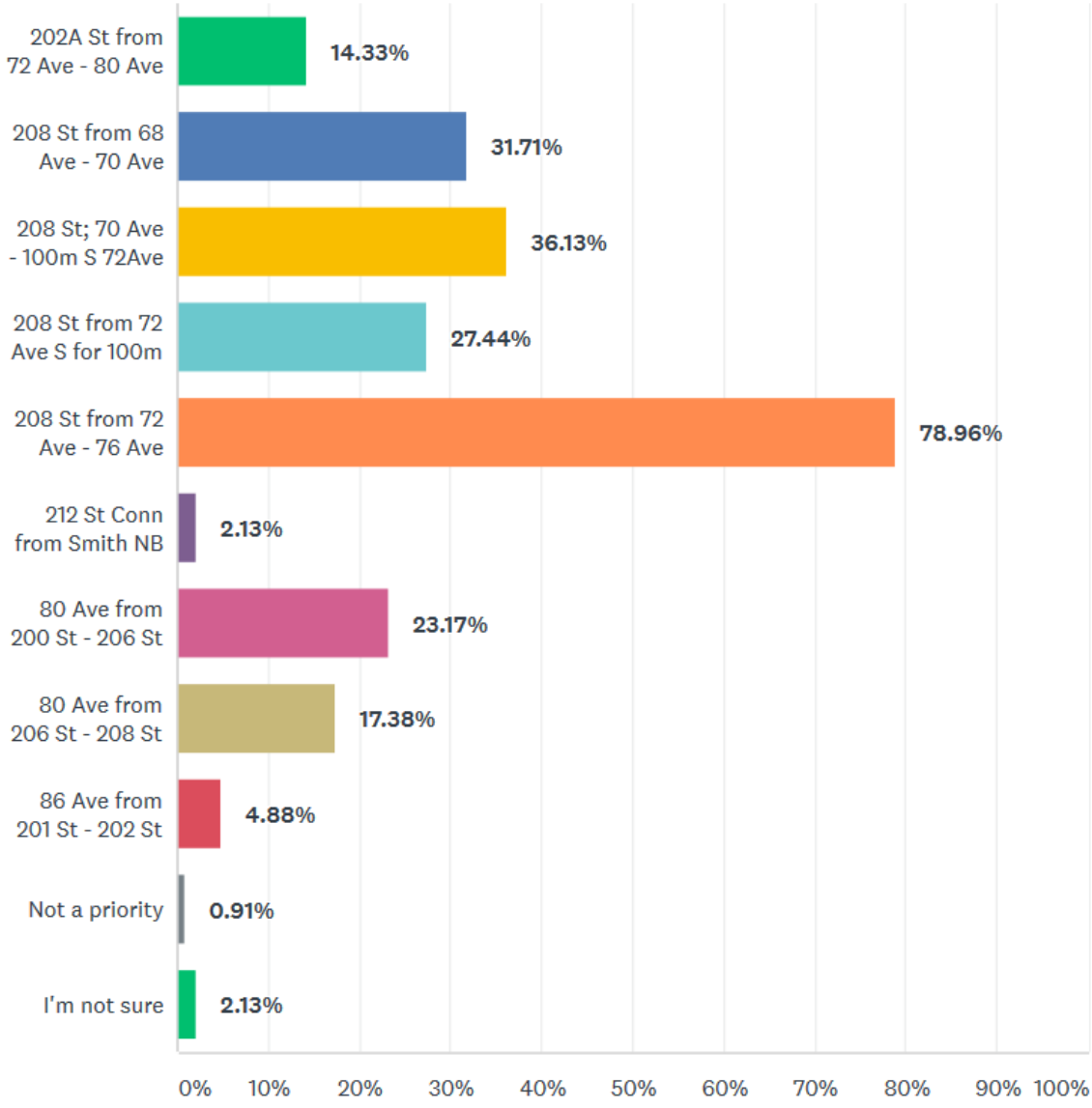


Q3: Do you believe a community amenity contribution from developers, as proposed, would be an appropriate way to provide revenue needed to compete road works in Willoughby?

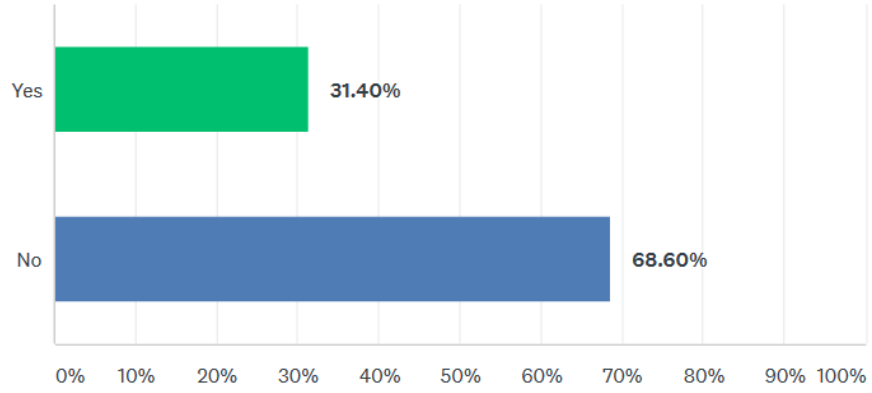


Q4: If you agree arterial roads in Willoughby are a priority, which road section should be completed first? *Select up to 3, and see image below for visual

(Note: map with proposed road sections was provided)



Q5a: Are there section of road in Willoughby not included in the list above that you feel should be included in exchange for one of those listed?



Q5b: If yes, which stretch of road would you like added and which would you like taken off the list?

This question received 198 responses which have been grouped and summarized below:

Add

- Full stretch of 208 Street from 64 Avenue to 88 Avenue
- 208 Street from 76 Avenue to 84 Avenue
- 208 Street from 64 Avenue to 68 Avenue
- Pedestrian routes to schools in the area need sidewalks for safety
- 84B Avenue between 206 Street and 207A Street
- 82 Avenue from 200 Street to 204 Street
- 72 Avenue from 202A Street to Crush Crescent
- 202B Street from 64 Avenue to 68 Avenue

Remove*

- 208 Street from 68 Avenue to 70 Avenue *(3)*
- 86 Avenue from 201 Street to 202 Street *(3)*
- 202A Street from 72 Avenue to 80 Avenue *(3)*
- 212 Street Connector *(2)*

**Note: Of 198 responses, only 10 included one or more 'remove' requests*

Q6: Do you have any additional input or feedback on the proposed Policy?

This question received 248 responses which have been grouped and summarized below:

Frequently Heard:

- Timeline for completion was frequently mentioned with the sentiment that this should have started already and should begin as soon as possible.
- Traffic and pedestrian concerns around schools was a main topic of concern. A lack of sidewalks and crosswalks around schools in the community, some of

which are on main arterial roads, is a safety issue and requested not only sidewalks to be built on all roads, but speed humps, solar flashing school zone lights, and more space for school pullouts be created.
- Requests for the BC Hydro/Telus poles to be moved from 208 Street and confusion as to why the companies and developers were not made to do this before the development was complete.
- Calls for a better planning model to be implemented in the future, ahead of development, to prevent this from happening again.
- Urgency to stop or slow down development until the existing traffic problems have been addressed.
- General support for the proposal and positive sentiment towards the engagement and proposal process and methodology.

Lesser Heard:

- Consider more roundabouts at intersections to improve traffic flow
- Minimize impact on taxes by developing a better planning model and applying it across the Township
- Figure out a solution before moving forward with development in Brookswood to prevent this situation from being repeated
- Include bike lanes in all road widening
- Parking will still be a problem in the area and should be addressed along with the roads
- Concerns over tax implications and fairness

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Jason Chu
Manager of Community & Policy Planning
Township of Langley
20338 - 65 Avenue Langley, British Columbia V2Y 3J1

Re: Proposed *Willoughby Arterial Road Completion Policy (WARCAP)*

Dear Mr. Chu,

On behalf of the Urban Development Institute's (UDI) more than 850 members, we respectfully provide our comments on the staff report regarding the Willoughby Arterial Road Completion Policy (WARCAP). We appreciate Township staff's efforts to involve UDI, other stakeholders, and the public in their consultations over the past few weeks. We understand that road completion is a pressing issue for certain parts of Willoughby, particularly around 208th street, and we would like to work with the Township to find a solution. We support the Council's goal to reduce road congestion and recognize that this proposal could be beneficial in this regard.

However, given the very preliminary information provided in the policy proposal, we believe that there needs to be further technical analysis in consultation with the homebuilding industry and others before this policy is approved.

A key issue for our members is finding ways to mitigate the cost of the proposal for builders and Township residents. We also have some substantive concerns regarding the scope and the overall costs associated with the proposal. We must work together to find ways to address these concerns.

We ask the Township to consider the WARCAP proposal in the context of the increasing taxes and fees that are already harming the viability of new projects in Township of Langley (ToL) and throughout the Lower mainland, Namely:

- The Budget 2018 provincial taxes that apply to development lands, including the Additional School Tax and the "Luxury" Property Transfer Tax;

- New TransLink DCCs coming into effect on January 1, 2020;
- The Greater Vancouver Sewerage and Drainage District Fraser Sewerage Area (DCCs) increasing over 200% last year;
- A proposed future Metro Vancouver water DCC; and
- Upcoming substantial increases to Township of Langley DCC rates.

All of these measures have led to increasing costs for the development industry over the past 18 months.

We note a concern in the Report with landowners fronting the arterial roads "paying for the cost of the land." Ironically, the WARCAP proposal may result in another inequitable situation. Further equity concerns become apparent when considering those that purchased the land along the road likely shared the understanding that the purchaser would have to dedicate at least some of their land for the roadway. Furthermore, landowners along the arterial could have factored this into their purchase price and received the property at a discounted rate. In addition to everything noted above, the other landowners in Willoughby will now be faced with a potential surprise of this additional fee.

This would be yet another charge that would undermine housing affordability in Langley. Higher costs will also impact taxpayers because the township will have to borrow more money that would be funded by residents and businesses. However, we believe there are ways that the cost of the proposal can be reduced.

1) Limit the scope to focus on 208th Street:

While we appreciate that the Township has reduced the number of roads in the initial proposal. We understand 208th street is the major roadway that is most in need of widening in Willoughby. We want to ensure that road-widening is completed in the most efficient way possible to reduce road congestion in Willoughby substantially. Therefore, in the near-term, we believe that it would be advantageous to focus specifically on 208th street.

As identified in the Report and by staff, the Township will have to borrow against the land acquisition costs, which will increase property taxes. There could also be additional costs if there is not enough funding in the DCC program for the construction of roads and pipes that need to be built for water and sewers. If improvements were confined to 208th street, this would significantly lower costs and borrowing for the Township.

2) Reduce the per acre Land Acquisition costs:

We are also concerned with the amount the Township is considering paying for the land – $ 3.2 million per acre. It appears the $3.2 million valuation was likely taken at the peak of the market. The recent Park Land acquisition charge, Greenway Amenity Policy,

and Neighborhood Plan Amenity Acquisition charge valued land at $2.8 million per acre, a significantly lower rate than the proposed per acre valuation. Considering current market conditions, we believe that the number should be even lower than $2.8 million.

3) Explore alternative approaches to Land Acquisition:

The amount of buildable space on a site in part depends on the total amount of land area. Therefore, if the land area is reduced because the Township is purchasing part of the sites the buildable area is also reduced, which results in the need for compensation. However, if the land owners along the arterials don't lose their allowed entitlements, the Township should not have to pay market value for road dedications. Alternative approaches can be made in an equitable fashion that minimizes the impact on landowners with sites along the 208th street, as noted below:

A) We understand that several proponents own properties along 208th street that are or will be seeking to develop these sites. We believe that there is an opportunity to consider through a negotiation process to acquire the right of way, without impacting the potential buildable area of the site. With additional incentives such as improved road access and maintaining/ increasing buildable area, the Township can likely obtain the land needed at a substantially reduced cost (or for free) because landowners would be minimally impacted.

B) The Township could also consider utilizing a Statutory Right of Way (SRW). Through the SRW approach, the allowed buildable area of the site is not impacted because the landowners still maintain ownership of the entire site, and development entitlement is preserved. Where sites are large enough and buildable land and livability are not compromised there is minimal impact to the landowner, therefore, greatly reducing the amount that the Township would have to pay for that land.

C) In other situations, which the Township needs to buy the entire site (e.g. a house that is located in the middle of the SRW), we believe the cost can still be minimized. In those instances, the Township could take the land required for the road, and then resell the parcel with an increased density which would offset the Township's costs and could potentially make additional revenues.

Allowing the Township more time to explore these three options is critical to mitigating cost for residents and homebuilders. These options could significantly reduce the amount that is needed to be borrowed to fund the roadway expansion. Therefore, these three steps would likely result in a win-win-win situation, reducing the fees for the

taxpayers and the homebuilders, while also protecting the landowners of impacted sites.

Implementation:

We strongly recommend against using Phased Developments Agreements (PDAs) to secure the land acquisition funds. PDAs are not used for the Greenway Amenity Policy and Parkland Acquisition Policy and therefore should be avoided in this policy. Furthermore, PDAs require a significant amount of preparation time from Township staff. They also require costly legal reviews for the Township and proponents and significantly delay processing times.

Our members also prefer that a bylaw be used instead of a policy because of the certainty provided. This policy will apply to a 'specific study area,' for 'specific works – land acquisition.' As a result, the legal tool used should be that of a 'bylaw,' not a 'policy. A bylaw also allows for a more stable business environment for homebuilders because a public hearing is required before substantial changes can be made to it.

The bylaw should also have a termination clause that specifies when the required lands should be acquired. We are concerned if it becomes a policy, this mechanism could be changed without a consultation process that would involve the homebuilders, landowners, and those most affected. We believe that this input is critical for achieving a balanced and efficient road completion process.

We also want to ensure that a reserve fund is established so that the money collected can only be used for acquiring lands for road construction. We also recommend that if funds are remaining at the end of the land acquisition process, those that contributed to the fund should be reimbursed. We would like to ensure that the funds are being used appropriately toward road expansion.

Conclusion:

Although we are generally supportive of this policy, we would like to have further discussion with Township staff. It seems as though WARCAP is at a preliminary stage, and significantly more work needs to be done if it were to be implemented. Considering the policy proposal is valued at over $33 million dollars, there needs to be much more rigorous technical analysis. In comparison, the DCC bylaw changes carried requirements for consultation and public engagement before they were implemented, and we believe that WARCAP deserves at a minimum equivalent scrutiny and consultation.

The industry would like to have further discussion with the Township on a number of issues including:

- Issues noted above related to reducing land acquisition costs.

- Instream applications/ grandfathering to avoid an inequitable situation where a homebuilder has already purchased land and is caught with a new unexpected fee.
- Which lands are/ are not included in the WARCAP Proposal. For instance, section 4.3 references “Developable Land,” including detention ponds, this does not seem to be in line other Township policies, such as, the Parkland Acquisition and Greenway Amenity Policy.
- A different implementation mechanism other than Phased Development Agreements.

We would also like to support Township’s staff recommendation in the “Community Amenity Contributions Policy (50% Lift)” Report to Council on October 7th, 2019 “to incorporate the proposed policy into WARCAP.” We would also like to note that we support staff’s recommendation in the “50% Land Lift” Report to engage with the community, UDI, and the homebuilding industry, as we also believe further consultation on the policy is needed.

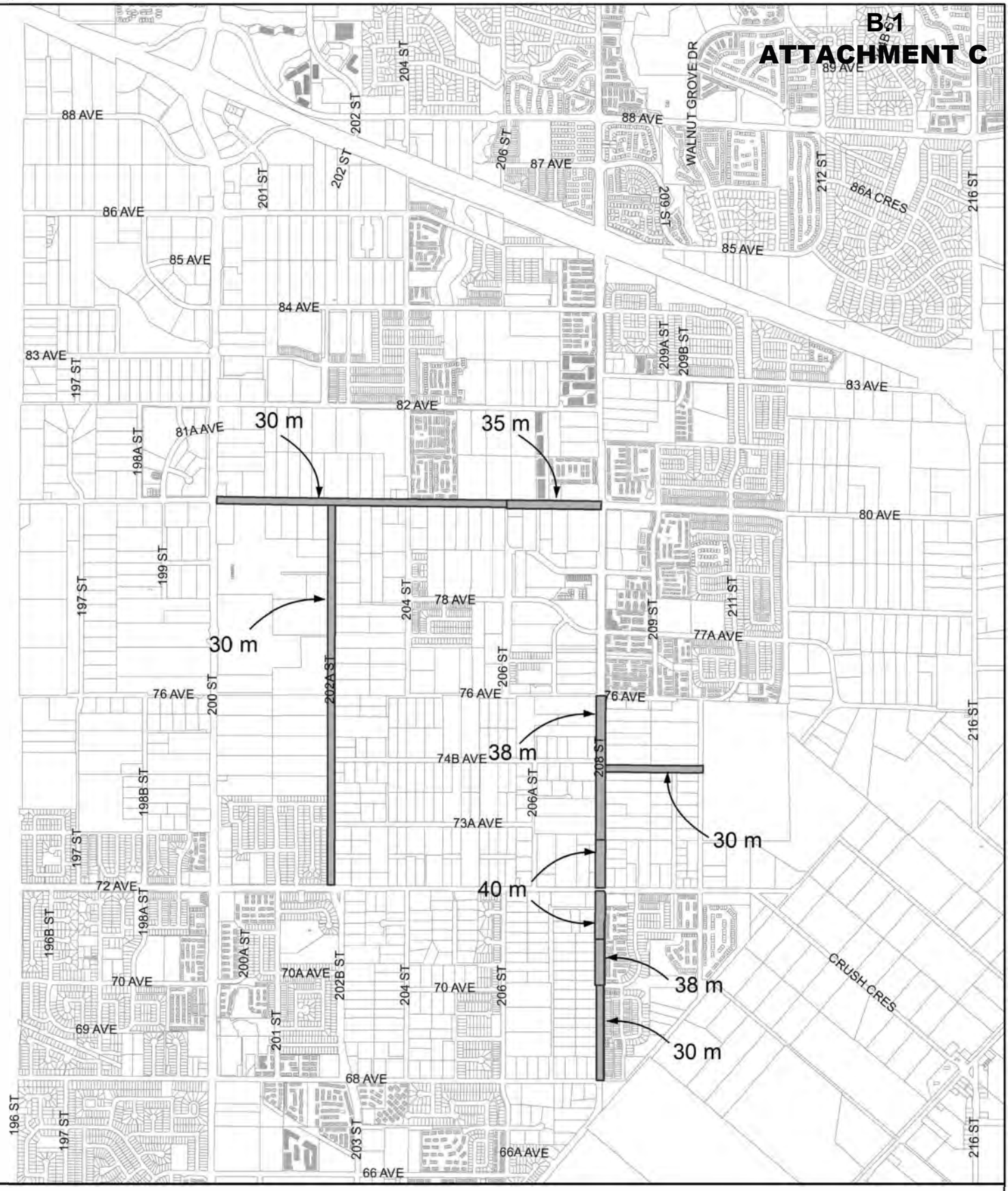
We thank the staff again for consulting with our members, as well as the public and stakeholders. At the moment, if the Council were to proceed, we would like need to have more dialogue with the industry to address the approach. Overall, UDI is generally supportive of the Willoughby Arterial Road Completion Policy Report. However, we ask that the Township consider our recommendations to ensure that the policy/bylaw implemented is done in the most equitable manner possible.

We look forward to furthering discussions with the Township on the Willoughby Arterial Road Completion Amenity Fee and future housing initiatives.

Yours sincerely,



Anne McMullin
President and CEO, Urban Development Institute



Willoughby Area Transportation Amenity Fee

Rights-of-Way Width (metres)

Rights-of-way are shown for location width purposes only.

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Willoughby Arterial Road Completion Amenity Fee

Policy No: 07-###
Approved by Council: 2019-00-00
Revised by Council:

1. Purpose

This policy provides a means of providing transportation amenities in the Willoughby area pursuant to an amenity zoning bylaw.

2. Background

The Willoughby area requires the provision of transportation amenities. Amenity zoning provisions of the Local Government Act may be used to acquire the transportation amenities.

3. Related Policies

Willoughby Community Plan and Willowbrook Community Plan.

4. Policy

4.1 The Willoughby area requires the provision of transportation amenities ("Amenities") as shown in Schedule A.

4.2 All developing properties in that portion of the Willoughby area shown on the attached schedule, excluding those properties being developed for public school ("Development Area" as shown in Schedule B), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the land acquisition cost (and excludes construction and maintenance costs) of the Amenities in the Development Area will be $8.72 per m^2 of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule C. For the purposes of this Policy "Developable Land" means the gross area of a parcel excluding streamside protection areas and the area below the top of bank. Detention Pond lands are included within the definition of “Developable Land”.

4.4 The Amenity Cost can be provided by means of land without improvements constructed thereon ("Unimproved Land"), cash plus unimproved land and cash alone.

4.5 Section 482 of the Local Government Act provides for the establishment of different density regulations for a zone, one generally applicable for the zone and the other applicable if conditions, including those relating to the conservation or provision of amenities, and the number, kind, and extent of amenities are met.

4.6 Where Council proposes to rezone a property within the Development Area pursuant to Section 482 it may choose to include the Amenity Cost as an amenity for the purposes of that bylaw.

4.7 Where the Amenity Cost is determined to be an amenity for the purposes of a bylaw adopted pursuant to Section 482 and the developer wishes to take advantage of the higher density set out in the bylaw referred to in Section 4.6 by providing the amenities, including the Amenity Cost, the Amenity Cost will be referenced in rezoning bylaws and may be provided as follows:

a) where the property being developed contains a transportation amenity the developer shall, subject to 4.7(b), provide the Amenity Cost by way of Unimproved Land plus cash;

b) where the property being developed contains a transportation amenity and the General Manager of Community Development of the Township, or his designate, determines that the construction of the improvements would be premature the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain a transportation amenity the developer shall provide the Amenity Cost by way of cash only.

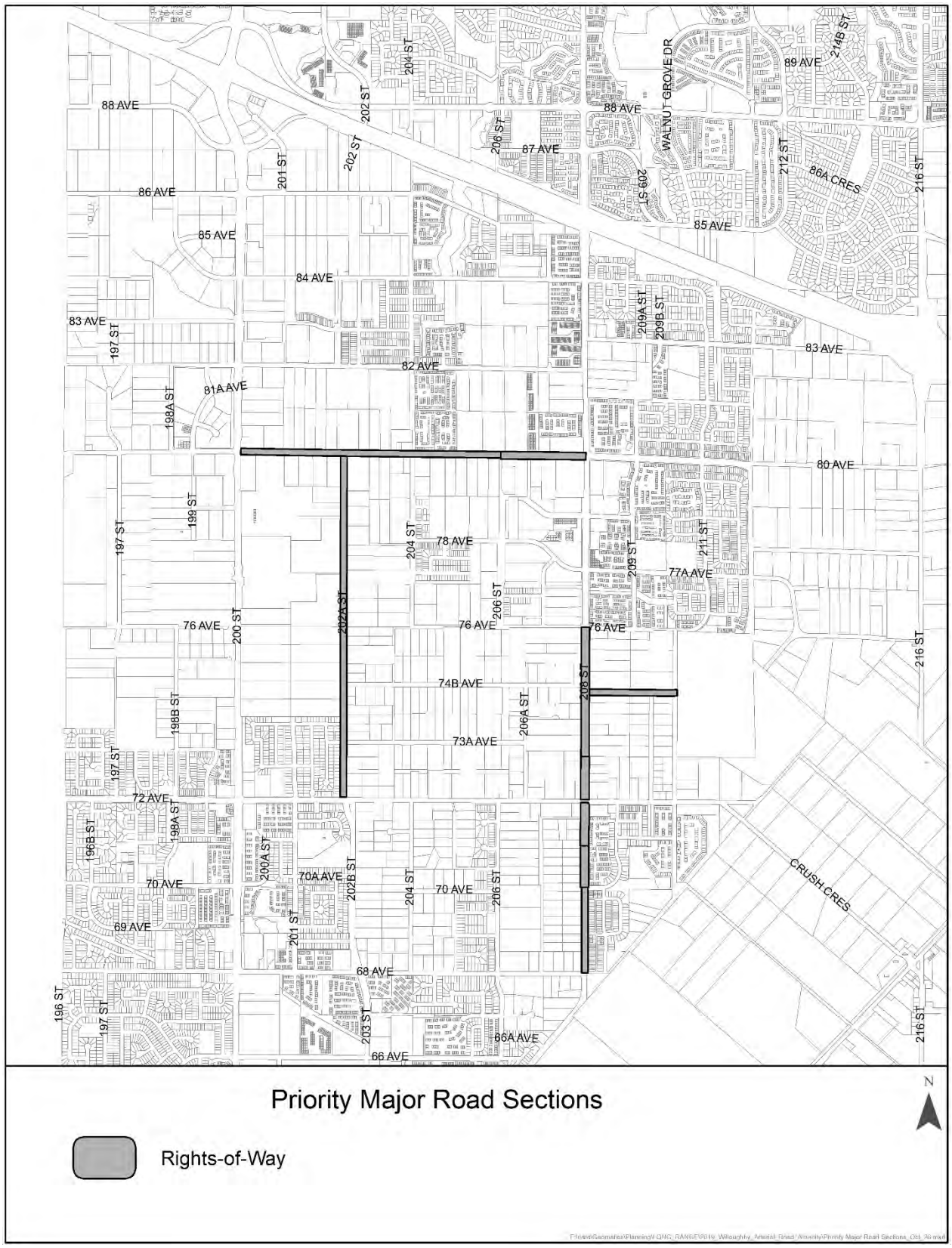
4.8 Where the Amenity Cost includes Unimproved Land the value of the Unimproved Land shall be deemed to be $3,200,000 per acre (2019 deemed cost).

4.9 Amenity costs collected will be placed in an interest-bearing Reserve Fund.

4.10 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

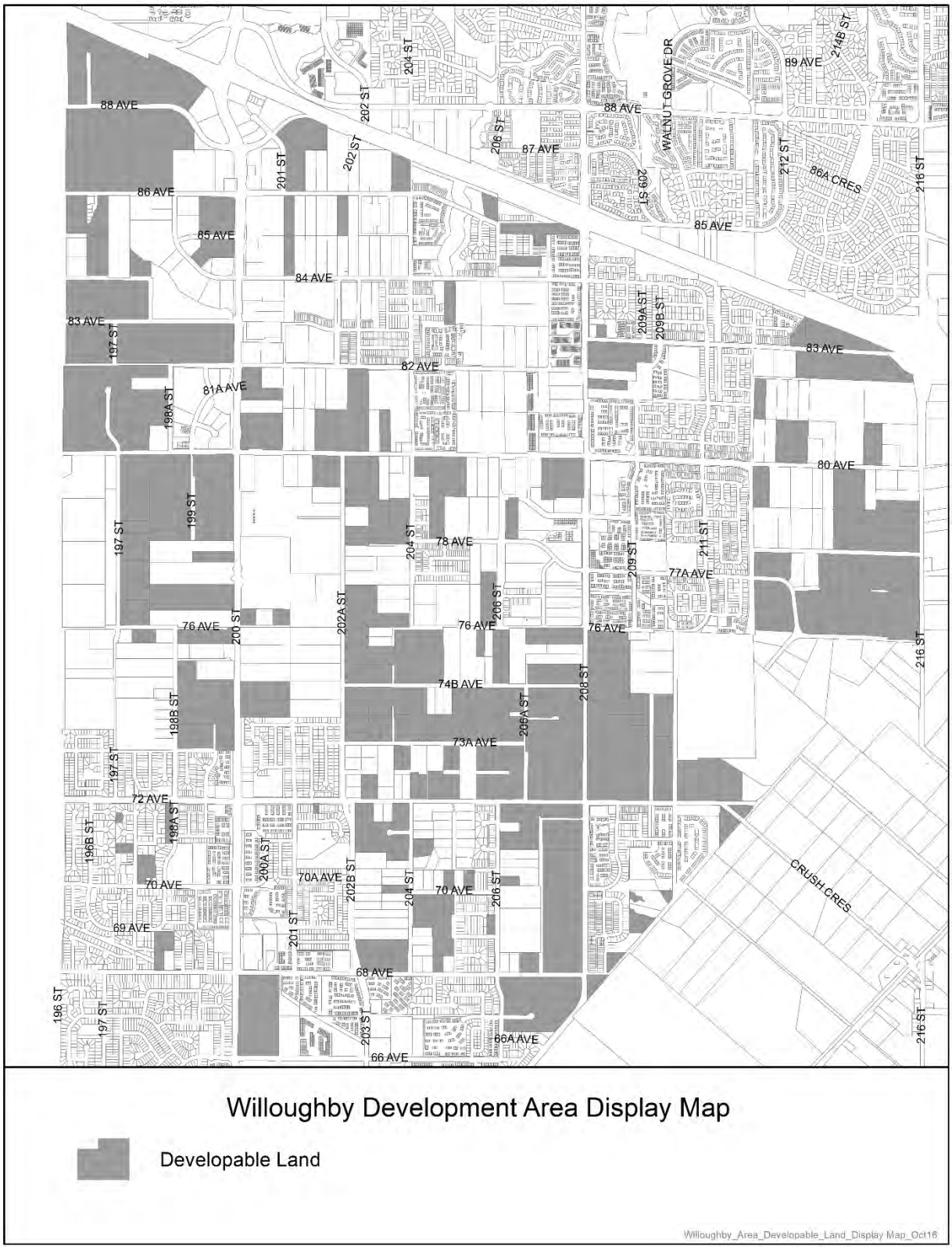
Schedule A

Willoughby Arterial Road Completion Amenities



Schedule B

Development Area



Schedule C

Willoughby Area Transportation Amenity Cost Calculation

Road Section	Approximate area (acres)	Approximate land cost
202A Street from 72 Ave to 80 Ave	1.59	$5,086,563
208 Street from 68 Ave to 70 Ave	0.50	$1,600,938
208 Street from 70 Ave to 200m south of 72 Ave	0.49	$1,565,914
208 Street from 72 Ave south for 200m	0.48	$1,546,192
208 Street from 72 Ave north for 200m	0.97	$3,108,752
208 Street from 200m north of 72 Ave to 76 Ave	2.44	$7,803,574
212 Street Connector from 208 St to Smith NP boundary	1.60	$5,105,501
80 Avenue from 200 St to 206 St	0.89	$2,858,022
80 Avenue from 206 St to 208 St	0.47	$1,504,931
Total	**9.43**	**$30,180,387**

Amenity Cost = $30,180,387/3,460,725.46 m^2 = $8.72 per m^2
Or $87,208.27 per hectare
Or $35,293.19 per acre

TOWNSHIP OF LANGLEY
SEP 5 2019
DISTRIBUTED TO COUNCIL

Township of Langley
Est. 1873

MEMORANDUM

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 5, 2019
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE NO:**	6480-30-001
SUBJECT:	WILLOUGHBY ARTERIAL ROAD COMPLETION AMENITY POLICY		

The purpose of this memorandum is to provide Mayor and Council with an update regarding the Willoughby Arterial Road Completion Amenity Policy; and more specifically as it relates to upcoming public engagement opportunities.

At its Regular Afternoon Meeting on July 8, 2019, Council received Report No. 19-113 on the Willoughby Arterial Road Completion Amenity Policy. At the Regular Evening Meeting on July 22, 2019, Council directed staff to bring forward a revised Policy, by removing specified sections of roads in the July 8, 2019 report with an objective to lower the estimated amenity fee. Council also directed staff to engage the development industry and community at-large as soon as practical, prior to, or concurrent with, the 2020 budget process.

A draft Willoughby Arterial Road Completion Amenity Policy has been prepared, as directed by Council (Attachment A). By removing specified sections of roads, the draft revised Policy proposes a target contribution amount of $37,564 per developable acre, versus $63,000 per developable acre previously proposed as part of Report No. 19-113, using an estimated average market value of $3.2 million per acre.

Engagement events have been tentatively planned for late September and early October as follows:

Saturday, September 28, 2019
10:00 am to 2:00 pm
Mountainview Alliance Church (7640 – 200 Street)

Tuesday, October 1, 2019
10:00 am to 4:30 pm
Fourth Floor Foyer, outside Fraser River Presentation Theatre
Langley Civic Facility (20338 – 65 Avenue)

Thursday, October 3, 2019
1:00 pm to 8:00 pm
Fourth Floor Foyer, outside Fraser River Presentation Theatre
Langley Civic Facility (20338 – 65 Avenue)

Once the details are finalized, these events will be published on the Township website, Township Page (in the Langley Advance Times) and social media channels.

While development industry stakeholders are expected at these public engagement events, separate focused discussions are also expected to occur at pre-scheduled meetings with the Urban Development Institute (UDI), with additional opportunities upon direction by Council or as needed.

Attachment A Draft Willoughby Arterial Road Completion Amenity Policy

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Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Willoughby Arterial Road Completion Amenity Fee

Policy No: Draft
Approved by Council:
Revised by Council:

1. Purpose

This policy provides a means of providing transportation amenities in the Willoughby area pursuant to an amenity zoning bylaw.

2. Background

The Willoughby area requires the provision of transportation amenities. Amenity zoning provisions of the Local Government Act may be used to acquire the transportation amenities.

3. Related Policies

Willoughby Community Plan and Willowbrook Community Plan.

4. Policy

4.1 The Willoughby area requires the provision of transportation amenities ("Amenities") as shown in Schedule A.

4.2 All developing properties in that portion of the Willoughby area shown on the attached schedule, excluding those properties being developed for public school ("Development Area" as shown in Schedule B), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the land acquisition cost (and excludes construction and maintenance costs) of the Amenities in the Development Area will be $9.28 per square metre of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule C. For the purposes of this Policy "Developable Land" means the gross area of a parcel excluding streamside protection areas and the area below the top of bank. Detention Pond lands are included within the definition of "Developable Land".

4.4 The Amenity Cost can be provided by means of land without improvements constructed thereon ("Unimproved Land"), cash plus unimproved land and cash alone.

4.5 Section 482 of the Local Government Act provides for the establishment of different density regulations for a zone, one generally applicable for the zone and the other applicable if conditions, including those relating to the conservation or provision of amenities, and the number, kind, and extent of amenities are met.

4.6 Where Council proposes to rezone a property within the Development Area pursuant to Section 482, it may choose to include the Amenity Cost as an amenity for the purposes of that bylaw.

4.7 Where the Amenity Cost is determined to be an amenity for the purposes of a bylaw adopted pursuant to Section 482 and the developer wishes to take advantage of the higher density set out in the bylaw referred to in Section 4.6 by providing the amenities, including the Amenity Cost, the Amenity Cost will be referenced in rezoning bylaws and may be provided as follows:

a) where the property being developed contains a transportation amenity the developer shall, subject to 4.7(b), provide the Amenity Cost by way of cash plus Unimproved Land;

b) where the property being developed contains a transportation amenity and the General Manager of Engineering and Community Development of the Township, or his designate, determines that the construction of the improvements would be premature, the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain a transportation amenity the developer shall provide the Amenity Cost by way of cash only.

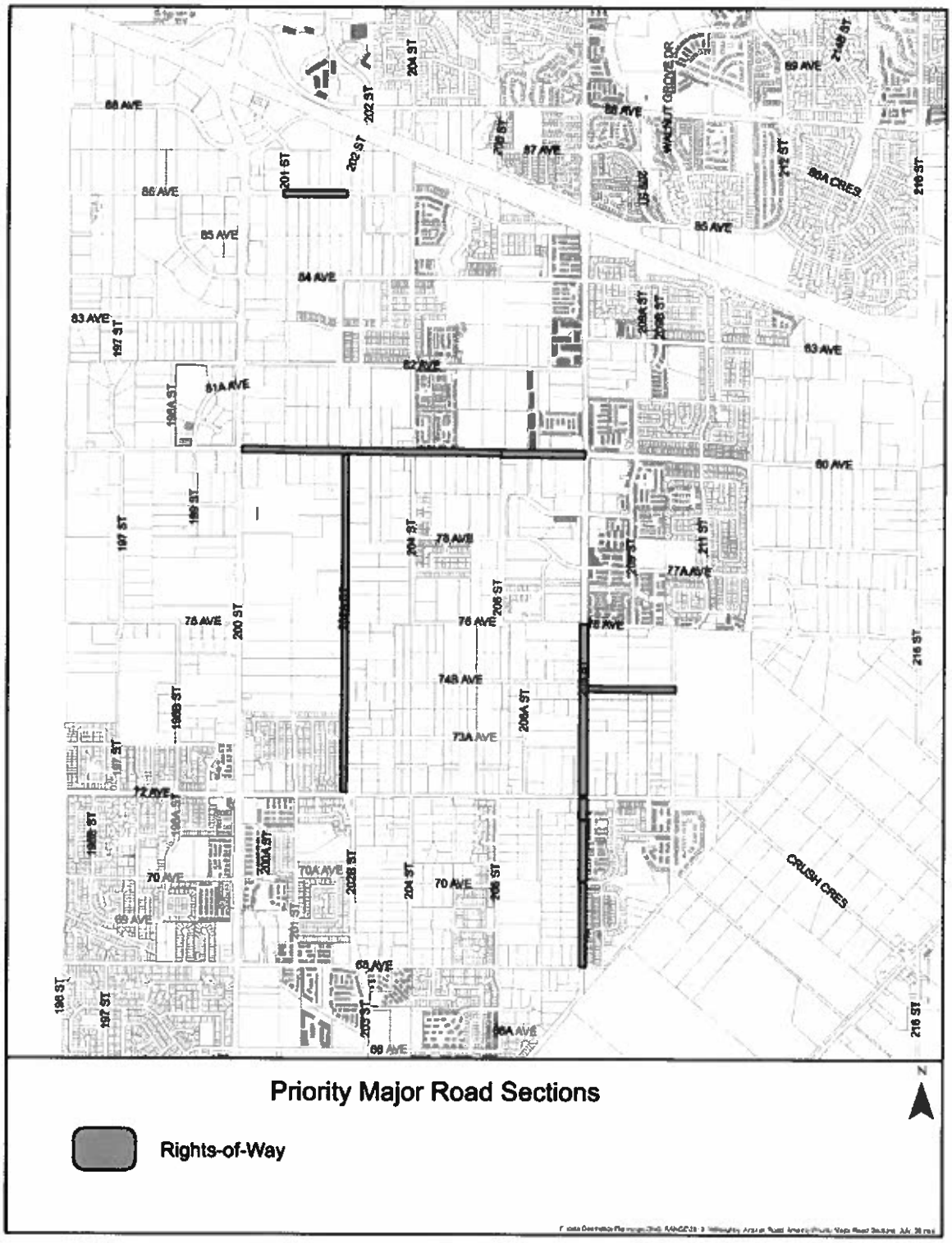
4.8 Where the Amenity Cost includes Unimproved Land, the value of the Unimproved Land shall be deemed to be $3,200,000 per acre (2019 deemed cost).

4.9 Amenity costs collected will be placed in an interest-bearing Reserve Fund.

4.10 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

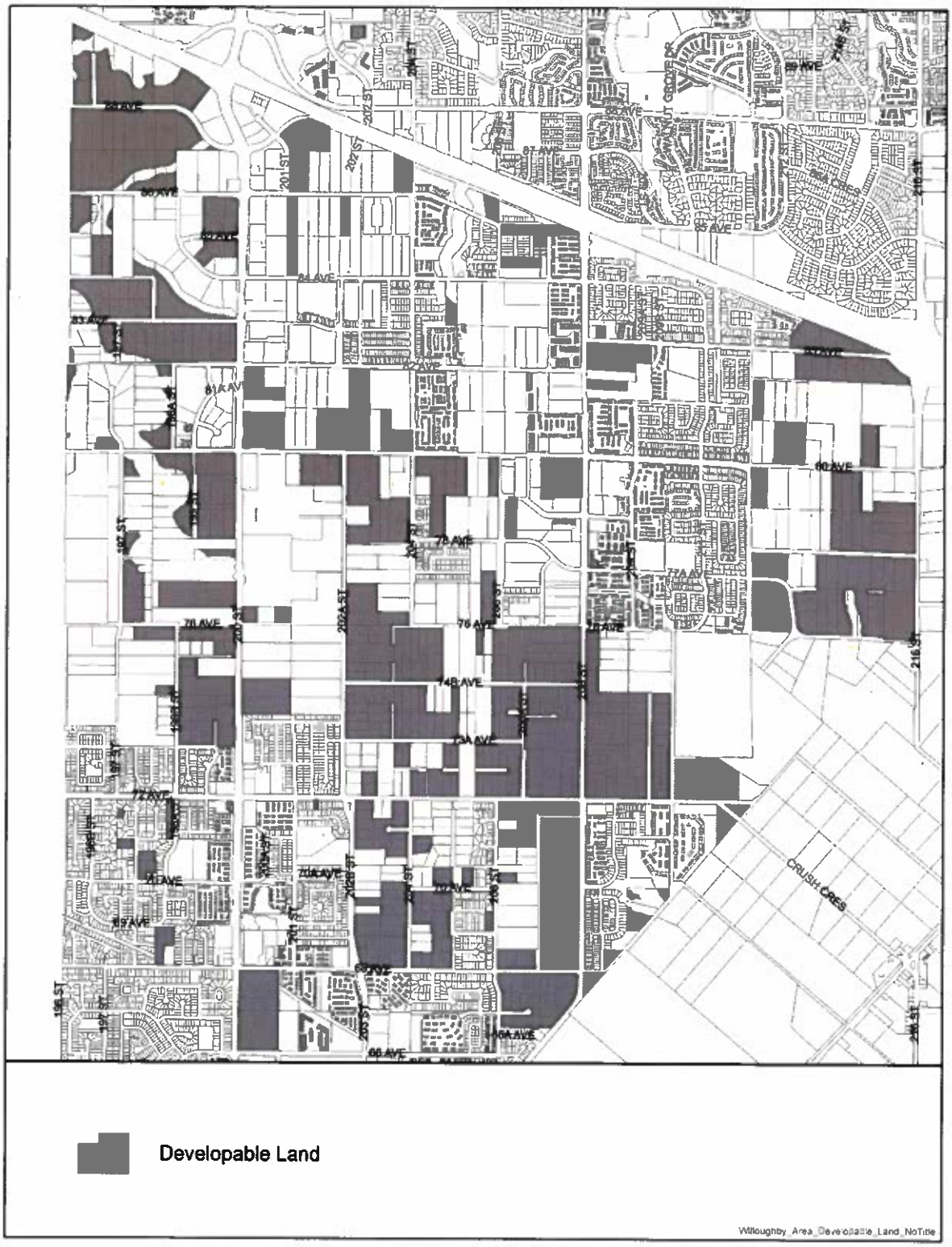
Schedule A

Willoughby Arterial Road Completion Amenities



Schedule B

Development Area



Schedule C

Willoughby Arterial Road Completion Amenity Fee Calculation

Road Section	Approximate area (acres)	Approximate land cost
202A Street from 72 Ave to 80 Ave	1.72	$5,491,283
208 Street from 68 Ave to 70 Ave	0.50	$1,600,938
208 Street from 70 Ave to 100m south of 72 Ave	0.65	$2,066,435
208 Street from 72 Ave south for 100m	0.21	$668,643
208 Street from 72 Ave to 76 Ave	3.91	$12,527,610
212 Street Connector from Smith NP boundary	2.90	$5,088,000
80 Avenue from 200 St to 206 St	1.32	$4,211,069
80 Avenue from 206 St to 208 St	0.47	$1,504,931
86 Avenue from 201 St to 202 St	0.22	$694,909
Total	**10.58**	**$33,853,818**

Amenity Cost = $33,853,818/3,647,269.89 m^2 = $9.28 per m^2
Or $92,819.61 per hectare
Or $37,564.10 per acre

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 8, 2019 - REGULAR AFTERNOON MEETING	**REPORT:**	19-113
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6480-30-001
SUBJECT:	WILLOUGHBY ARTERIAL ROAD COMPLETION AMENITY POLICY		

RECOMMENDATION:

That Council receive the Willoughby Arterial Road Completion Amenity Policy report for information.

EXECUTIVE SUMMARY:

Exploring options for different funding models for major road completion, particularly in the growing community of Willoughby, has been identified as a strategic priority of Council. At its Regular Evening Meeting on April 15, 2019, Council directed staff to complete an analysis and report on the implications of a new proposed transportation amenity policy, based on a memorandum, dated April 8, 2019, submitted by Councillor Woodward. The memorandum identifies the following sections of arterial roads in Willoughby as forming the basis of a proposed target amenity contribution:

- 208 Street from 68 Avenue to 76 Avenue,
- 80 Avenue from 200 Street to 208 Street,
- 202A Street from 72 Avenue to 80 Avenue,
- 80 Avenue from 212 Street to 216 Street,
- 212 Street Connector from 208 Street to 80 Avenue,
- 86 Avenue from 201 Street to 202 Street,
- 200 Street from 72 Avenue to 80 Avenue, and
- 200 Street from 66 Avenue to 68 Avenue.

Based on the above, it is estimated that approximately 16 acres of land would have to be acquired to facilitate completion of the identified sections of roads to current standards. Using an estimated average market value of $3.2 million per acre, the total land cost would be approximately $57 million, including 'soft' costs, but excluding borrowing or expropriation costs, if needed. Approximately 900 acres of developable land would be subject to a target contribution amount towards the completion of the amenity. The target contribution amount would therefore be approximately $63,000 per developable acre, subject to further refinement, confirmation and analysis, if directed by Council.

Provincial legislation empowers municipalities to impose requirements for development applications, primarily at the rezoning stage. The proposed amenity contribution would have financial, technical and policy implications as outlined in this report. Should Council wish to direct staff to proceed with the development of a policy to facilitate the proposed amenity, it is recommended that engagement with the community at-large and the development industry be included as part of the initial work program. Further, it should be noted that borrowing for both the land (CACs) and the construction (DCCs) components will be required, should Council wish to proceed with construction of the identified road sections within the next 2 -3 years as outlined in the Implications section of this report.

PURPOSE:

This report is in response to Council direction and provides analytical information, including implications, relating to a proposal for the introduction of a new amenity policy intended to facilitate completion of key arterial roads in Willoughby and potential replication elsewhere.

BACKGROUND/HISTORY:

At its Regular Afternoon Meeting on February 25, 2019, Council confirmed the top six strategic priorities, which included exploring options for alternate major road funding models.

On April 8, 2019, Councillor Woodward submitted a memorandum to Mayor and Council, a copy of which is presented as Attachment A to this report, presenting a new proposed approach to facilitate completion of key sections of the arterial road network in the growing community of Willoughby, with the potential to adopt a similar model for completing key sections of the arterial road network in other parts of the community such as Brookswood-Fernridge.

Subsequently, at its Regular Evening Meeting on April 15, 2019, Council passed the following resolution:

> *"That staff be directed, as soon as practical, to complete an analysis, report and presentation to Council reviewing the memorandum to Council dated April 8, 2019, and the implications of adopting a new Willoughby Arterial Road Completion Amenity Policy."*

DISCUSSION/ANALYSIS:

The April 8, 2019 memorandum from Councillor Woodward to Mayor and Council describes the current approach to building and completing arterial roads, outlines what is described as the core problem of the current approach, and proposes a solution.

The proposed solution is based on general provisions of the Local Government Act, which enable municipalities to consider amenity contributions from those seeking a change in zoning. Although not specifically recognized in the provincial legislations, zoning bylaws may include options for Council consideration of additional (often referred to as "bonus") density, subject to specific conditions, which can include provision of community amenities or contributions towards such amenities.

The Local Government Act empowers municipalities to impose requirements for development applications, typically obtained as part of a rezoning process when an owner of land seeks to change permitted uses. Provincial legislation also allows local governments to impose Development Cost Charges (DCCs) for certain off-site services, namely, water, sewer, drainage and roads and park land. Increasingly, local governments are relying on the rezoning process to secure affordable housing, and contributions towards recreation facilities and other community amenities that cannot be funded through DCCs. Although not specifically recognized in the provincial legislations, zoning bylaws may include options for Council consideration of additional (often referred to as "bonus") density subject to specific conditions, which can include provision of amenities.

Generally referred to as Community Amenity Contributions (CACs), such negotiated considerations may be used to assist with the capital cost of infrastructure not covered by Development Cost Charges (DCCs), including fire halls, recreation centres or libraries. Utilizing CACs, existing residents, who are often concerned about negative impacts of new development, can see tangible benefits from development to higher densities than otherwise permitted as part of a rezoning process, to such forms as townhouses and apartments. The Township has put in place greenway amenity policies to obtain quality public spaces and greenways in various Willoughby neighbourhoods since 2007.

However, it is noted that the proposed policy is intended to be structured for application to certain (not all) lands within a defined geographic area. This differs from the existing greenway amenity policies currently applicable to all lands in various neighbourhood plan areas in Willoughby,

The proposed policy would provide for reimbursement of land costs as part of the development process to those property owners with parcels fronting the referenced road sections commensurate with calculations used in the policy. The following sections discuss (a) identification of the proposed amenity, (b) estimation of land area and associated costs of the amenity, (c) definition of developable land that would be subject to a target contribution amount in relation with the amenity, and (d) estimation of the target contribution amount on a per developable unit area basis.

(a) Identification of the Amenity

The proposed solution considers arterial roads as a community amenity, which includes a list of priority major road sections for completion in Willoughby and Willowbrook. Attachment B shows a map of these priority major road sections, listed as follows:

- 208 Street from 68 Avenue to 76 Avenue,
- 80 Avenue from 200 Street to 208 Street,
- 202A Street from 72 Avenue to 80 Avenue,
- 80 Avenue from 216 Street to 212 Street,
- 212 Street Connector from 208 Street to 80 Avenue,
- 86 Avenue from 201 Street to 202 Street,
- 200 Street from 72 Avenue to 80 Avenue, and
- 200 Street from 66 Avenue to 68 Avenue.

(b) Estimation of Land Area and Associated Costs

Based on the ultimate width and net of the existing built portion of these major roads, it is estimated that approximately 16 acres of additional land would be required to complete construction of the identified sections of roads to prescribed standards.

Using an estimated current average market value of $3.2 million per acre, the total land cost would hence be approximately $52 million (excludes administrative costs – see below). Attachment C provides detailed calculation of estimated land area and land costs. The estimated numbers are high-level order-of-magnitude, presented for discussion purposes. Assumptions include acquisition cost of entire lot, say 5 acres in size, being the same as portions of land, say 1,000 m^2 (+/- 11,000 ft^2), to facilitate proposed road construction. The estimation does not include street greenways along the identified sections of arterial roads, as they are subject to the applicable greenway amenity policies, which may trigger the need for other interim facilities to accommodate pedestrian connectivity, etc.

(c) Estimation of Development Area

The next step of the analysis estimates the developable land that would be subject to a target contribution amount towards the completion of the amenity. Developable land does not include areas that are:

- already developed (i.e. not likely to be subject of rezoning application in medium term),
- below the top-of-bank of streams (i.e. protected and not developable),
- within the Streamside Protection and Enhancement Areas (i.e. not developable), and
- under development application (i.e. in-stream and anticipated to proceed to completion).

Based on the above, approximately 900 acres of developable land would be subject to a target contribution amount towards the completion of the amenity. Attachment D is a map of properties that would be subject to a target contribution amount.

(d) Estimation of the Target Contribution Amount

Based on the preceding discussion and analysis, the target contribution amount for the proposed amenity is estimated at approximately $63,000 per developable acre; calculated as $57 million estimated for the overall cost of the proposed amenity (see section (b) above) divided by 900 acres of land (see section (c) above).

The above estimate focuses on land cost, but also includes a provision for other (“soft”) or administrative costs, such as property negotiation, commission, land survey, and land conveyance estimated at 10%. However, there has been no allowance made for interest charges related to borrowing. It is important to note that as it will take some time to build the amenity fund

and collect sufficient funds to proceed with construction, some borrowing would be necessary. Also not included in the estimated costs used for the purposes of this high-level analysis are potential expropriation costs which are projected to increase costs by an additional 10%.

All the identified major road sections are included in the proposed 2019 DCC program. Accordingly, design and construction costs for these major road sections were not included to avoid double counting. An exception to this is the 212 Street Connector from 208 Street to 80 Avenue, where not all associated costs have been included in the DCC program, based on the protocol assumption that the "base" component of the construction costs would have to be borne by the fronting developer, with the DCC program covering the oversizing costs only.

Having said that, there may be a need for currently unanticipated interim improvements beyond the road works identified, such as temporary pedestrian facilities, and lighting, etc. costs of which have not been included in the calculation of the proposed amenity fee.

COMMUNITY IMPLICATIONS:

The proposal could have positive implications for the community. More specifically, it would eliminate the temporary gaps identified in the key major arterial road sections in Willoughby, which would assist with reducing traffic congestion and idling, thereby theoretically contributing to lower overall carbon emissions. In addition, the proposal, as envisioned, would provide for enhanced pedestrian connectivity with completion of sidewalks.

If not structured carefully, CACs can have the potential of decreasing supply of new housing and lead to increases in housing prices. It is important, therefore, to recognize the relationship between CACs and housing affordability and make efforts to balance the opportunity to obtain public benefits, such as community amenities, with the goal of helping families secure affordable housing. It is anticipated that the proposed policy, if adopted, would have an impact, by exerting downward pressure, on land values.

If successful in achieving the anticipated objectives, the same model could be applied to facilitate widening of major roads in other growing areas, such as Brookswood-Fernridge, in conjunction with, or prior to, full development.

TECHNICAL IMPLICATIONS:

Co-ordination of other infrastructure works, particularly underground utilities pose significant implications that must also be borne in mind. The Township currently co-ordinates the timing, design and construction of infrastructure, such as roads, storm sewer, sanitary sewer, water system and external utilities such as hydro and telephone servicing. Co-ordination includes administration of a financial system to collect and reimburse funds as prescribed by the Local Government Act and provisions in the DCC bylaw, if applicable, as well as design and physical construction of such services. Advancing road construction ahead of installation of other infrastructure would trigger the need for additional funding to repave roads after the underground services have been installed. Further, there will be significant impact to the community with the inability to coordinate such works.

LEGAL IMPLICATIONS:

Based on legal input a Phased Development Agreement (PDA) would likely be used as the implementation tool for the acquisition of the amenity fees, which requires preparation of the PDA and a bylaw (including a Public Hearing) as part of the approvals process.

FINANCIAL IMPLICATIONS:

Noting that the subject policy is intended to assist with land acquisition costs, borrowing may be necessary, should Council wish to proceed with partial, or complete, construction of the identified road sections, relating to actual constructions costs, currently included in the DCC program. The potential approximate land acquisition and construction costs related to the identified road sections can hence be summarized in Table 1 below:

Table 1

Road	Segment	Estimated Land Cost (CACs)		Estimated Const. Cost		Total Costs
		Land	Soft (10%)	DCC	Non-DCC	
208 St.	68 to 76	$17,000,000	$1,700,000	$5,800,000	-	$22,800,000
80 Ave.	200 to 208	$5,800,000	$580,000	$5,600,000	-	$11,400,000
202A St.	72 to 80	$5,800,000	$580,000	$4,000,000	-	$9,800,000
80 Ave.	212 to 216	$1,600,000	$160,000	$3,400,000	-	$5,000,000
212 St. Conn.	208 to 80	$9,300,000	$930,000	$6,600,000	$6,400,000	$22,300,000
86 Ave.	201 to 202	$800,000	$80,000	$800,000	-	$1,600,000
200 St.	72 to 80	$8,200,000	$820,000	$6,300,000	-	$14,500,000
200 St.	66 to 68	$3,900,000	$390,000	$1,500,000	-	$5,400,000
Total		**$52,400,000**	**$5,240,000**	**$34,000,000**	**$6,400,000**	**$98,040,000***

NOTE:

* Estimate does not include potential borrowing costs and expropriation costs, if needed.

Following table summarizes current and proposed CAC and DCC charges per dwelling unit for each of the various types of residential development in the Township of Langley:

Table 2

Type of Charge	Type of Residential Development			
	Res. 1 (<15 u/ha)	Res. 2 (15-44 u/ha)	Res. 3 (44-74 u/ha)	Res. 4 (>74 u/ha)
Greenway Amenity [1]	$33,000	$16,500	$8,300	$4,200
CAC [2]	$5,673	$4,814	$3,782	$2,923
DCC [3]	$49,564	$41,231	$33,659	$27,458
MV DCCs [4]	$5,428	$4,695	$3,530	$3,530
SSAC [5]	$738	$664	$590	$590
TOTAL PER UNIT	**$94,403**	**$67,904**	**$49,861**	**$38,701**

NOTES:

1 Based on average of various greenway amenity charges currently applicable in Willoughby.
2 Based on Community Amenity Contribution Policy adopted by Council in July 2018 applicable in 2019.
3 Based on Development Cost Charges bylaw given 3 readings by Council at its meeting on June 10, 2019.
4 Based on 2019 regional (GVS & DD) Development Cost Charges.
5 Based on current School Site Acquisition Charges (SSACs) for Langley School District.

It should be noted that a policy, as contemplated in this report, would require a number of years (projected at 2 -3 years based on current development trends), subject to market conditions, following Council adoption, to accrue sufficient funding to facilitate the necessary land acquisition. Accordingly, should Council wish to proceed with the completion of the identified road segments within the next 2 - 3 years, borrowing in the estimated amount of $57 million would be necessary. A reduced amount may need to be borrowed, should Council deem it desirable to proceed with some (not all) of the identified road sections, based also on the 'self-replenished' model of the proposed amenity fund.

If the Township were to proceed with the acquisitions prior to the anticipated CAC funds become available, potential borrowing process scenario is anticipated to be as outlined in table 3 below:

Table 3

20 Year Term	**Estimated Annual Debt Payments:**		**3,728,695**	*3% Capitalization Rate*	
	Estimated Property Tax Increase:		**2.94%**		*S/F Factor:*
Principal:	57,000,000	**Interest Rate:**	**2.82%**		*0.037215708*
	Estimated Principal Payment	**Estimated Interest Payment**	**Estimated Total Payment**	**Estimated Actuarial**	**Reducing Balance**
					57,000,000
Yr 1 Semi Annual		803,700	803,700		57,000,000
Yr 1 Annual	2,121,295	803,700	2,924,995		54,878,705
Yr 2 Semi Annual		803,700	803,700		54,878,705
Yr 2 Annual	2,121,295	803,700	2,924,995	63,639	52,693,770
Yr 3 Semi Annual		803,700	803,700		52,693,770
Yr 3 Annual	2,121,295	803,700	2,924,995	129,187	50,443,288
Yr 4 Semi Annual		803,700	803,700		50,443,288
Yr 4 Annual	2,121,295	803,700	2,924,995	196,701	48,125,292
Yr 5 Semi Annual		803,700	803,700		48,125,292
Yr 5 Annual	2,121,295	803,700	2,924,995	266,241	45,737,755
Yr 6 Semi Annual		803,700	803,700		45,737,755
Yr 6 Annual	2,121,295	803,700	2,924,995	337,867	43,278,592
Yr 7 Semi Annual		803,700	803,700		43,278,592
Yr 7 Annual	2,121,295	803,700	2,924,995	411,642	40,745,655
Yr 8 Semi Annual		803,700	803,700		40,745,655
Yr 8 Annual	2,121,295	803,700	2,924,995	487,630	38,136,729
Yr 9 Semi Annual		803,700	803,700		38,136,729
Yr 9 Annual	2,121,295	803,700	2,924,995	565,898	35,449,536
Yr 10 Semi Annual		803,700	803,700		35,449,536
Yr 10 Annual	2,121,295	803,700	2,924,995	646,514	32,681,726
Yr 11 Semi Annual		803,700	803,700		32,681,726
Yr 11 Annual	2,121,295	803,700	2,924,995	729,548	29,830,883
Yr 12 Semi Annual		803,700	803,700		29,830,883
Yr 12 Annual	2,121,295	803,700	2,924,995	815,074	26,894,514
Yr 13 Semi Annual		803,700	803,700		26,894,514
Yr 13 Annual	2,121,295	803,700	2,924,995	903,165	23,870,054
Yr 14 Semi Annual		803,700	803,700		23,870,054
Yr 14 Annual	2,121,295	803,700	2,924,995	993,898	20,754,860
Yr 15 Semi Annual		803,700	803,700		20,754,860
Yr 15 Annual	2,121,295	803,700	2,924,995	1,087,354	17,546,211
Yr 16 Semi Annual		803,700	803,700		17,546,211
Yr 16 Annual	2,121,295	803,700	2,924,995	1,183,614	14,241,302
Yr 17 Semi Annual		803,700	803,700		14,241,302
Yr 17 Annual	2,121,295	803,700	2,924,995	1,282,761	10,837,245
Yr 18 Semi Annual		803,700	803,700		10,837,245
Yr 18 Annual	2,121,295	803,700	2,924,995	1,384,883	7,331,068
Yr 19 Semi Annual		803,700	803,700		7,331,068
Yr 19 Annual	2,121,295	803,700	2,924,995	1,490,068	3,719,704
Yr 20 Semi Annual		803,700	803,700		3,719,704
Yr 20 Annual	2,121,295	803,700	2,924,995	1,598,409	-0
TOTALS:	42,425,907	32,148,000	74,573,907	14,574,093	

NOTES:

1. Estimated payment schedule is based on current indicative market rates
2. Rates provided for analytical and illustrative purposes only and may not be available for actual borrowing.

The Township has the ability to change the payment source, however the source for debt repayment financing must be determined if and when provincial approval of the borrowing is being sought. Depending on how long it might take for the amenity contributions to accumulate to the required levels, the annual debt payment could be mitigated by examining few alternative funding sources. An item that could be reviewed includes possible re-allocation of transfer to reserves. This includes contribution to capital and transfer to capital infrastructure renewal reserves. As shown in the above table, for illustrative purposes, annual debt payment would be approximately $3.7M, equivalent to a 2.94% tax increase.

The proposed solution would pose significant financial implications on the development industry. As a delegation at the Regular Afternoon Meeting of Council on May 27, 2019, representatives of the Urban Development Institute (UDI) emphasized the importance of collaboration between the Township and the development industry on key issues related to housing and development. Also, at the May 30, 2019 Langley Liaison Committee Meeting, UDI members reiterated the need for consultation on initiatives that would impact the industry and delivery of affordable housing.

Should Council wish to direct staff to proceed with the preparation of a policy based on the proposed approach, it is recommended that engagement with the community at-large and the development industry be included as part of the work program.

Respectfully submitted,

Ramin Seifi
GENERAL MANAGER
for
ENGINEERING AND COMMUNITY DEVELOPMENT DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
Finance Division	S. Nam

ATTACHMENT A Councillor Woodward's Memorandum dated April 8, 2019

ATTACHMENT B Map of Priority Major Road Sections

ATTACHMENT C Estimation of Land Area and Land Cost

ATTACHMENT D Map of Properties Subject to a Target Contribution Amount



A REAL PLAN **TO FINISH** 208th STREET

AND OTHER MAJOR ROADS IN WILLOUGHBY

Without policy reform, there is no prospect for completion of the arterial road network until the very end of greenfield development, projected to be another 20 years. **We must act now.**

CLLR ERIC WOODWARD | APRIL 8 • 2019

DRAFT

KEY POINTS

- We now have 30,000 residents within Willoughby, and up to another 30,000 residents in adjacent communities, that cannot adequately get around within, or through, Willoughby. We have incomplete sidewalk connections for kids to get to school, or local parks.

- Development must pay for development. We must not allow any possibility where this cost burden may have to be shifted to taxpaying residents in the form of increased residential property taxes.

- Approximately 1,400 greenfield developable acres remain in Willoughby. The Township of Langley can still reform its current financial model for arterial road provision to ensure it is sufficient to complete the network before development is 100% complete, which could take decades.

- The Township of Langley's Development Cost Charges (DCCs) program does not account for land acquisition cost, in terms of completing portions of the arterial road network in advance of development. We must address land acquisition costs separate from the normal course of development.

- With a new amenity policy, a reliable, development-based funding source will be in place for the Township of Langley to begin to complete critically-needed sections of the road network now, at no additional net cost to taxpaying residents and small businesses.

> "We must not allow any possibility where this cost burden may have to be shifted to taxpaying residents in the form of increased residential property taxes."



Township of Langley

Est. 1873

MEMORANDUM

APRIL 8 • 2019

TO: MAYOR AND COUNCIL

FROM: CLLR ERIC WOODWARD

SUBJECT: PROPOSED SOLUTION TO COMPLETE MAJOR ROADS IN WILLOUGHBY & PREVENT SIMILAR OUTCOME FOR BROOKSWOOD/FERNRIDGE

EXECUTIVE SUMMARY

We must find a solution to complete the significant, intolerable, persistent gaps in the arterial road and sidewalk network within Willoughby that will otherwise persist for many years yet, if not indefinitely.

We must reform the current model of major road provision to have the financial resources necessary to construct gaps in the road network that aren't being completed by development as we need them.

The Highway Development Cost Charges (DCCs) program doesn't include nor account for the significant land cost and total construction cost for the completion of gaps in the arterial road network by the Township of Langley. Today, to complete gaps in the network, the Township of Langley must expropriate the necessary land dedication (and compensate owners and complete the construction) at its cost.

Development should bear the burden of the arterial network's completion without the opportunity cost of other capital projects within the current scope of the Development Cost Charges program as it is exists today.

I propose herein a new amenity policy to distribute more widely the land cost burden of the arterial road dedication to all developers and speculators, not just the few with arterial frontage. This new amenity would ensure that development absorbs this land cost not at the expense of funds earmarked for other capital improvements, or with property tax increases.

CURRENT ARTERIAL ROADS MODEL

The current model of road and sidewalk construction in developing areas such as Willoughby depends upon obtaining constructed roads and sidewalks from developers at no cost to the Township of Langley as a condition of development approval. Proponents receive a Highway DCC credit for a portion of their construction costs, but no compensation for land cost.

Each new section of road and sidewalk frontage is built out separately on a per-site basis as an associated development application proceeds with construction after approval. Development and construction timelines can vary widely, however.

Development proponents, speculators and land owners with arterial road frontage fully absorb the land cost for arterial road sections themselves. While this land cost (and a significant portion of the construction cost) is borne only by those with arterial road frontage, the timeline to provide their section of the arterial road network is entirely at their discretion.

If some needed land parcels fail to develop in a timely fashion, or at all, it can leave permanent gaps in critical road frontage for years, or indefinitely, even as Willoughby grows with thousands of new residents every year adding to the problem with no current solution.

CORE PROBLEM

We now have 30,000 residents within Willoughby, and up to another 30,000 residents in adjacent communities, that cannot adequately get around within, or through, Willoughby.

Previous Councils completed all 10 neighbourhood plans within Willoughby for development, thereby allowing every area of Willoughby to actively develop at the same time, adding thousands of new residents per year without any prospect for completing all the needed arterial roads within the near-term, even as it is desperately needed by existing residents.

As individual development sites redevelop all over Willoughby in a random, unpredictable sequence, we have ended up with significant, persistent gaps in the road network in multiple locations between developed areas.

With so many gaps to address, the financial burden is so substantial (under the current model) it is nearly impossible to properly solve the issue without adjusting the underlying economic model.

We have incomplete sidewalk connections to/from school locations, and local parks. 80th avenue and 202/202A Street will still be incomplete as the new RE Mountain high school expansion completes this September, despite it being known of and in the works for years. We are opening the new 216th Street interchange with 80th Avenue and the needed 212th Connector to 208th Street still incomplete.

There is currently no prospect of development completing 208th Street between 68th Avenue and 76th Avenue due to the Smith Neighbourhood Plan not yet underway. As the situations sits today, with development applications not even being contemplated for both sides this corridor, it could be 10+ years before this section of 208th Street is completed without policy reform, significant depletion of the DCC program, or unacceptable property tax increases.

The Development Cost Charges (DCCs) program within the Township of Langley did not anticipate nor plan for the possibility of the Township of Langley completing gaps within the arterial road network separately in advance of development.

Highway DCC rates do not account for land acquisition cost. For 208th Street between 68th and 76th Avenues alone, this is currently estimated to be $40M+, increasing annually, while still not addressing the other important gaps, such as 80th Avenue, 202/202A Street, 72nd Avenue, and badly needed sections of 200th Street.



In addition, staff reports requested by the previous Council outlining the cost to complete major sections, such as a 208th Street, have inadvertently highlighted the political leverage undeveloped property owners/speculators/developers with critical arterial frontage needed by the wider community now have.

Without a real plan as of yet to address the problem, some property owners will logically conclude that the Township of Langley taxpayer will eventually have to compensate them for their road dedication land value to complete the road network, if they postpone development.

For some, without any urgency to develop, it could be in their greater financial interest to simply wait for the Township of Langley taxpayer to compensate them for their road dedication land cost via the expropriation process currently funded by other sources, such as property tax increases, witnessing the increasing political pressure to solve the problem.

Waiting for expropriation would potentially save some proponents millions of dollars in otherwise lost land value, providing substantial incentives for some to wait indefinitely. If the current policy framework is not reformed we will likely have holdouts for many years (or indefinitely) as is still the case in some locations within Walnut Grove, decades later. This is an unacceptable situation that must not be allowed to continue.

Without reform, there is no prospect for completion of the arterial road network until the very end of greenfield development, projected to be another 20 years. We must act now.

PROPOSED SOLUTION: ARTERIAL ROAD COMPLETION AMENITY POLICY

It is simply not acceptable that the Township of Langley taxpayers face a situation where development might not pay for the infrastructure that development should reasonably provide. Development must pay for development. We must not allow any possibility where this cost burden may have to be shifted to taxpaying residents in the form of increased residential property taxes, or to DCCs revenue earmarked for other important projects, such as the widening of Fraser Highway from Murrayville to Aldergrove.

The major roads crisis in Willoughby must be solved with a model where development pays for itself and does so in a sustainable and scalable manner not at the expense of other public interests.

Approximately 1,400 greenfield developable acres remain in Willoughby. The Township of Langley can still reform its current financial model for arterial road provision to ensure it is sufficient to complete the network before development is 100% complete, which could still take decades.

The Township of Langley currently has adopted policies where developers share the cost of community amenities, such as greenways, and other items not included within the scope of our DCC program, since all benefit from these amenities. The same principle underlying these amenity policies also applies to the arterial road network: all benefit from its completion, all impose a growth burden upon it. Therefore, all developers should share in its land and completion cost as they currently do for greenways, as one example.

A new amenity policy for arterial road network completion addresses the deficiency of significant land cost, financing costs, and some construction costs without any changes to the current DCC program. Significant changes to the DCC program are more complicated and time consuming.

A new amenity policy would exist independently of the existing DCC program. The current scope of works and costs contemplated within DCC program can be left as they are today, and after pending increases likely proceed within 2019.

I propose that Council adopt a new, additional Willoughby Arterial Road Completion Amenity Policy with the following framework:

- A new amenity fund of up to $200M, or more as needed, for land acquisition, financing and construction costs to complete needed gaps within the arterial road network. This projected amount would be adjusted annually as our other amenity policies are, as land and other projected costs increase;
- This new amenity fund's projected amount would include any and all financing costs for borrowed funds needed to complete sections of the arterial network now, in anticipation of amenity fees collected as development proceeds;
- All undeveloped lands with or without arterial road frontage within Willoughby would be subject to this new amenity fee per acre of remaining Willoughby greenfield;
- Undeveloped lands with arterial road frontage would now be partially compensated for some/most of the difference of their road dedication land cost and the otherwise applicable per acre amenity fee as per this new policy;
- The policy could contemplate including some sections of the arterial road network just outside the boundary of the Willoughby Community Plan, such as 200th Street from 66th to 68th Avenue;
- In consultation with staff, the policy would prioritize the following sections of arterial road frontage with significant gaps and currently no prospect of development providing them 100%, to be completed as soon as possible:
  - 208th Street from 68th to 76th Avenue
  - 80th Avenue from 200th to 208th Street
  - 202A Street from 72nd Avenue to 80th Avenue (for RE Mountain)
  - 80th Avenue from 216th to 212th Street
  - 212th Street Connector to 208th Street
  - 86th Avenue from 201st to 202nd Street
  - 200th Street from 72nd to 80th Avenue
  - 200th Street from 66th to 68th Avenue

This new amenity policy provides for a mechanism for development to fund the land acquisition and some of the (to be determined) portion of the construction cost for completion by the Township of Langley of critical gaps in the Willoughby's arterial road infrastructure.



This new amenity policy rightly shifts the burden of the arterial road frontage land cost from the individual developer/owner with arterial road frontage to all Willoughby developers/owners. It shifts the burden from the unlucky few to all, to a structure that is more fair, practical, and feasible to create a development-based funding source for the required cost to compete critical gaps within the the network now.

With this new amenity policy drafted and refined by staff for Council consideration and potential adoption, a reliable, development-based funding source will then be in place for the Township of Langley to begin to complete critically-needed sections of the road network now, and to borrow the necessary funds at no additional net cost to taxpaying residents and small businesses.

BROOKSWOOD/FERNRIDGE

This arterial network shared burden policy framework should also be adopted as part of the neighbourhood planning process for Brookswood/Fernridge from its start.

We need to have a similar amenity fund in place in Brookswood/Fernridge for the Township of Langley to be able to complete intolerable gaps in the arterial network there as well. These gaps will inevitably arise as development proceeds in most areas at the same time, as it has in Willoughby.

FAST-TRACK STATUS

Development applications with a significant arterial road dedication as a component should be processed more quickly than those without.

Development applications with needed sidewalk and road dedication components have a greater public interest over and above the normal course of development, and, as such, should receive fast-track processing.

CONCLUSION

As outlined herein, by adjusting the model for major road provision, we can finally be on a path to end the major roads crisis in Willoughby.

We must address land acquisition costs separate from the normal course of development. A new amenity with burden sharing of the arterial road dedication land cost will address this significant overall cost not accounted for within the DCC program. It will provide the Township of Langley with an economically viable path to complete needed sections as necessary, which we don't currently have.

With this policy adjustment we do not have to substantially change the current DCC program, forgo other needed Highway DCC projects for arterial land acquisition costs, or impose increases in property taxes to otherwise complete what development must pay for.

With a new Willoughby Arterial Road Completion Amenity Policy, we can more fairly distribute the burden for arterial road construction to all developers and create a development-based funding source to complete badly needed sections of the road network now before the normal course of development, which may be decades from now, or longer.

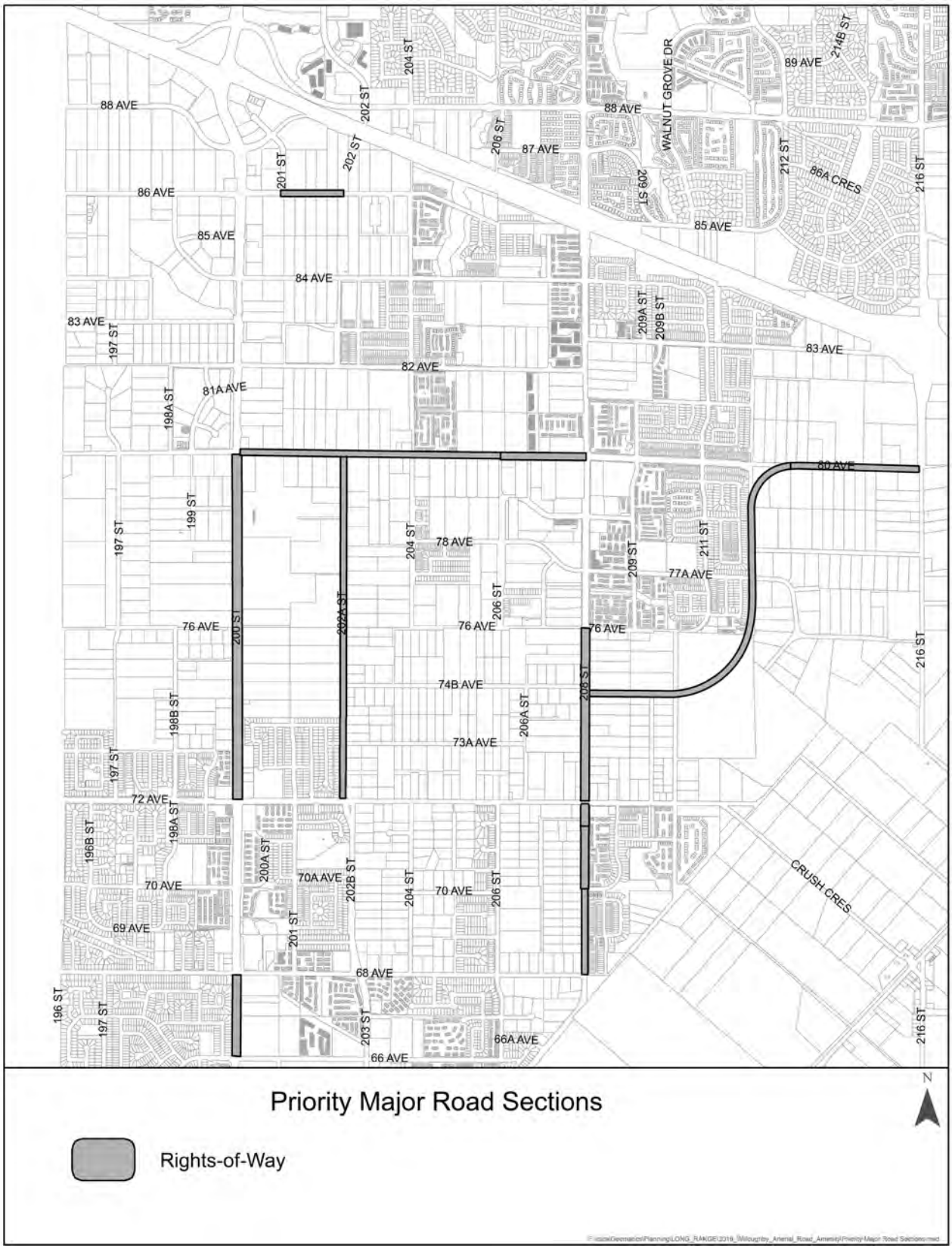
With this policy framework adjustment, we can begin to complete critical sections of the arterial road network now at no cost to the Township of Langley taxpayer within a more fair and equitable arterial road provision structure, solving this problem for our residents for the long-term.

WILLOUGHBY

PRIORITY MAJOR ROAD LOCATIONS



Map of Priority Major Road Sections



Attachment C

Estimation of Land Area and Land Cost

Identified Road Section	Approximate Area (acres)	Approximate Land Cost
208 Street from 68 Avenue to 76 Avenue	5.30	$17,000,000
80 Avenue from 200 Street to 208 Street	1.80	$5,800,000
202A Street from 72 Avenue to 80 Avenue	1.80	$5,800,000
80 Avenue from 212 Street to 216 Street	0.50	$1,600,000
212 Street Connector from 208 Street to 80 Avenue	2.90	$9,300,000
86 Avenue from 201 Street to 202 Street	0.25	$800,000
200 Street from 72 Avenue to 80 Avenue	2.55	$8,200,000
200 Street from 66 Avenue to 68 Avenue	1.20	$3,900,000
Total	**16.30**	**$52,000,000**

Attachment D

Map of Properties Subject to a Target Contribution Amount

