Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, November 1, 2021 at 1:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

A G E N D A

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – November 1, 2021

That Council adopt the agenda and receive the agenda items of the Regular Council meeting held November 1, 2021.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – October 18, 2021

That Council adopt the Minutes of the Regular Council meeting held October 18, 2021.

C. DELEGATIONS

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Write-Off of Uncollectable Property Taxes
Report 21-123
File FIN 1970-20

That Council request permission from the Minister of Finance, in compliance with the *Local Government Act of BC* under section 781, to dispose of assets including taxation revenue by writing off the taxes for the following mobile home properties.

E. REPORTS TO COUNCIL

Roll Number	Municipal Taxes	Other Taxing Authorities (subject to their agreement of these refunds)
0482311111	$21,503.57	$8,307.86
0034711018	$1,316.19	$104.67
0618011006	$211.56	$107.95
Total	$23,031.32	$8,520.48

2. Portable Stage and Ramp for George Preston Recreation Centre
Report 21-128
File ACCI 0710-01

That Council use up to $50,000 from the 2021 Council Contingency to purchase a portable stage and ramp for use at George Preston Recreation Centre and Arena.

3. 2021 Housing Action Plan
Report 21-127
File CD LSP00014

That Council endorse the 2021 Housing Action Plan, presented as Attachment A to this report.

4. Fort Langley Community Plan and Streetscape Improvement Program
Report 21-126
File CD 6480-22-001

That Council receive the report on Fort Langley Community Plan and Streetscape Improvement Program for information.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100198 and Development Permit Application No. 101124 (1142650 BC Ltd. / 6834 – 204 Street and 20441 – 68 Avenue)
Bylaw No. 5734
Bylaw No. 5735
Report 21-125
File CD 08-14-0220

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central

F. BYLAWS FOR FIRST AND SECOND READING

Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5734 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5735, rezoning 0.7 ha (1.8 ac) of land located at 6834 – 204 Street and 20441 – 68 Avenue to Comprehensive Development Zone CD-164, to facilitate the development of 41 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. A servicing agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
4. Registration of restrictive covenants:
    a. Prohibiting parking on internal strata roadways for the townhouse units (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles;
    c. Prohibiting the development of secondary suites within individual townhouse units;
    d. Identifying the units (minimum 5% for townhouses in compliance with the adaptable housing requirements);
    e. Prohibiting vehicular access to 68 Avenue; and
    f. Restricting ultimate driveway access to 204A Street, once constructed.
5. Consolidation of the two (2) subject properties into one (1);
6. Registration of a reciprocal access easement over the subject property for the purposes of a shared driveway at 204 Street with lands located to the north (6862, 6876 and 6898 – 204 Street / ToL Project #08-14-0216) for access purposes;
7. Compliance with the Community Amenity Contributions Policy (with an additional contribution of $86,640 for the five (5) additional units proposed through the plan amendment), and the requirements of the Central Gordon Estate Amenity Zoning Policy including payment of applicable Central Gordon Estate amenity fee;
8. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges,

F. BYLAWS FOR FIRST AND SECOND READING

and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5734, is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the requirements of Official Community Plan Consultation Policy (07-160);

That Council at time of final reading of Rezoning Bylaw No. 5735 authorize issuance of Development Permit No. 101124 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B" and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy;
c. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage; and
d. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees; and further

That Council authorize staff to schedule the required Public Hearing for Community / Neighbourhood Plan amendment Bylaw No. 5734, Rezoning Bylaw No. 5735 in conjunction with the hearing for proposed Development Permit No. 101124.

F. BYLAWS FOR FIRST AND SECOND READING

Explanation – Bylaw No. 5734

Bylaw 2021 No. 5734 amends the Central Gordon Estate Neighbourhood Plan for 0.7 ha (1.8 ac) of land located at 6834 – 204 Street and 20441 – 68 Avenue to increase the allowable density in the Townhouse C land use designation. The amendment is required to facilitate the development of 41 townhouse units.

Explanation – Bylaw No. 5735

Bylaw 2021 No. 5735 rezones land located at located at 6834 – 204 Street and 20441 – 68 Avenue to Comprehensive Development Zone CD-164 to permit a comprehensive development consisting of 41 Townhouse units.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Highway Closure, Dedication Removal and Disposal (Deol)
Bylaw No. 5738
Report C21-25
File ADM PM002962

That Council give first, second and third reading to "Highway Closing and Dedication Removal (Deol) Bylaw 2021 No. 5738".

Explanation – Bylaw No. 5738

Bylaw 2021 No. 5738 authorizes the closure and highway dedication removal from a portion of 268 Street at 60 Avenue.

Clerk's Note: No report is included in the Regular agenda package as this was dealt with as a property matter on October 18, 2021.

2. Sanitary Sewer Local Area Service
36A Avenue 19900 Block
Bylaw No. 5751
Report 21-124
File ENG 5320-020-SWR21

That Council give first, second and third reading to Local Area Service Bylaw 2021 No. 5751.

Explanation – Bylaw No. 5751

Local Area Service Bylaw 2021 No. 5751 establishes the construction of approximately 190 metres of gravity sanitary sewer on 36A Avenue, west of 200 Street as a local area service and authorizes recovery of the costs of constructing the local area service by means of a local service tax.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Clerk's Note: Development Application Procedures Bylaw 2018 No. 5428 Amendment Bylaw 2020 No. 5615, approved by Council on April 20, 2020, allows for Written Submission Opportunities only when in person Public Input Opportunities or Public Hearings are not required pursuant to provincial regulations.

Rezoning Application No. 100556 and
Development Permit Application No. 101053
(1230380 BC Ltd. / Flat Architecture Inc. / 20100 Block 84 Avenue)
Bylaw No. 5619
Report 21-117
File CD 08-26-0205

That Council give third reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1230380 BC Ltd. / Flat Architecture Inc.) Bylaw 2021 No. 5619".

Explanation – Bylaw No. 5619

Bylaw 2021 No. 5619 rezones land in the 20100 Block of 84 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-147 to facilitate the development of a 40 unit townhouse project.

Development Permit No. 101053

Running concurrently with this Bylaw is Development Permit No. 101053 (1230380 BC Ltd. / Flat Architecture Inc. / 20100 Block 84 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy; and
c. All signage being in substantial compliance with Schedule "A".

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
b. On-site landscaping to be secured by letter of credit at building permit stage;
c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;

H. BYLAWS FOR CONSIDERATION AT THIRD READING

e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

I. BYLAWS FOR FINAL ADOPTION

1. Drainage Development Works Agreement Bylaw
(Mitchell Williams Pond DWA Inc.)
Bylaw No. 5624
Report 21-116
File CD 08-25-0098

That Council give final reading to "Drainage Development Works Agreement (Mitchell Williams Pond DWA Inc.) Bylaw 2021 No. 5624".

Explanation – Bylaw No. 5624

Bylaw 2021 No. 5624 authorizes the execution of a Development Works Agreement between the Township of Langley and Mitchell Williams Pond DWA Inc. for the provision of Drainage Works in the Williams Neighbourhood Plan area of the Township of Langley and the imposition of a charge on the owners of parcels of land within the specified area benefiting from the said works.

J. CORRESPONDENCE

1. Remembrance Day Poppy Campaign
File 0320-20

That Council receive the letter from Madeline Roach, Royal Canadian Legion #265, requesting permission to hold their annual Remembrance Day Poppy campaign from October 29 to November 10, 2021.

K. MINUTES OF COMMITTEES

1. Recreation, Culture, and Parks Advisory Committee – October 13, 2021
Tree Protection Advisory Committee – October 19, 2021
Seniors Advisory Committee – October 20, 2021
Council Process Committee – October 25, 2021
File 0540-20

That Council adopt the Minutes from the Council Process Committee meeting held October 25, 2021 and receive the Minutes of the Council Advisory Committee meetings as listed above.

K. MINUTES OF COMMITTEES

2. Council Process Committee Recommended Motion
File 0540-20

That Council direct staff to look at our procedural bylaws to allow in-person and online participation from the public, staff, and Council members, and that staff be required to bring back amendments to the Council Procedure Bylaw;

That if Public Hearing submissions are to include online participation, that the deadline to pre-register for the speaker's lists be 11:00am on the day of the meeting.

3. Council Process Committee Recommended Motion
File 0540-20

That a Council Process Committee meeting be scheduled November 2021, December 2021, and January 2022 for up to six hours to clear the list of items on the Council Process Committee list.

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS FROM PRIOR MEETINGS

The following item was deferred at the October 18, 2021 Regular Council Meeting:

1. Draft Metro 2050 Regional Growth Strategy Update
Report 21-120
File CD 6540-04

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

DEFERRAL
Moved by Councillor Woodward,
Seconded by Councillor Davis,
That the Draft Metro 2050 Regional Growth Strategy Update be deferred to the next Regular Council meeting.
CARRIED

Councillor Richter opposed

O. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM SPECIAL CLOSED MEETINGS

P. OTHER BUSINESS

Councillor Woodward presented the following Notice of Motion within the deadlines according to Council's policy:

1. Reconsideration Fairness within Council Procedure Bylaw

Be it resolved that staff be directed to bring forward a draft amendment to the Council Procedure Bylaw Section 10.11, such that, for a Resolution or Bylaw adopted by a single-vote majority, a Member of Council absent for that vote may require Council to reconsider and vote again on such an adopted motion subject to 6.07 and other applicable provisions.

Councillor Richter presented the following Notice of Motion within the deadlines according to Council's policy:

2. Election and Political Signs

Whereas the recent federal election demonstrated significant road safety concerns for both drivers on the roads, and people installing and repairing election signs on public roadways;

Therefore be it resolved that Council amend the Election and Political Signs Bylaw to prohibit all municipal election signs on Township property.

Q. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

That Council now resolve into a Special Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the Community Charter:

Item A.1 - Section 90(1) (n) Consideration;
Item H.1 - Section 90(1) (a) Personnel; (g) Legal;
Item H.2 - Section 90(1) (a) Personnel; and
Item H.3 - Section 90(1) (m) Another Matter.

R. TERMINATE

Township of Langley
Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, October 18, 2021 at 1:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor J. Froese

Councillors P. Arnason, D. Davis, S. Ferguson, M. Kunst, B. Long, K. Richter, B. Whitmarsh, and E. Woodward

M. Bakken, S. Gamble, S. Ruff, R. Seifi, P. Tulumello, and J. Winslade

W. Bauer and K. Stepto

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Mayor Froese acknowledged the Traditional Territories of the Coast Salish Peoples.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – October 18, 2021

Moved by Councillor Ferguson,
Seconded by Councillor Kunst,
That Council adopt the agenda and receive the agenda items of the Regular Council meeting held October 18, 2021, as amended.
CARRIED

Clerk's Note: Item O.2 has been withdrawn.

B. ADOPTION OF MINUTES

1. Special Council Meeting – October 4, 2021

Moved by Councillor Woodward,
Seconded by Councillor Whitmarsh,
That Council adopt the Minutes of the Special Council meeting held October 4, 2021.
CARRIED

B. ADOPTION OF MINUTES

2. Regular Council Meeting – October 4, 2021

Moved by Councillor Woodward,
Seconded by Councillor Whitmarsh,
That Council adopt the Minutes of the Regular Council meeting held October 4, 2021.
CARRIED

3. Public Hearing Meeting – October 4, 2021

Moved by Councillor Woodward,
Seconded by Councillor Whitmarsh,
That Council adopt the Minutes of the Public Hearing meeting held October 4, 2021.
CARRIED

C. DELEGATIONS

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Community Amenity Contributions Policy
Report 21-115
File CD LSP00007

Moved by Councillor Whitmarsh,
Seconded by Councillor Kunst,
That Council approve the revised Community Amenity Contributions Policy No. 07-166, presented as Attachment A to this report.
CARRIED

Councillors Richter and Woodward opposed

Councillor Davis entered the meeting at 1:11pm.

2. Budget Transfer for Yorkson Creek Bridge
Report 21-118
File ENG 6125-20-YORK1

Moved by Councillor Arnason,
Seconded by Councillor Kunst,
That Council approve the budget transfer of $320,000 from deferred work at the Fort Langley Cemetery within the 2021 Parks Capital Budget to Yorkson

E. REPORTS TO COUNCIL

Creek Trail - Bridge Replacement to allow for completion of the project in light of increased construction costs.
CARRIED

3. Draft Metro 2050 Regional Growth Strategy Update
Report 21-120
File CD 6540-04

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

DEFERRAL
Moved by Councillor Woodward,
Seconded by Councillor Davis,
That the Draft Metro 2050 Regional Growth Strategy Update be deferred to the next Regular Council meeting.
CARRIED

Councillor Richter opposed

4. DCC Frontending Agreement Mitchell Williams Pond DWA Inc.
Report 21-119
File CD 08-25-0098

Moved by Councillor Long,
Seconded by Councillor Whitmarsh,
That Council authorize staff to execute the Drainage Development Cost Charges (DCC) Frontending Agreement with Mitchell Williams Pond DWA Inc. in the substantial form of a document presented as Attachment A, for the provision of drainage infrastructure for the area of Williams in the Willoughby Community Plan.
CARRIED

Councillor Arnason opposed

F. BYLAWS FOR FIRST AND SECOND READING

1. Rezoning Application No. 100556 and Development Permit Application No. 101053 (1230380 BC Ltd. / Flat Architecture Inc. / 20100 Block 84 Avenue) Bylaw No. 5619
Report 21-117
File CD 08-26-0205

F. BYLAWS FOR FIRST AND SECOND READING

Moved by Councillor Long,
Seconded by Councillor Davis,
That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1230380 BC Ltd. / Flat Architecture Inc.) Bylaw 2021 No. 5619, rezoning 1.00 ha (2.47 ac) of land located in the 20100 Block of 84 Avenue, to Comprehensive Development Zone CD-147, to facilitate development of 40 townhouse units subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan including the north half of 83 Avenue, the east half of 201 Street and the south half of 84 Avenue;
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Approval of Rezoning Bylaw No. 5619 by the Ministry of Transportation and Infrastructure;
6. Registration of restrictive covenants:
    a. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
    c. Identifying the units (minimum 5% for townhouses) required to comply with the adaptable housing requirements;
    d. Protecting Streamside Protection and Enhancement Areas, including dedication and construction of a 9.5 metre (31 feet) wide streamside habitat corridor on the south side of 84 Avenue and along the eastern property line of the site, final acceptance of the streamside restoration and enhancement plans and details, streamside fencing and signage, and security;
7. Compliance with the Community Amenity Contributions Policy; and
8. Payment of applicable Carvolth Neighbourhood Planning Administration fees, Carvolth Greenway Amenity Zoning Policy fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges, and

F. BYLAWS FOR FIRST AND SECOND READING

compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at time of final reading of Rezoning Bylaw No. 5619 authorize issuance of Development Permit No. 101053 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy; and
c. All signage being in substantial compliance with Schedule "A".

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
b. On-site landscaping to be secured by letter of credit at building permit stage;
c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5619 in conjunction with the hearing for proposed Development Permit No. 101053.
CARRIED

Councillors Arnason and Richter opposed

2. Zoning Bylaw Amendments - Parking Regulations
Township-Wide Excluding Fort Langley
Bylaw No. 5698
Report 21-113
File ENG 5260-26-019

F. BYLAWS FOR FIRST AND SECOND READING

Moved by Councillor Whitmarsh,
Seconded by Councillor Kunst,
That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5698 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements in the Township, excluding Fort Langley, and authorize the Public Hearing; and further

That Council endorse staff reviewing and developing a cash-in-lieu fee structure for on-site parking as an option for developments in the Aldergrove Commercial Core Area based on most current construction and land costs, and economic conditions.

AMENDMENT
Moved by Councillor Long,
Seconded by Councillor Woodward,
That the bylaw be amended to state that all parking requirements for retail, office use, and restaurants be 1 space per 35 m^2 of gfa.
CARRIED

Councillors Arnason and Whitmarsh opposed

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED

COUNCILLOR DECLARES CONFLICT OF INTEREST
Councillor Woodward declared a Conflict of Interest under Section 100 of the Community Charter as he is a business owner in the area, and left the meeting at 2:06pm.

3. Zoning Bylaw Amendments – Parking Regulations Fort Langley Bylaw No. 5749
Report 21-122
File ENG 5260-26-019

Moved by Councillor Davis,
Seconded by Councillor Whitmarsh,
That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5749 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements in the community of Fort Langley and authorize the Public Hearing; and further

That Council endorse staff reviewing the cash-in-lieu amount currently in place in relation with on-site parking as an option for development in the commercial core of Fort Langley and bringing forward proposed amendments that more accurately reflect current costs and economic conditions.

F. BYLAWS FOR FIRST AND SECOND READING

AMENDMENT
Moved by Councillor Long,
Seconded by Councillor Kunst,
That the bylaw be amended to state that all parking requirements for retail, office use, and restaurants be 1 space per 35 m^2 of gfa.
CARRIED

Councillor Arnason opposed

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED

Councillor Woodward re-entered the meeting at 2:11pm.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Drainage Development Works Agreement Bylaw (Mitchell Williams Pond DWA Inc.)
Bylaw No. 5624
Report 21-116
File CD 08-25-0098

Moved by Councillor Ferguson,
Seconded by Councillor Whitmarsh,
That Council give first, second, and third reading to Drainage Development Works Agreement Mitchell Williams Pond DWA Inc. Bylaw 2021 No. 5624, for the provision of off-site drainage infrastructure for the area of Williams in the Willoughby Community Plan.
CARRIED

Councillor Arnason opposed

H. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Rezoning Application No. 100603 and Development Permit Application No. 101160 (Deol / 6869 - 210 Street)
Bylaw No. 5743
Report 21-109
File CD 08-13-0084

Moved by Councillor Long,
Seconded by Councillor Davis,
That Council give third reading to “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Deol) Bylaw 2021 No. 5743”.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

REFERRAL
Moved by Councillor Whitmarsh,
Seconded by Councillor Richter,
That Rezoning Application No. 100603 and Development Permit Application No. 101160 (Deol / 6869 - 210 Street) Bylaw No. 5743 be referred to staff to work with the proponent to look at ways of reducing the density and lowering the height of the buildings to better fit in with the surrounding neighbourhood.
CARRIED

Mayor Froese and Councillor Long opposed

Development Permit No. 101160

Running concurrently with this Bylaw is Development Permit No. 101160 (Deol / 6869 - 210 Street) in accordance with Attachment A subject to the following conditions:

a. Building plans being in compliance with Attachment A - Schedule "A"; and
b. Landscape plans being in substantial compliance with Attachment A – Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township of Langley General Manager of Engineering and Community Development.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

2. Official Community Plan Amendment and Rezoning Application No. 100192 and Development Permit Application No. 101212 (Compass Cohousing / 20353 – 66 Avenue)
Bylaw No. 5736
Bylaw No. 5737
Report 21-107
File CD 08-14-0222

Moved by Councillor Arnason,
Seconded by Councillor Davis,
That Council give third reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Amendment (Compass Cohousing) Bylaw 2021 No. 5736"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Compass Cohousing) Bylaw 2021 No. 5737".
CARRIED

Councillor Richter opposed

Development Permit No. 101212

Running concurrently with this Bylaw is Development Permit No. 101212 (Compass Cohousing / 20353 – 66 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. Landscape plans being in substantial compliance with Schedule "B" and Schedule "C" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
c. All rooftop mechanical equipment to be screened from view; and
d. All refuse areas to be located in an enclosure and screened.

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage;

H. BYLAWS FOR CONSIDERATION AT THIRD READING

d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

I. BYLAWS FOR FINAL ADOPTION

1. Rezoning Application No. 100558 and Development Permit Application No. 101060 (Narayan / Prasad / 19855 – 68 Avenue)
Bylaw No. 5543
Bylaw No. 5544
Report 19-193
File CD 08-15-0152

Moved by Councillor Davis,
Seconded by Councillor Kunst,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Narayan / Prasad) Bylaw 2019 No. 5543"; and

"Township of Langley Phased Development Agreement (Narayan / Prasad) Bylaw 2019 No. 5544".
CARRIED

Development Permit No. 101060

Moved by Councillor Long,
Seconded by Councillor Arnason,
That Council authorize issuance of Development Permit No. 101060 (Narayan / Prasad / 19855 – 68 Avenue) in accordance with Attachment A subject to the following conditions:

a. An exterior design control agreement shall be entered into for all residential lots, ensuring that the building design and site development standards are high quality, consistent with other lots and development, and conform with the single family development permit guidelines contained in the Willoughby Community Plan;
b. Section 401.5 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum rear lot line setback requirement from 6.0 metres to 4.4 metres for the principal building (existing house) on proposed Lot 2.

CARRIED

I. BYLAWS FOR FINAL ADOPTION

2. Rezoning Application No. 100470
(Grenor Homes Ltd. / 8707 – 217A Street)
Bylaw No. 5256
Report 17-04
File CD 11-30-0028

Moved by Councillor Long,
Seconded by Councillor Ferguson,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Grenor Homes Ltd.) 2017 Bylaw No. 5256".
CARRIED

Councillors Arnason and Richter opposed

J. CORRESPONDENCE

K. MINUTES OF COMMITTEES

1. Heritage Advisory Committee – October 6, 2021
File 0540-20

Moved by Councillor Arnason,
Seconded by Councillor Kunst,
That Council receive the Minutes of the Council Advisory Committee meeting as listed above.
CARRIED

L. ASSOCIATIONS AND OTHER GOVERNMENT AGENICES

1. Joint School District No. 35 / Municipal Liaison Committee – September 29, 2021
File 0540-20

Moved by Councillor Whitmarsh,
Seconded by Councillor Arnason,
That Council receive the Minutes of the Joint School District No. 35 / Municipal Liaison Committee held September 29, 2021.
CARRIED

L. ASSOCIATIONS AND OTHER GOVERNMENT AGENICES

2. CP Community Advisory Panel – October 7, 2021

File 0540-20

Moved by Councillor Davis,
Seconded by Councillor Arnason,
That Council receive the Minutes of the CP Community Advisory Panel held October 7, 2021.
CARRIED

M. MAYOR AND COUNCIL REPORT

Mayor Froese and Councillors attended several events during the course of their duties.

N. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Ferguson reported that he attended Liquid Waste Committee and Indigenous Relations Committee meetings.

Councillor Arnason reported that it is Library Month and that she attended a Climate Action Committee meeting.

O. ITEMS FROM PRIOR MEETINGS

1. Salmon River Uplands – Rural Plan Amendments Report 21-121

File CD 6480-28-001

Moved by Councillor Arnason,
Seconded by Councillor Davis,
That Council receive the Salmon River Uplands – Rural Plan Amendments report for information and direct staff to utilize the Preliminary Draft Planning Framework, presented as Attachment A to this report, in developing a Final Detailed Planning Framework, in collaboration with the affected stakeholders, to set out the policies and identify pre-requisites that must be addressed by development proponents in the Salmon River Uplands area, as identified in the Rural Plan.

MOTION TO DIVIDE
Moved by Councillor Woodward
Seconded by Councillor Whitmarsh
That the motion be divided to vote on receiving the report and directing staff separately.
CARRIED

O. ITEMS FROM PRIOR MEETINGS

Councillors Arnason and Kunst opposed

MOTION
That Council receive the Salmon River Uplands – Rural Plan Amendments report for information.
CARRIED

MOTION
That Council direct staff to utilize the Preliminary Draft Planning Framework, presented as Attachment A to this report, in developing a Final Detailed Planning Framework, in collaboration with the affected stakeholders, to set out the policies and identify pre-requisites that must be addressed by development proponents in the Salmon River Uplands area, as identified in the Rural Plan.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Arnason,
That an additional paragraph be added that reads:

And be it further resolved that this Salmon River Uplands Planning Framework (Attachment A) apply to both the Neufeld and Infinity developments provided full and proper public consultation takes place on this framework before either of these developments are brought before Council for approval.

AMENDMENT TO THE AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Arnason,
That the Amendment be amended to read:

And be it further resolved that this Salmon River Uplands Planning Framework (Attachment A) apply to all development applications currently in-stream provided full and proper public consultation takes place on this framework before any in-stream development applications are brought before Council for approval."
CARRIED

Mayor Froese and Councillors, Kunst, Long, and Whitmarsh opposed

AMENDMENT AS AMENDED
The question was called on the Motion, as amended, and it was
DEFEATED

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

O. ITEMS FROM PRIOR MEETINGS

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

Mayor Froese, Councillors Kunst, Long and Woodward.

2. Rezoning Application No. 100589
(Neufeld / 5759 – 240 Street)
Bylaw No. 5717
Report 21-111
File CD 11-09-0033

Item withdrawn.

P. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM SPECIAL CLOSED MEETINGS

Q. OTHER BUSINESS

1. Public Art – Fort Langley Utility Box Art Wraps

Moved by Councillor Richter,
Seconded by Councillor Davis,
Whereas staff gave a detailed presentation about public art on BC Hydro boxes in Fort Langley at a recent open meeting of the Township's Recreation, Culture, and Parks Advisory Committee; and

Whereas this presentation included the process to be followed;

Therefore be it resolved that Council request staff to make this same presentation to an upcoming open Regular Council Meeting before any final decisions are made.

MOTION TO DIVIDE
Moved by Mayor Froese
Seconded by Councillor Davis,
That the motion be divided to vote on a request for a presentation from staff, and a vote on any final decisions separately.

DEFERRAL
Moved by Councillor Woodward,
Seconded by Councillor Ferguson,
That the motion be deferred to the next Regular Council meeting.
DEFEATED

Mayor Froese and Councillors Arnason, Davis, Ferguson, Long, Richter, and Whitmarsh opposed

Q. OTHER BUSINESS

COUNCILLOR DECLARES A CONFLICT OF INTEREST
Councillor Woodward declared a Conflict of Interest under Section 100 of the Community Charter as he is a business owner in the area, and left the meeting at 3:25pm.

MOTION TO DIVIDE
Moved by Mayor Froese
Seconded by Councillor Davis,
That the motion be divided to vote on a request for a presentation from staff, and a vote on any final decisions separately.
CARRIED

Councillors Arnason and Kunst opposed

MOTION
That Council request staff make this same presentation at an upcoming open Regular Council Meeting.
DEFEATED

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

MOTION
That Council make any final decisions after the presentation is made.
DEFEATED

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

R. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
That Council now resolve into a Special Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the Community Charter:

Item A.1 - Section 90(1) (n) Consideration;
Item D.1 - Section 90(2) (b) Intergovernmental Relations;
Item E.1 - Section 90(1) (e) Property; (k) Negotiations;
Item F.1 - Section 90(1) (i) Solicitor-Client Privilege;
Item F.2 - Section 90(1) (a) Personnel;
Item F.3 - Section 90(1) (a) Personnel;
Item F.4 - Section 90(1) (a) Personnel; and
Item F.5 - Section 90(1) (m) Another Enactment.
CARRIED

S. TERMINATE

Moved by Councillor Davis,
Seconded by Councillor Long,
That the meeting terminate at 3:55pm.
CARRIED

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 1, 2021 - REGULAR MEETING	**REPORT:**	21-123
FROM:	FINANCE DIVISION	**FILE:**	1970-20
SUBJECT:	WRITE-OFF OF UNCOLLECTABLE PROPERTY TAXES		

RECOMMENDATION:

That Council request permission from the Minister of Finance, in compliance with the *Local Government Act of BC* under section 781, to dispose of assets including taxation revenue by writing off the taxes for the following mobile home properties.

Roll Number	Municipal Taxes	Other Taxing Authorities (subject to their agreement of these refunds)
0482311111	$21,503.57	$8,307.86
0034711018	$1,316.19	$104.67
0618011006	$211.56	$107.95
Total	$23,031.32	$8,520.48

EXECUTIVE SUMMARY:

Unlike property taxes for real properties, the Township cannot recover mobile home property taxes through the annual property tax sale. All efforts to locate and collect the outstanding amounts from owners of these mobile homes have failed.

The mobile homes listed have been removed or demolished in the years prior to 2021. BC Assessment removed the assessed values, therefore they are no longer being charged property taxes, however, the need to write-off the prior years property taxes still exists.

The Township's next recourse is to seek approval from the Minister of Finance to write-off the Township's portion of property taxes as well as permission to write-off the property taxes collected on behalf of other government agencies.

The financial impact of the reduction in property assessment for these properties is a total of $23,031.32 for municipal property taxes and $8,520.48 for taxes collected for other governments.

PURPOSE:

To seek Council approval to request permission from the Minister of Finance to write-off property taxes deemed uncollectable.

Legislation:

Local Government Act of BC Section 781.

Financial Implications:

The financial implications for the municipal portion of the property taxes totals $23,031.32 and for the other taxing authorities portion totals $8,520.48.

Respectfully submitted,

Kim Kenward
MUNICIPAL COLLECTOR
for
FINANCE DIVISION

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

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 1, 2021 - REGULAR MEETING	**REPORT:**	21-128
FROM:	ARTS, CULTURE, AND COMMUNITY INITIATIVES	**FILE:**	0710-01
SUBJECT:	PORTABLE STAGE AND RAMP FOR GEORGE PRESTON RECREATION CENTRE		

RECOMMENDATION:

That Council use up to $50,000 from the 2021 Council Contingency to purchase a portable stage and ramp for use at George Preston Recreation Centre and Arena.

EXECUTIVE SUMMARY:

On November 20, 2021 the Langley Pos-Abilities Society is hosting an Anniversary Event at George Preston Recreation Centre. Their guest speaker for the event is MLA Stephanie Cadieux who is currently the opposition critic in the BC Legislative Assembly for gender equity, accessibility and inclusion. Ms. Cadieux uses a wheelchair for mobility.

The Accessible Canada Act was enacted on June 21, 2019, in part to make public spaces barrier free; to ensure everyone is treated with dignity, and to ensure everyone can participate fully and equally in society. The Township of Langley does not have a suitable stage from which all speakers and presenters can connect with audiences equally.

The Township of Langley has two stages suitable for outdoor events. None are ideal for indoor events and neither is wheelchair accessible. To make the two existing stages accessible would require the addition of ramps with overall lengths of 24 feet and 32 feet. One of the stages is over 40 feet long and the other is an old wooden structure, that is difficult to set-up, take down and store.

George Preston Recreation Centre hosts numerous trade shows, craft fairs, awards banquets, dances, weddings, sports competitions (2020 Canadian Junior Curling Championships), corporate and special events. With no stage to elevate speakers, presenters and performers above audiences, the event experiences have not been ideal.

A portable accessible stage will improve the Recreation Centre's ability to host events and will enhance experiences for all. It will also ensure that all individuals will have equal access to present and perform at this facility.

PURPOSE: To make Council aware of the need for a wheelchair accessible stage at George Preston Recreation Centre and have them consider the acquisition of one through the use of Council Contingency funds.

BACKGROUND/HISTORY:

George Preston Recreation Centre will be celebrating its 50th Anniversary in 2022, having served as an important community hub for Brookwood and Fernridge for five decades The Arena, Community Centre and Curling rink was constructed in 1972 as a combined facility and was first known as the Langley Civic Centre (LCC).

By 1978, expansion of the facility was already underway with the addition of a second floor and more curling rinks. Over the subsequent years, up to present day, meeting the needs of community user groups and local residents was a priority of the Township of Langley. As such significant upgrades and expansion continued over time ensuring the centre's continued functionality and usability. Additional investments were made to improve the surrounding grounds and parking lot allowing BMX Bicyclists, Skateboarders, and other community special interest groups, to enjoy the centre.

In 2006 Langley Civic Centre was renamed George Preston Recreation Centre (GPRC), in honor of the former Mayor who helped establish the facility in the Brookswood community.

Over the course of time thousands of events and activities have been hosted at this important community facility including:

- 2020 Canadian Junior Curling Championships
- Curling Championships and Bonspiels (Various)
- Awards Nights
- Annual General Meetings
- Breakfast with Santa Event
- Car Shows (Galaxie Club of Canada, Mopar Madness, Mustang Show etc.)
- Corporate Events and Staff Functions for many local corporations
- Church functions for many local churches and religious organizations
- Flower Shows
- Fundraisers for many local non-profit organizations
- High School Dry Grad Events
- Langley Dance Connections – dances and events
- Langley Quilter's Guild Biannual Quilt Show
- Langley Riders events
- Langley Rivermen Awards Banquet
- Many Memorial Services
- Minor Hockey Team parties
- Scouts Banquet Dinner
- Socials and Banquets for a wide variety of organizations
- Special Olympics Bonspiel
- Township of Langley Open Houses
- Trade Shows
- Numerous Weddings
- Wheelchair Provincial Curling Championships

The number of requests for the use of a stage have been numerous over the years, however, the response has always been the same. We don't have one.

DISCUSSION/ANALYSIS:

The Township of Langley has made significant upgrades over the past several years to bring the George Preston Recreation Centre in line with other community centres. It is a unique

facility that allows for sporting activities including curling, hockey, lacrosse, figure skating, and ball hockey. It is home to craft shows, trade shows, car shows, and it hosts weddings, celebrations and community events. While it is a viable and desirable venue that supports significant community and sporting events, it does not have a stage for formal presentations and ceremonies. Groups either rent staging apparatus from third party commercial enterprises or present, perform and speak from flat floor positions creating less enjoyable experiences.

Currently the Township has two stages for community events, however neither stage is viable for activities at George Preston Recreation Centre.

1. The Spirit Stage is mobile trailer, owned by the Langley Lions Club and on a long-term lease to the Township of Langley. The trailer is over 40 feet in length and 14' 6" in width. Stage height is approximately 36 inches from the ground. Because of the trailer's dimensions, it takes up a significant area, particularly notable when parked on a street. Making this stage wheelchair accessible would require a ramp that is 36 feet in length.

   While the Township should be looking to make all buildings, equipment and amenities accessible, a ramp of that length would not be practical. A portable lift would be a good solution; however, cost is currently prohibitive. Most important to the discussion is that this stage is an outdoor only stage.

2. The Township has a wooden stage that is over twenty years old. It was first used for Canada Day Activities in McLeod Athletic Park and has been used during the past five years for Canada Day in Fort Langley. Its condition is poor and at a point in its life cycle that it should be reconditioned with new lumber or disposed of. It typically takes two staff over four hours to assemble and another two hours to disassemble and store. It would not be suitable for indoor events.

Staff believe that a sturdy and portable stage would be a good purchase for the George Preston Recreation Centre as it hosts dozens of events and activities on an annual basis. Staff also believe a ramp is a good investment as it will make the stage accessible to all.

The Canadian Accessibilities Act will require us to ensure that all people are treated with dignity. A person in wheelchair needing to speak to a standing group of individuals without elevation provided by a stage is disadvantaged. Staff are asking that Council consider the Accessibility Act and a need for an accessible stage. Staff are further recommending that Council use contingency funding to purchase a stage for the Recreation Centre.

Financial Implications: Currently there is a balance of $137,000 in Council Contingency that could fund this purchase. A rental fee for the use of the stage could be charged to be used towards maintenance, repairs and replacement, if Council wishes to designate the use of such collected fees for that purpose.

Respectfully submitted,

Peter Tulumello
for
Arts, Culture and Community Initiatives

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

CONCURRENCES	
Division / Department	**Name**
Finance Division	S. Ruff
Parks and Recreation	Rob Stare

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 1, 2021 - REGULAR MEETING	**REPORT:**	21-127
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	LSP00014
SUBJECT:	2021 HOUSING ACTION PLAN		

RECOMMENDATION:

That Council endorse the 2021 Housing Action Plan, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

On November 23, 2020, Council approved the Terms of Reference to guide a process for the updating of the Township's Housing Action Plan (HAP). The update follows the Housing Needs report, completed on November 9, 2020, and is intended to address challenges and opportunities that have emerged since the completion of the previous (current) HAP in 2013.

On June 28, 2021, Council received the Housing Action Plan update - Emerging Directions report, which summarized proposed draft goals, priorities, and actions for the 2021 Housing Action Plan (HAP); and authorized staff to proceed with the next steps for the HAP update, including community and stakeholder engagement to receive feedback on the draft Plan.

As directed by Council, staff proceeded with the next steps in the finalization of the HAP. Between August 30 and October 3, feedback was collected through an online survey. Based on the input received, staff can confirm that the majority of the respondents supported, and expressed agreement with, the overall direction of the HAP.

The proposed 2021 HAP (Attachment A) is intended to guide action in the area of housing throughout the Township, within the area of defined authority, over a defined timeframe of five years. Four (4) priorities, with 21 accompanying actions, as listed below, and outlined in more detail in Attachment A, are proposed:

- Priority 1: Diversify housing types
- Priority 2: Catalyze rental housing
- Priority 3: Support vulnerable residents
- Priority 4: Monitor trends and emerging priorities

The 2021 HAP does not have a significant financial implication on the Township; with costs related to implementation accommodated within existing budgets.

PURPOSE:

This report provides information and recommendations concerning the proposed 2021 HAP.

BACKGROUND/HISTORY:

On November 23, 2020, Council approved the Terms of Reference (ToR) to guide an update of the Housing Action Plan (HAP). The update follows the completion of the Housing Needs Report on November 9, 2020 and is intended to address challenges and opportunities that have emerged since the completion of the existing HAP in 2013.

The Township's housing context has changed considerably since 2013. As identified in the Housing Needs Report, housing costs in both the ownership and rental markets have increased substantially over the past decade. Recent legislative and building code changes such as the introduction of rental only zoning and changes to secondary suite regulations provide new opportunities for encouraging a diverse and affordable supply of housing. There are new opportunities for collaboration with senior levels of government as the Province of BC and Government of Canada have set targets related to affordable housing in the 2018 Homes for BC Plan and the 2017 National Housing Strategy, respectively.

As a local government, the Township's primary role in housing is to plan and regulate land use to ensure an adequate supply of residential land to meet housing demand. In accordance with the Local Government Act, municipalities must also prepare and publish housing needs reports at least every five years. Local governments in BC are increasingly broadening their role in the housing system to include incentivizing affordable housing through regulatory and fiscal incentives, requiring new developments to contribute affordable units, and convening a range of stakeholders to facilitate new projects. Most local governments in BC do not directly build or operate housing.

On June 28, 2021, Council received the HAP update Emerging Directions Report, which summarized proposed draft goals, priorities, and actions for the updated HAP. At the same meeting, Council authorized staff to proceed with the next steps for the completion of the HAP update which included community and stakeholder engagement to receive feedback on the proposed goals, priorities, and actions.

DISCUSSION/ANALYSIS:

Building on the engagement that took place during the earlier phases of the project, community members and local stakeholders were provided an opportunity to share feedback on the draft HAP between August 30 and October 3. Feedback was collected through an online survey that was advertised in the local newspaper and Township digital communication channels.

During the feedback period, 347 individuals visited the project webpage that included a summary of the draft HAP and the survey link. Of the 35 individuals that responded to the survey, 74% indicated that they were very or extremely concerned with housing needs and affordability issues in Langley Township. Over 74% of the respondents indicated it was important or very important for the Township to take action on each priority area. Though some respondents preferred certain priorities and actions to others, or were interested in further implementation details, 57% of the respondents agreed or strongly agreed with the overall direction of the draft HAP. The complete survey results are attached to this report (Attachment B).

In addition to the online survey, staff presented the draft HAP and received feedback at the following meetings:

- Seniors Advisory Committee (September 15, 2021)
- Township of Langley / Urban Development Institute Liaison Committee (September 27, 2021)
- Langley Healthier Community Partnership (September 28, 2021)

The proposed HAP (Attachment A) incorporates refinements based on the feedback received during the engagement period. A number of HAP actions recommend further community and stakeholder engagement through the implementation phase.

2021 Housing Action Plan

The 2021 HAP is intended to guide Township housing action, within its authority, over a five (5) year timeframe. The 2021 HAP:

- Summarizes the key housing challenges and opportunities in Langley Township
- Communicates the proposed role of the Township and other organizations in the housing system
- Identifies priorities and actions for the Township to pursue over the next five (5) years in collaboration with other organizations

The HAP was informed by the findings of the 2020 Housing Needs Report, community and stakeholder engagement, and other research and analysis.

The two (2) high-level goals of the HAP are:

- Goal 1: Increase access to affordable, appropriate housing
- Goal 2: Reduce homelessness

Four (4) priorities are proposed to advance these goals:

- Priority 1: Diversify housing types
- Priority 2: Catalyze rental housing
- Priority 3: Support vulnerable residents
- Priority 4: Monitor trends and emerging priorities

Within the priority areas, there are 21 recommended actions that are intended to reflect the Township's role as a local government. The actions have been categorized as short-term (2022-2023) and medium-term (2024-2026) actions. Further details on each action and the implementation timeframe are included in the implementation plan (Attachment A – Appendix B).

Implementation progress will be monitored each year as part of the development of an annual housing action work plan. Progress indicators related to the HAP priority areas will also be monitored annually, while the success indicators related to the HAP goals will be monitored as the data is available. Opportunities to create a public dashboard to provide real time progress will be explored.

Financial Implications:

A budgetary amount of $33,500 is required to implement the 2021 HAP, with the majority of this budget required for more detailed financial analyses in support of select actions. The HAP update project will conclude with a budget surplus of approximately $20,000, which is recommended to be used to support HAP implementation. Remaining costs associated with HAP implementation can be accommodated within existing budgets. As a result, there are no additional financial implications associated with the HAP.

Implementation is also anticipated to require an approximate 0.75 full-time equivalent (FTE) staff resource. Though some capacity within the social planning function currently exists for HAP implementation work, it is noted that additional resources may be required, subject to future Council direction, related to implementation of the Age- and Dementia-friendly Action Plan (anticipated to be complete for Council consideration in late 2021); the Child Care Action Plan; and the Social Sustainability Strategy (previously referred by Council to the Council Process Committee).

Should additional staff resources ultimately be deemed necessary to implement Council's direction, consideration could be given to potential funding of such resources from the Affordable Housing Reserve Fund, as is the general practice in other Metro Vancouver municipalities, given that housing action forms a significant component of social planning work program. As the Affordable Housing Reserve Fund is funded by Community Amenity Contributions, this potential funding approach, subject to future Council direction, would not impact property taxes.

A summary table of the specific actions in each of the defined priority areas follows, for convenience:

Priority Area	Action ID	Action Items	
		Short-Term (2022 – 2023)	**Medium-Term (2024 – 2026)**
Diversify Housing Types	1A	Prepare policy to require larger apartment units in new developments	
	1B	Review and update existing Adaptable Housing Policy	
	1C		Update general housing policies in OCP
	1D		Identify opportunities for infill development
	1E		Explore possible provision of duplexes on single-detached lots
Catalyze Rental Housing	2A	Prepare policy to stipulate min. non-market components in new housing	
	2B	Review and update current incentives for rental housing	
	2C	Prepare policy on use of affordable housing reserve fund	
	2D	Prepare policy to review possible provision of detached secondary units	
	2E	Enhanced communication & education relating to affordable housing	
	2F		Include affordable housing policies in Willowbrook Community Plan update
	2G		Identify organizations that may have land for new affordable housing
	2H		Explore possible provision of suites in new multi-family housing
Support Vulnerable Residents	3A	Enhanced collaboration with other stakeholders incl. BC Housing	
	3B	Enhance public awareness & promote available programs	
	3C	Establish a “Homeless Table” with stakeholders to strengthen action	
	3D	Education and awareness to address misinformation re: supportive housing	
	3E	Enhance collaboration with Fraser Health (long term supportive housing)	
Monitor Trends & Priorities	4A	Monitor floor area and no. of bedrooms in new developments	
	4B		Monitor future need for enhanced rental protection policies
	4C		Update the Housing Needs Report

In terms of next steps, subject to endorsement by Council, staff will proceed with the implementation.

Respectfully submitted,

Patrick Ward
STRATEGIC/SOCIAL PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A 2021 Housing Action Plan
ATTACHMENT B Housing Action Plan Survey Results



Housing Action Plan

Township of Langley
Est. 1873

Housing Action Plan

Housing in Langley Township is located on land that Coast Salish people have called home since time immemorial. We acknowledge and recognize the traditional and unceded territories of the Katzie, Kwantlen, Matsqui, and Semiahmoo First Nations.

Executive summary

The 2021 Housing Action Plan is the second prepared by the Township since 2013. This updated Plan follows the completion of the 2020 Housing Needs Report and addresses challenges and opportunities that have emerged since the preparation of the 2013 Action Plan.

The Township's housing context has changed considerably over the past decade. Housing costs in both the ownership and rental markets have increased substantially. Homelessness in Langley has more than doubled. The Township cannot address housing challenges alone, but can play a key role in partnership with other levels of government and the private and non-profit sectors.

The 2021 Housing Action Plan builds on initiatives undertaken since 2013 and will guide Township housing action, within its authority, over the next five years. The Plan responds to the needs of a growing population and housing affordability challenges through four priority areas and twenty-one related actions:

- Priority 1: Diversify housing types
- Priority 2: Catalyze rental housing
- Priority 3: Support vulnerable residents
- Priority 4: Monitor trends and emerging priorities

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Introduction

Our vision is a variety of housing in all communities, meeting the diverse needs of current and future residents.

Thriving, inclusive communities need diverse and affordable housing. Despite significant increases in housing supply in Langley Township over the past decade, increases in housing costs have outpaced income growth over this period at a rate of nearly ten to one. High housing costs have the greatest impact on the most vulnerable members of the community, and, increasingly, middle-income households are being priced out of the market.

Housing needs and affordability challenges in Langley Township have never been more critical.

Purpose of this plan

The 2021 Housing Action Plan is intended to address the needs of a growing population and housing affordability challenges in Langley Township. This Plan is the second prepared by the Township since 2013 and aims to address the challenges and opportunities that have emerged since the completion of the 2013 Housing Action Plan. This 2021 Plan will guide Township housing action, within its authority, over a five-year timeframe.



Affordable, suitable housing is essential to helping people stay healthy, building vibrant neighbourhoods, and sustaining a strong local economy.

Building on our foundation

This Action Plan builds on the 2013 Plan, which included over 50 actions that aimed to encourage a diverse and affordable supply of housing in Langley Township. Housing initiatives undertaken by the Township since the completion of the 2013 Plan include:

- Updates to the Manufactured Home Parks – Redevelopment Policy to provide a wider range of assistance options for tenants in parks that may be subject to redevelopment (2015)
- Expansion of adaptable housing requirements to apply to all new housing developments (2016)[1]
- Inclusion of policies in the updated Official Community Plan that support a greater range of housing types and facilitate consideration of incentives for affordable housing projects (2016)
- Adoption of the Development Cost Charge (DCC) Waiver Bylaw that waives DCCs for eligible affordable housing projects (2018)
- Establishment of the Community Amenity Contributions (CACs) Policy that directs part of the contributions to an Affordable Housing Reserve Fund (2018)
- Adoption of the Step Code to improve energy efficiency and reduce energy costs (2019)
- Review of the development application management process and preparation of related action plans (2021)



Emmaus Place: 94 affordable rental units for seniors and families (completed in 2020)

1. Adaptable homes have design features that facilitate easy retrofits to enable individuals with limited mobility, due to age or disability, to live in their homes with relative independence.

The housing wheelhouse

To meet the needs of diverse residents at every stage of their lives, the local housing stock should include a variety of housing forms and tenures. The housing wheelhouse is one way to think about the various types of housing. In contrast to a linear housing continuum, the wheelhouse model does not place one form of housing in front of another. The result is a more inclusive way to think about housing needs and types.[2]



Emergency shelter

Temporary shelter, food and other support services, generally operated by non-profit housing providers.

Short-term supportive housing

Stable housing along with support services offered by non-profit providers as a step between shelters and long-term housing (with typical stays of two to three years).

Long-term supportive housing

Long-term housing offered by public sector and non-profit providers, along with support services ranging from supportive care to assisted living and residential care.

Subsidized rental housing

Non-market rental homes secured through a legal agreement and rental homes operated by non-profit housing providers, BC Housing and housing co-operatives through ongoing government subsidies or one-time grants.

Rental housing

Purpose-built rental apartments, secondary suites, and private rental apartments, townhomes, and single-detached homes.

Ownership housing

Fee simple homeownership, strata ownership, and shared equity (such as manufactured homes or housing co-operatives).

What is affordable housing?

Housing affordability is a relative measure that reflects income and housing costs. In Canada, housing is considered affordable if it costs less than 30% of a household's before-tax income. Any type of housing in the wheelhouse might be affordable for some households, but many people equate affordable housing with subsidized housing, given that the current housing market is not delivering affordability for all households.

2. Not depicted in the wheelhouse model is affordable homeownership (i.e. below market ownership), which is a form of "housing with supports."

Creating the Housing Action Plan

Preparation of the 2021 Housing Action Plan was initiated by Township Council in November 2020 following the completion of the 2020 Housing Needs Report. The Housing Action Plan — its goals, priorities, and actions — is informed by the findings of the Housing Needs Report, community engagement, and other research and analysis.



Housing Needs Reports

The Province of BC requires local governments to prepare housing needs reports at least every five years to identify current and anticipated housing needs. The Township's 2020 Housing Needs Report, received by Council on November 9, 2020, is a comprehensive assessment of local housing needs, based on data and public engagement.

Policy alignment

In 2008, Township Council adopted the Sustainability Charter. The Charter envisions a community that is socially, culturally, economically, and environmentally balanced, and includes an objective to provide flexible, affordable, and mixed housing options. As the Township's highest level policy document, the Charter is implemented through a number of other Township plans and strategies, such as the Housing Action Plan.

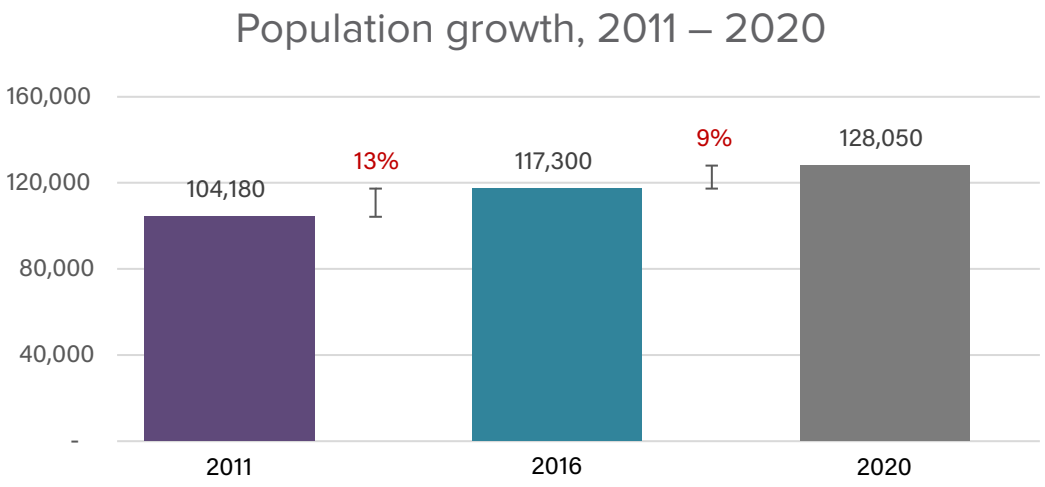
The Housing Action Plan is also informed by and complementary to the Official Community Plan (OCP), which was updated in 2016. The OCP is a policy-oriented document that guides sustainable growth and development, with a focus on land use planning. The Housing Action Plan is an action-oriented document that informs land use policy and other housing actions (e.g. advocacy and fiscal measures).

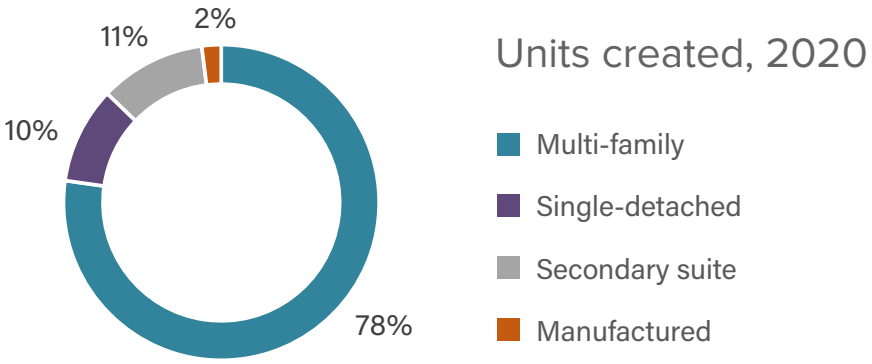
Challenges and opportunities

This summary of challenges and opportunities is based on the key findings from the 2020 Housing Needs Report and additional research.[3]

Langley Township is a growing, urbanizing community with an aging population

- The Township is one of the fastest growing municipalities in the region, and population growth is projected to continue for the foreseeable future, sustaining the demand for new housing.
- Growth and development is leading to the urbanization of historically semi-rural areas. Multi-family housing units now make up about three quarters of all new housing development.
- The Township's population will continue to age, a trend that is expected to increase the demand for smaller housing, accessible housing, and long-term supportive housing, including assisted living and residential care.
- The number of family households with children is projected to grow, which will sustain the demand for family-friendly housing.
- Demographic trends, coupled with affordability issues, may increase the demand for multi-generational housing options.

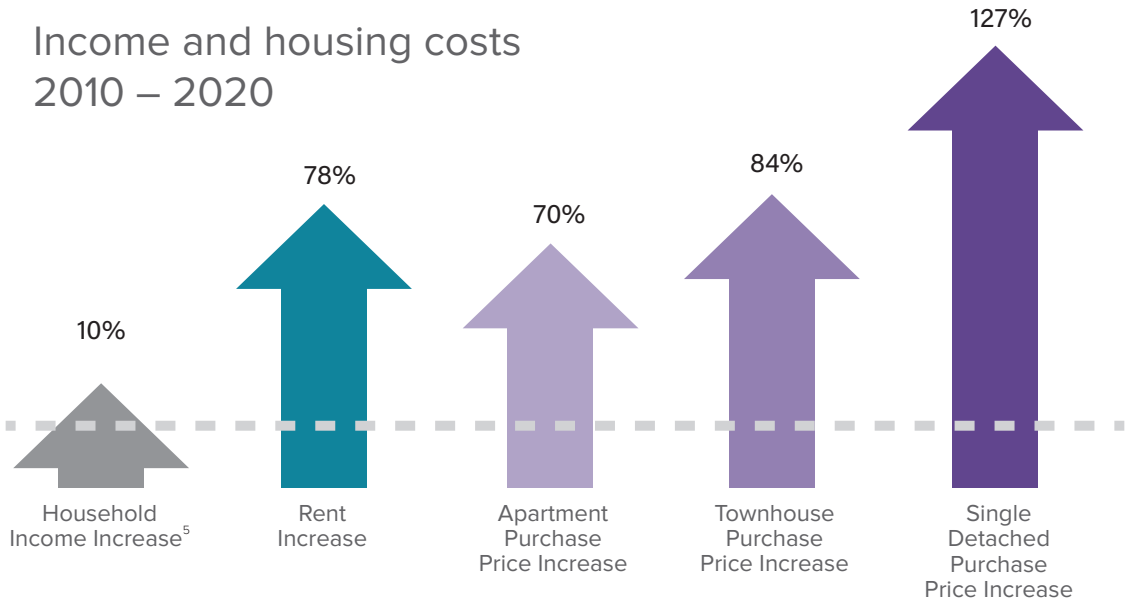




3. Refer to the 2020 Housing Needs Report for additional details and data sources.

Housing affordability is deteriorating and is impacting some household types more than others

- Increases in housing costs are out-pacing increases in household income.
- One in ten households are in core housing need, meaning that their housing is unsuitable, inadequate, and/or unaffordable, and their income levels are such that they cannot afford acceptable housing in the area.[4]
- The median income of households in core housing need is $30,461 while the median income of households not in core housing need is $102,052.
- Lone-parent and non-family (e.g. single person) households have the highest rates of core housing need.
- Renter and equity-seeking households, including Indigenous households, senior households, households with at least one person with an activity limitation, and immigrant households, also have higher rates of core housing need compared to all Township households.
- Homelessness in Langley has more than doubled in the last decade.



What influences housing costs?

The price of renting and owning housing is determined by a number of forces linked to demand and supply. The primary forces influencing housing demand are population growth, household incomes and wealth, and the cost of credit to secure mortgage loans. The supply of new homes is influenced by the availability of developable land, construction costs including materials, labour and project financing, and the impact of development permitting procedures that govern land use and homebuilding.[6] Of all these forces, local governments are only able to influence (not control) the availability of developable land and development permitting procedures.

4. To be considered suitable, housing must have enough bedrooms for the size and composition of the household, according to National Occupancy Standards. To be considered adequate, housing must be reported by residents as not requiring any major repairs. To be considered affordable, housing costs must be less than 30% of total before-tax household income.
5. 2010 – 2020 household income increase extrapolated from the 2006 – 2016 household income increase identified in the Census
6. Source: Government of Canada and Province of BC Expert Panel on the Future of Housing Supply and Affordability Final Report.

There are gaps throughout the housing wheelhouse

- The Township has a wide range of dwelling types, but there are opportunities for improvement throughout the wheelhouse.

The Gateway of Hope in Langley City is the only emergency shelter in Langley for people experiencing homelessness, and reported 477 turn aways in 2019. Ishtar Women's Resource Society, which operates the two transition houses in Langley for women and children fleeing violence, estimates three turn aways per day at each house.

There are no second stage housing units in Langley that support women who have left abusive relationships to live safely and independently (typically for 6 - 18 months). There is a need for additional supportive housing units to help people transition out of homelessness.



There is a need for a greater variety of unit sizes in ownership housing, particularly studio and one bedroom units and apartment units with three or more bedrooms.

With an aging population, there will be a need for more long-term supportive housing such as assisted living and residential care.

With a smaller share of renter households than the region and low vacancy rates, there is a need for more rental housing, including for post-secondary students and seniors. There is a particular need for primary rental housing, as about 96% of Township renters are in the secondary rental market.[6]

There is a need for additional subsidized rental units. The Township has a smaller proportion of subsidized rental housing than the region and, as of 2019, there were 296 individuals in Langley on the waitlist to access social housing.

7. The rental market consists of the primary rental market, comprising purpose-built rental units, and the secondary rental market, comprising all other rental units such as secondary suites, strata apartments, and entire single-detached dwellings offered for rent. The primary rental market is generally considered to provide more security for tenants and may be more affordable than the secondary rental market.

Recent regulatory and funding changes provide new opportunities for housing action

- An amendment to the Local Government Act in 2018 now allows municipalities to zone land for residential rental tenure and changes to the BC Building Code in 2019 now permit secondary suites in side-by-side multi-family units, like duplexes and townhouses.
- In 2017, the Federal Government released the National Housing Strategy, a 10-year, $40 billion plan to address housing affordability and chronic homelessness.
- As part of its 2018 budget, the Provincial Government announced that it will invest approximately $1.6 billion in funding over three years to build and maintain affordable rental housing.

Diverse housing is one component of a complete community

- Complete communities not only include a mix of housing types, but also provide access to employment, commercial and community services, parks and greenspace, and recreation, learning, and cultural opportunities.
- Due to the cost and accessibility barriers of getting around by private automobile, it is important that accessible and affordable housing, like purpose-built rental units, be located near public transit and within walking (including movement with wheelchairs and other mobility aids) and cycling distance to services and amenities.

A focus on the urban areas

An objective of the OCP is to protect rural areas from urban development. Therefore, most actions in the Housing Action Plan are focused on the approximate 25% of the Township land base designated as urban.



Creek Stone Place: 49 units of supportive housing (opened in 2019)

Roles and responsibilities

Housing is a shared responsibility among all levels of government and requires involvement from the for-profit and non-profit sectors. As a local government, the Township's primary role is to plan and regulate land use to ensure an adequate supply of residential land to meet housing demand.

The 2020 Housing Needs Report projected a need for 6,260 new housing units between 2020 and 2025 (based on the projected population growth over that time). Through existing community plans and land use regulations, the Township has designated an adequate supply of developable residential land to meet this projected demand. The focus of the Housing Action Plan is on the delivery of the right supply of housing.

Local governments in BC are increasingly broadening their role in the housing system. These roles include incentivizing affordable housing through an array of regulatory and fiscal incentives, requiring new developments to contribute affordable units, fostering innovation, and convening a range of stakeholders to facilitate new projects. Most local governments in BC do not directly build or operate housing.

Role	Township Responsibility	Examples of existing Township initiatives
Advocacy	◑	The Township engages other levels of government to advocate for affordable housing investments in the community
Convening/ Coordination	◑	The Township participates in interagency meetings to support coordinated service delivery and monitor trends
Education/ Research	●	The Township assesses and prepares a comprehensive report on local housing needs every five years
Planning/ Regulation	●	The Township designates residential land for development through land use planning and zoning regulations
Funding	◑	The Township supports the financial viability of eligible affordable housing projects through Development Cost Charge (DCC) waivers, Community Amenity Contribution (CAC) exemptions, and other incentives such as density bonusing and parking reductions
Housing Delivery	○	

● central responsibility ◑ complementary responsibility ○ no responsibility

The importance of partnerships

Since the Township does not have sole responsibility for housing, it needs to collaborate with others to achieve its housing goals. Refer to Appendix A for an overview of the role and responsibilities of other levels of government and organizations.

Action plan

The Action Plan consists of two high-level goals, four five-year priorities, and twenty-one actions.

Goals

Goal 1: Increase access to affordable, appropriate housing

Having access to affordable, appropriate housing is vital to human health, the local economy, and inclusive communities. Affordable housing is housing that costs less than 30% of a household's before-tax income. Appropriate housing refers to housing that is in good repair, has enough bedrooms for the household size, and meets household accessibility needs.

Success Indicator: Households in core housing need

Households in core housing need are those whose dwellings are considered unaffordable, inadequate (in need of major repairs), or unsuitable (not enough bedrooms) and whose income levels are such that they could not afford alternative suitable and adequate housing in their community.

4,180 households are in core housing need (11% of all households in the Township)
Source: Census, 2016

Goal 2: Reduce homelessness

Homelessness is the most extreme indicator of the shortage of affordable housing. There are many factors that cause homelessness, but the lack of adequate housing is perhaps the most significant cause of homelessness and barrier to supporting transitions out of homelessness. Reducing homelessness requires prevention and pathways out, along with varied supports that reflect the diverse needs of different people.

Success Indicator: People experiencing homelessness

The total number of people experiencing homelessness is based on a point-in-time count and includes people that are sheltered and unsheltered. Sheltered homelessness includes people staying in emergency shelters, transition houses for women fleeing violence, and safe houses for youth. Unsheltered homelessness includes people staying outside, in a vacant building, in a vehicle, or temporarily indoors (e.g. couch-surfing). The point-in-time count is widely understood to underrepresent actual numbers of individuals experiencing homelessness, particularly due to the challenge in capturing hidden homelessness.

209 people in Langley are experiencing homelessness
Source: Homeless Count in Metro Vancouver, 2020

Priorities and actions

Four priorities and twenty-one actions are established to advance the goals and address the identified challenges and opportunities. In developing these priorities and actions, priority was given to initiatives that:

- Reflect the Township's role as a local government
- Have a high impact
- Are cost and resource effective
- Build on existing Township policies and community assets

The priorities, which are presented in no order of significance, are intended to guide Township housing action over the next five years.

Housing affordability and homelessness are equity issues

Equity recognizes that different individuals and communities require different levels of support in order to thrive. Indigenous households, senior households, households with at least one person with an activity limitation, and immigrant households all have higher rates of core housing need compared to all Township households. Indigenous, black, and people of colour are overrepresented among people experiencing homelessness in Metro Vancouver.



Christian Life Assembly: 98 affordable rental units (in the planning stage)

Priority 1: Diversify housing types

Langley Township has some of the most diverse housing in Metro Vancouver. Actions under this priority aim to build on this strength by broadening the range of unit and dwelling types in urban communities.



Actions

1A Prepare a policy that requires a proportion of apartment units in new developments to be three or more bedrooms in size.

1B Explore opportunities to enhance the adaptable housing policy.

1C Update housing-related policies of the Official Community Plan to include clear policy encouraging:

a) Rental and long-term supportive housing (e.g. assisted living and residential care) in all urban areas that accommodate residential uses

b) A broader variety of dwelling types and a range of dwelling sizes (i.e. number of bedrooms) in each community

c) Institutional-residential mixed use developments in each community

1D Identify areas with potential for infill development, and consider initiating a community or neighbourhood plan update process to facilitate infill development.

1E Explore policy and regulatory changes that would allow duplexes on existing single-detached lots in urban areas.

Progress Indicators

- Proportion of annual building permits issued by dwelling type (source: Township of Langley)

Will additional development costs lead to higher housing prices?

Housing actions that establish new requirements for developers may increase the cost of building new housing. Developers, however, cannot simply raise asking prices when faced with additional costs; the price of housing is set by the market. There is also no evidence that additional costs reduce developer profits over the long-term. Developers faced with increased costs will try and find savings in the cost of developable land, offering less than they would have otherwise.[8]

8. Source: Province of BC's guide to Community Amenity Contributions.

Priority 2: Catalyze rental housing

Langley Township has a smaller share of market rental and subsidized rental housing than the region and has experienced low vacancy rates over the past decade. Actions under this priority are intended to increase the local rental stock, particularly primary rental and subsidized rental housing.



Actions

2A Prepare a policy providing minimum requirements for market and/or non-market rental housing in new strata developments (e.g. rental only zoning and/or inclusionary zoning).

2B Review and update incentives for market and subsidized rental housing.

2C Prepare a policy on the use of the affordable housing reserve fund.

2D Develop policy and regulatory changes that would allow detached accessory dwelling units (e.g. ground-level backyard suites) in some areas.

2E Clearly communicate affordable housing-related policies and actions to potential developers and community members.

2F As part of the update to the Willowbrook Community Plan and other future community planning processes, consider community-specific policies that require a proportion of new housing units to be market and/or non-market rental.

2G Identify properties owned by social purpose organizations (e.g. faith-based organizations, non-profits, government organizations, and social purpose businesses) that may have surplus land, and share information about incentives and local case studies on developing affordable rental and supportive housing.

2H Explore policy and regulatory changes that would allow secondary suites in new ground-oriented multi-family dwellings (e.g. duplexes and rowhouses) and lock-off suites in new apartment dwellings.

Progress Indicators

- Number of primary market rental and subsidized rental units (sources: CMHC and BC Housing)
- Vacancy rates and median rental rates in the primary rental market (source: CMHC)
- Number of people on the waitlist to access subsidized housing (source: BC Housing)

Mixed-income housing

Mixed-income housing contains units that are affordable to households with different income levels. Mixed-income projects can leverage market forces to produce quality affordable housing units within socio-economically integrated developments. The mixed-income approach is an element of federal and provincial housing programs.

Priority 3: Support vulnerable residents

People belonging, or perceived to belong, to groups that are in a disadvantaged position are often referred to as vulnerable. In Langley Township, Indigenous households, senior households, households with at least one person with an activity limitation, and immigrant households are more acutely impacted by housing affordability challenges, and may have distinct housing needs. Actions under this priority aim to support vulnerable residents, including women and children fleeing violence and people experiencing or at-risk of homelessness.



Actions

3A Collaborate with BC Housing, non-profits and other organizations to address the urgent need for housing for women and children fleeing violence.

3B Promote awareness of the Langley rent bank and other provincial rental assistance programs.

3C Support the establishment and coordination of a local intersectoral housing and homelessness table to strengthen collaborative action on homelessness.

3D Support initiatives that raise awareness and address misinformation about homelessness in the community and communicate the benefits of affordable and supportive housing development (e.g. local events and advertising campaigns).

3E Strengthen collaboration with Fraser Health Authority to monitor the need and plan for subsidized assisted living and residential care facilities for seniors and other special needs housing.

The Langley rent bank, funded by the Province of BC, issues low income individuals and families a one-time crisis loan with the aim of preventing homelessness due to an unexpected circumstance.

Progress Indicators

- Number of short-term and long-term supportive housing units (sources: BC Housing and Fraser Health Authority)
- Annual turn aways at emergency shelters (source: Salvation Army Gateway of Hope)

Priority 4: Monitor trends and emerging priorities

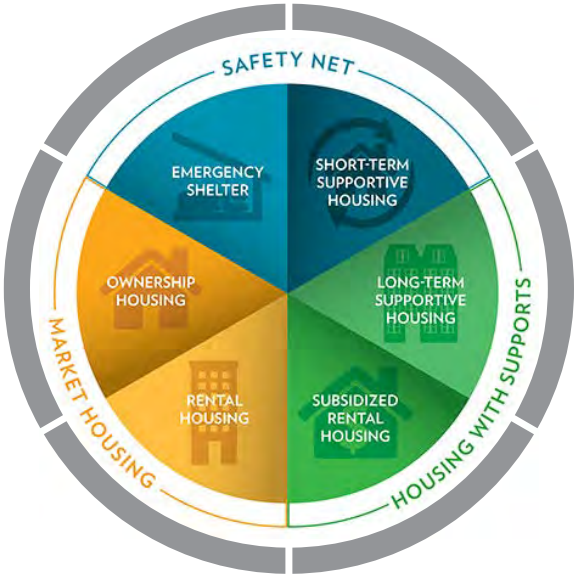
Langley Township's housing context continues to change. Actions under this priority focus on monitoring emerging challenges and opportunities to inform future housing actions.

Actions

4A Monitor the floor area and number of bedrooms in new secondary suites and report back to Council.

4B Inventory existing and monitor new rental developments to consider the future need for additional protection policies.

4C Update the Housing Needs Report.



COVID-19 and housing affordability

The impact of the COVID-19 pandemic on housing affordability illustrates the uncertainty of the local housing market. Near the beginning of the pandemic, a short-term decline in housing prices was being projected in Metro Vancouver. In actuality, housing prices in Langley increased by nearly 20% between April 2020 and April 2021.[9]



9. Sources: CMHC Housing Market Outlook, Summer 2020 and Fraser Valley Real Estate Board Monthly Statistics Package, April 2021

Implementation

The Housing Action Plan includes twenty-one actions to be implemented over a five-year timeframe. The actions are further categorized as short-term (2022-2023) and medium-term (2024-2026) actions. The implementation timeline and work plan tasks for each action are shown in Appendix B.

The Housing Action Plan should be reviewed and updated in five years, following the completion of the next Housing Needs Report.

Cost and resource estimates

Implementing the Housing Action Plan is estimated to cost $33,500, or an average of $6,700 per year. Implementation is also anticipated to require an approximate 0.75 full-time equivalent (FTE) staff resource over the next five years.

Action	Estimated Budget	Budget Detail
1B Explore opportunities to enhance the adaptable housing policy.	$2,500	Budget required for survey and other public engagement costs.
2A Prepare a policy providing minimum requirements for market and/or non-market rental housing in new strata developments (e.g. rental only zoning and/or inclusionary zoning).	$10,000	Budget required for further financial analysis by external consultant.
2B Review and update incentives for market and subsidized rental housing.	$15,000	Budget required for financial analysis by external consultant.
3C Support the establishment and coordination of a local intersectoral housing and homelessness table to strengthen collaborative action on homelessness.	$1,000	Budget required for minor meeting expenses.
4C Update the Housing Needs Report.	$5,000	Budget required for public engagement costs.

Monitoring and reporting

Implementation progress will be monitored each year as part of the development of an annual housing action work plan. Progress indicators will also be monitored annually, with success indicators monitored as the data is available. Baseline data for each indicator is shown in Appendix C. Opportunities to create a monitoring dashboard that provides real time progress updates will be explored.

Progress Indicators	Success Indicators
• Proportion of annual building permits issued by dwelling type (source: Township of Langley) • Number of primary market rental and subsidized rental units (sources: CMHC and BC Housing) • Vacancy rates and median rental rates in the primary rental market (source: CMHC) • Number of people on the waitlist to access subsidized housing (source: BC Housing) • Number of short-term and long-term supportive housing units (sources: BC Housing and Fraser Health Authority) • Annual turn aways at emergency shelters (source: Salvation Army Gateway of Hope)	• Households in core housing need (source: Census) • People experiencing homelessness (source: Homeless Count in Metro Vancouver)



Murrayville Rental Housing: 148 seniors-oriented rental units, including 44 affordable units (under construction)

Appendix A Roles and responsibilities

The table below summarizes the role of the Township in the housing system, along with the role of other organizations. Within each applicable role, the level of responsibility is shown as central or complementary:

- Central responsibility: The organization has a primary responsibility or a shared responsibility with other organizations. Central responsibility is characterized by a high level of accountability and resources within the role.
- Complementary responsibility: The organization supports others with a central responsibility, or there is no organization with central responsibility. Complementary responsibility is characterized by no or a low level of accountability and resources within the role.

	Advocacy	Convening/ Coordination	Education/ Research	Planning/ Regulation	Funding	Housing Delivery
Township of Langley	◑	◑	●	●	◑	
Government of Canada	◑	◑	●	●	●	◑
Province of BC	◑	◑	●	●	●	
Metro Vancouver Regional District	◑	◑	●	◑	●	●
For-profit housing developers and builders	◑	◑	◑			●
Non-profit housing and service providers	◑	◑	◑			●
Indigenous communities	*	*	*	*	*	*

● central responsibility ◑ complementary responsibility * see the section on the next page for the role of Indigenous communities

Note: While many organizations have a role in housing delivery, in reality, the vast majority of housing in BC is delivered by the for-profit sector.

Indigenous communities and housing

Indigenous communities and organizations fulfill many roles when it comes to housing. Land-based communities (i.e. First Nations with reserve lands) are responsible for providing housing for their members. This means they fulfill all the planning, regulatory, and servicing roles of a municipality, and are also responsible for the development, operations, and maintenance of on-reserve housing. First Nations communities provide wrap-around support services for members, drive innovative approaches to housing, advocate to senior governments for resources, and develop partnerships to strengthen housing delivery. Katzie, Kwantlen, and Matsqui First Nations each have reserve lands bordering Langley Township.

There are also many Indigenous-serving not-for-profits across BC that deliver housing and related services for urban Indigenous populations (i.e. Indigenous people that do not live on reserve lands). There are 4,310 Indigenous people living in Langley Township, a population comprised of First Nations, Métis, and Inuit people from all across Canada. The Lower Fraser Valley Aboriginal Society provides supports for Indigenous people in Langley who are experiencing or at risk of homelessness. There are currently no Langley-based Indigenous-led organizations developing housing for Langley's Indigenous population.

Appendix B Implementation plan

I Short-term actions (2022 – 2023)

1A	
Action	• Prepare a policy that requires a proportion of apartment units in new developments to be three or more bedrooms in size.
Tasks	• Draft a policy requiring approximately 10% of apartment units in new developments being considered through a rezoning process to be three or more bedrooms in size. • Launch stakeholder engagement. • Report recommendations to Council.
Notes / Rationale	• This action is consistent with OCP Policy 3.1.6: "Encourage a wide range of multi-family housing unit sizes throughout the community, including larger units suitable for families with children (two or more bedrooms) as well as smaller units." • Apartment units with three or more bedrooms comprise less than 1% of the Township's total housing stock (compared to approximately 4% in the region as a whole). • There are just seven primary rental apartment units in the Township that are three or more bedrooms. • Three or more bedroom ownership apartments are more affordable than townhouses, rowhouses and single-detached dwellings (per 2020 BC Assessment Data). • The 10% requirement is consistent with policies in other Metro Vancouver municipalities and was supported by a preliminary financial analysis.

1B	
Action	• Explore opportunities to enhance the adaptable housing policy.
Tasks	• Research challenges and opportunities with the adaptable housing policy (e.g. survey occupants of existing adaptable units and engage stakeholders). • Report findings and recommendations to Council.
Notes / Rationale	• This action is consistent with OCP Policy 3.1.9: "Review the proportion of units required to be built with adaptable design features periodically based on the needs of the community." • A review of other Metro Vancouver municipalities found that jurisdictions requiring adaptable housing require a greater proportion of adaptable apartment and seniors-oriented apartment units than the Township. • This action begins with an assessment of the current policy to better understand any challenges and opportunities.

2A	
Action	• Prepare a policy providing minimum requirements for market and/or non-market rental housing in new strata developments (e.g. rental only zoning and/or inclusionary zoning).
Tasks	• Undertake additional financial analysis and draft a policy requiring the provision of rental housing in new strata developments being considered through a rezoning process. • Coordinate the policy with updated incentives for market and non-market rental housing. • Explore updates to the Community Amenity Contribution Policy and consider increasing contributions to the affordable housing reserve fund from residential developments that are not subject to the rental requirements. • Report recommendations to Council. • Subject to Council direction, launch stakeholder engagement and prepare the final policy.
Notes / Rationale	• The 2020 Housing Needs Report identified the need for additional market and non-market rental housing. • Seven municipalities in Metro Vancouver are now requiring a proportion of non-market rental housing in new developments, with others exploring similar policies. • A preliminary financial analysis found that there is an opportunity to secure market and/or non-market rental housing in new developments (within a range of 5% to 15% of the total units, depending on the conditions). Non-market rental housing would be protected by a housing agreement, and would not require any government subsidies. • Drafting the policy would require additional financial analysis and consideration related to exemptions, among other items (usually smaller developments are exempt from such requirements). Requirements could be different for developments seeking an OCP amendment and could be combined with incentives to help maintain the financial viability of new developments. • It is recommended that the Community Amenity Contribution Policy be reviewed concurrently with this action to ensure that any developments that are exempt from providing built units are providing a fair contribution towards affordable housing.

2B	
Action	• Review and update incentives for market and subsidized rental housing.
Tasks	• Undertake financial analysis and draft an incentive framework on a “sliding scale” that bases the level of incentives on the level of housing affordability being proposed (incentives could include priority application processing, parking reductions, and application fee waivers). • Review and consider updates to the Development Cost Charge Waiver for Affordable and Supportive Housing Bylaw and the exemptions accommodated in the CAC policy. • Coordinate the incentive framework with the rental requirement policy. • Report recommendations to Council. • Subject to Council direction, launch stakeholder engagement and prepare the final incentive framework.
Notes / Rationale	• This action builds on existing Township incentives that may be considered to encourage market and subsidized rental housing. The intent is to provide enhanced clarity on the type of incentives that may be considered for different types of projects (e.g. a market rental versus a subsidized rental project). A “sliding scale” incentive framework would be based on the premise that projects providing a greater level of affordability would be eligible for more incentives.

2C	
Action	• Prepare a policy on the use of the affordable housing reserve fund.
Tasks	• In coordination with the preparation of a rental requirement policy and exploration of updates to the Community Amenity Contribution Policy, draft a policy on the use of the affordable housing reserve fund. • Report recommendations to Council. • Subject to Council direction, launch stakeholder engagement and prepare the final policy.
Notes / Rationale	• The affordable housing reserve fund was established in July 2019 following the adoption of the Community Amenity Contribution Policy. As of October 19, 2021, the balance of the fund was $1,796,046. The fund is accruing approximately $800,000 per year, consistent with the initial projections. • Although some neighbouring municipalities utilize affordable housing reserve funds to support affordable housing projects through grants, this approach is not recommended at this time. The Township's Development Cost Charge (DCC) Waiver Bylaw already provides financial support to eligible affordable housing projects. • As the availability of land is the greatest barrier to new affordable housing development, the acquisition of land for lease to affordable housing providers may be the best use of the fund. Land acquisition also supports the long-term sustainability of the fund (unlike one-time project grants). The current balance of the fund, however, is not likely to support land acquisition, though shared ownership arrangements with other levels of government and use of Township-owned land (with compensation from the fund) could be explored. • With the above in mind, it is recommended that a policy for the use of the fund be further considered in conjunction with a review of the Community Amenity Contribution Policy (Action 2A), which supports the fund. In the interim, the Township could consider partnership arrangements that support the delivery of priority housing projects (e.g. second stage housing for women fleeing violence).

2D	
Action	• Develop policy and regulatory changes that would allow detached accessory dwelling units (e.g. ground-level backyard suites) in some areas.
Tasks	• Identify and evaluate preliminary options. • Report findings and recommendations to Council. • Subject to Council direction, launch public engagement and prepare policy and/or bylaw updates.
Notes / Rationale	• This action is consistent with OCP Policy 3.1.8: "Develop criteria and identify suitable areas to support secondary suites and detached accessory dwellings such as coach houses and granny flats." • This action supports multi-generational housing options and aging in place.

2E	
Action	• Clearly communicate affordable housing-related policies and actions to potential developers and community members.
Tasks	• Develop user-friendly, accessible resources for affordable housing-related requirements and incentives.
Notes / Rationale	• This action builds on ongoing efforts to communicate requirements and incentives.

3A	
Action	• Collaborate with BC Housing, non-profits and other organizations to address the urgent need for housing for women and children fleeing violence.
Tasks	• Convene stakeholders and prepare a plan to develop second stage housing for women and children fleeing violence. • Consider the potential use of affordable housing reserve funds to help address this urgent need.
Notes / Rationale	• The 2020 Housing Needs Report identified the need for second stage housing that supports women who have left abusive relationships to live safely and independently (typically for 6 - 18 months). There is currently no second stage housing in Langley, which places significant pressure on existing transition houses and leaves women in abusive relationships in a dangerous situation.

3B	
Action	• Promote awareness of the Langley rent bank and other provincial rental assistance programs.
Tasks	• Collaborate with Rent Bank BC and the local service provider to enhance awareness of the Langley rent bank. • Update existing BC Housing resources linked on the Township website to include rental assistance programs.
Notes / Rationale	• A rent bank was established in Langley in April 2020. Rent banks issue low income individuals and families a one-time crisis loan with the aim of preventing homelessness due to an unexpected circumstance. This action focuses on raising awareness of the existing rent bank. • Other provincial programs would include BC Housing's Rental Assistance Program (RAP) and Shelter Aid for Elderly Renters (SAFER).

3C	
Action	• Support the establishment and coordination of a local intersectoral housing and homelessness table to strengthen collaborative action on homelessness.
Tasks	• Dedicate staff resources to support the establishment and coordination of the table. • Include representatives from public, non-profit, and business sector organizations, including organizations representing equity-seeking groups such as Indigenous people and newcomers. • Explore opportunities for the table to provide updates to the Langley Healthier Community Partnership.
Notes / Rationale	• This action is consistent with OCP Policy 3.1.11: "Collaborate with and support non-profit agencies that provide short-term emergency and transitional shelter, food, and access to social services for those in need." • Engagement with local service providers indicates that there is an opportunity to enhance the coordination of services and collaborative action as it relates to preventing and creating pathways out of homelessness. • The Langley Healthier Community Partnership is a joint initiative of the Township of Langley, the City of Langley, and Fraser Health. Its purpose is to provide broad-based community input and guidance for the development of concrete action plans to improve the overall health of the community.

3D	
Action	• Support initiatives that raise awareness and address misinformation about homelessness in the community and communicate the benefits of affordable and supportive housing development (e.g. local events and advertising campaigns).
Tasks	• Collaborate with BC Housing, local non-profits and other organizations to address misinformation about homelessness and communicate the benefits of supportive housing. • Continue to use the Township website to communicate the benefits of and need for affordable housing.
Notes / Rationale	• Stigmatization is often a barrier to housing solutions aimed at vulnerable residents. As examples, individuals experiencing housing insecurity may not want to seek support due to fear of being negatively stigmatized and misinformation can contribute to neighbourhood resistance to affordable housing projects.

3E	
Action	• Strengthen collaboration with Fraser Health Authority to monitor the need and plan for subsidized assisted living and residential care facilities for seniors and other special needs housing.
Tasks	• Continue to liaise with Fraser Health Authority staff and communicate population and growth projections.
Notes / Rationale	• This action builds on an action in the Age-friendly Strategy: "Advocate for additional subsidized assisted living and residential care beds to be developed in the Township." • This action is intended to support Fraser Health Authority, which is responsible for delivering subsidized assisted living and residential care facilities and can play a role in other special needs housing.

4A	
Action	• Monitor the floor area and number of bedrooms in new secondary suites and report back to Council.
Tasks	• Continue to monitor the floor area and number of bedrooms in new secondary suites. • Report findings and, if applicable, recommendations to Council.
Notes / Rationale	• On January 27, 2020, the Zoning Bylaw was amended to permit secondary suites with a maximum floor area of 120 m^2 (the previous maximum was 90 m^2). On November 23, 2020, Council directed staff to monitor the floor area and number of bedrooms in new secondary suites and report back to Council within two years.

| Medium-term actions (2024 – 2026)

1C	
Action	• Update housing-related policies of the Official Community Plan to include clear policy encouraging: a. Rental and long-term supportive housing (e.g. assisted living and residential care) in all urban areas that accommodate residential uses b. A broader variety of dwelling types and a range of dwelling sizes (i.e. number of bedrooms) in each community c. Institutional-residential mixed use developments in each community
Tasks	• Prepare an OCP amendment bylaw for Council consideration.
Notes / Rationale	• This action builds on existing OCP policies that encourage and support a mix of housing types to be considered through community and neighbourhood planning processes. This action broadens the range of unit, dwelling, and development types contemplated to provide clear and consistent policy for all urban communities. • Institutional-residential mixed use developments could include residential units above assembly uses, community centres, and fire halls, for example.

1D	
Action	• Identify areas with potential for infill development, and consider initiating a community or neighbourhood plan update process to facilitate infill development.
Tasks	• Develop criteria and evaluate opportunities for infill development in established communities and neighbourhoods. • Report findings and recommendations to Council. • Subject to Council direction, develop Terms of Reference for a community or neighbourhood plan update.
Notes / Rationale	• Infill development provides opportunities to consider a greater range of housing types in developed neighbourhoods that are predominantly comprised of single-detached dwellings. This action begins with the establishment of criteria to evaluate infill opportunities in urban areas. Criteria may include improvement value to land value ratios, age of the dwelling stock, servicing capacity, and school capacity.

1E	
Action	• Explore policy and regulatory changes that would allow duplexes on existing single-detached lots in urban areas.
Tasks	• Identify and evaluate preliminary options. • Report findings and recommendations to Council. • Subject to Council direction, launch public engagement and prepare policy and/or bylaw updates.
Notes / Rationale	• Duplexes can be a gentle form of infill in developed single-detached areas and provide a greater level of affordability than a single-detached dwelling. As an exploratory action, options could include allowing duplexes in select communities and/or in select circumstances (e.g. when a lot fronts a major road). A preliminary assessment of opportunities found that there are over 4,500 single-detached lots in urban areas with a lot size and the economic conditions that could potentially facilitate a duplex development.

2F	
Action	• As part of the update to the Willowbrook Community Plan and other future community planning processes, consider community-specific policies that require a proportion of new housing units to be market rental and/or non-market rental.
Tasks	• Undertake financial analyses specific to the Willowbrook Community Plan update to inform the preparation of requirements for market and/or non-market rental units in new developments. • Present recommendations to Council as part of the Willowbrook Community Plan update project.
Notes / Rationale	• Planned rapid transit for the Willowbrook area provides an opportunity to locate affordable housing near affordable transportation. The scale of transit-oriented development may also provide enhanced opportunities for the inclusion of affordable housing in new developments. • Funding for the Willowbrook Community Plan update was allocated as part of the 2021 budget. • Other future community planning processes could also consider community-specific policies requiring a proportion of new housing units to be market rental and/or non-market rental.

2G	
Action	• Identify properties owned by social purpose organizations (e.g. faith-based organizations, non-profits, government organizations, and social purpose businesses) that may have surplus land, and share information about incentives and local case studies on developing affordable rental and supportive housing.
Tasks	• Employ GIS and other research to identify social purpose organizations that may have surplus land. • Develop and share communication materials on incentives and local case studies on developing affordable and supportive housing.
Notes / Rationale	• Many organizations in Township urban areas may have surplus land and may be interested in developing affordable rental housing. The intent of this action is to identify such organizations and connect them to resources.

2H	
Action	• Explore policy and regulatory changes that would allow secondary suites in new ground-oriented multi-family dwellings (e.g. duplexes and rowhouses) and lock-off suites in new apartment dwellings.
Tasks	• Research challenges and opportunities in potentially permitting secondary suites in new ground-oriented multi-family dwellings and lock-off suites in new apartment dwellings. • Report findings and recommendations to Council.
Notes / Rationale	• The BC Building Code was updated in 2019 to allow secondary suites in ground-oriented multi-family dwelling units (e.g. rowhouses and duplexes). • Lock-off suites are small units within a larger principal apartment unit, with a separate external access and shared internal access. Such suites could accommodate students and caregivers, among others. Seven other municipalities in Metro Vancouver currently allow lock-off suites, some on a case-by-case or pilot basis.

4B	
Action	• Inventory existing and monitor new rental developments to consider the future need for additional protection policies.
Tasks	• Inventory existing rental developments and any site-specific protections in place. • Establish procedures to track new rental developments and site-specific protections.
Notes / Rationale	• The OCP and Manufactured Home Parks – Redevelopment Policy currently include protections for rental housing. These protections are complemented by Provincial legislation, such as the Strata Property Act (specifically the strata title conversion regulations) and the Manufactured Home Park Tenancy Act. • As the Township has a relatively small supply of primary rental housing, particularly older rental housing, the intent of this action is to consider the future need for additional protection policies, beginning with an inventory of the existing primary rental stock and the applicable protections for each development.

4C	
Action	• Update the Housing Needs Report.
Tasks	• Prepare a draft 2025 Housing Needs Report. • Present to Council for receipt.
Notes / Rationale	• The 2020 Housing Needs Report was received by Council on November 9, 2020. As the Provincial Local Government Act requires local governments to prepare a housing needs report every five years, the Township's next housing needs report is required to be complete by November 9, 2025.

Appendix C

Baseline data for success and progress indicators

Success indicators

Households in core housing need (Langley Township)

2016		
	Number	**Percent of households**
Renter households	1,695	25%
Owner households	2,485	8%
Total	4,180	11%

Source: Census, Statistics Canada

People experiencing homelessness (Langley)

2020		
	Number	**Percent of total**
Unsheltered	108	52%
Sheltered	101	48%
Total	209	100%

Source: Homeless Count in Metro Vancouver, BC Non-Profit Housing Association

Progress indicators

2020		
Proportion of annual building permits issued by dwelling type[1]	Apartment	51%
	Townhouse	24%
	Rowhouse (fee simple)	2%
	Manufactured home	2%
	Semi-detached	1%
	Single-detached	10%
	Secondary suite	11%
	Total	**100%**

Number of primary market rental units[2]	Studio	11
	1-bedroom	339
	2-bedroom	339
	3+-bedroom	46
	Total	**735**

1. Township of Langley (Langley Township)
2. CMHC (Langley Township)

2020		
Number of subsidized rental units[3]	Independent social housing	606
	Rent assistance in the private market	1,155
	Total	**1,761**
Vacancy rates in the primary rental market[4]	Studio	0%
	1-bedroom	1.5%
	2-bedroom	4.3%
	3+-bedroom	2.2%
	Total	**2.8%**
Median rental rates in the primary rental market[4]	Studio	*
	1-bedroom	$1,450
	2-bedroom	$1,850
	3+-bedroom	*
	Total	**$1,560**
Number of people on the waitlist to access subsidized housing[5]	Families	111
	People with disabilities	46
	Seniors	117
	Wheelchair modified units	15
	Singles	7
	Total	**296**
Number of short-term supportive housing units[3]	30 days to 3 years	148
	Homeless rent supplements	140
	Women and children fleeing violence	22
	Total	**310**
Number of long-term supportive housing units[3]	Supportive seniors housing	317
	Special needs	126
	Total	**443**
Annual turn aways at emergency shelters[6]	**Total**	**0**

** Data suppressed to protect confidentiality or data not statistically reliable*

3. BC Housing (Langley); data is limited to units with a financial relationship to BC Housing
4. CMHC (Langley Township)
5. BC Housing (Langley)
6. Salvation Army Gateway of Hope (Langley)

Q1 How concerned are you with housing needs and affordability issues in Langley Township?

Answered: 35 Skipped: 0

ANSWER CHOICES	RESPONSES	
Not at all concerned	2.86%	1
Slightly concerned	2.86%	1
Moderately concerned	20.00%	7
Very concerned	34.29%	12
Extremely concerned	40.00%	14
TOTAL		35

#	EXPAND ON YOUR ANSWER (OPTIONAL):	DATE
1	The number 1 cause of home prices going into the atmosphere is the restrictions caused by ALR. There are 100's of acres in Langley that cannot and will not ever be farmed. Those areas should be identified and removed from the ALR. Those remaining lands that can support a profitable farming enterprise should become sacred and be reserved only for farming.	9/29/2021 10:44 AM
2	Just bought first house. Soon after prices in our complex went up in price by almost 50 percent in a year and a half just crazy, concerned about if we ever can strive for a detailed home or if my friends and siblings can ever afford to own a home	9/24/2021 10:55 PM
3	I am extremely concerned the housing crisis will prevent an entire generation from realizing home ownership. I am also extremely concerned new immigrants will not be able to realize home ownership.	9/24/2021 10:21 AM
4	Alongside duplex's, triplex and fourplex homes should be considered in appropriate areas where space allows. Many available examples of ones that appear to look style like single family homes. Easy to incorporate style wise while supporting multigenerational families not building McMansions as well as many other possible combinations… maybe 1 side suite for teens aging out of the system that could use some extra adult eyes very close? Less lonely seniors that want privacy and gardening vs. Condo living. I think duplex a great start but Langley is forever changing might as well dream bigger. From birth to death. HOWEVER our hospital and road structure are not adequately prepared.	9/23/2021 9:55 PM
5	A middle class family should be able to afford a detached home with outdoor space. They should not be stuck in strata housing forever.	9/23/2021 4:09 PM
6	Even though we own a place, we know people who suffer with affordability and availability issues when it comes to the rental market. We are aware of how hard it is to find an affordable place that provides tenure security for renters	9/23/2021 12:37 PM
7	Did not understand how difficult it is to find housing; until recently (Sep 2021) trying to find safe, housing for Mom. Her monthly income is $2,000 after taxes. We honestly thought she was going to be homeless 7 days before she had to move out of her previous residence. Further, sons friend (20) had a brutal time trying to secure housing due to age; and income! Was Couch surfing due to lack of income and no one would rent to him because of his age	9/23/2021 12:29 PM
8	Single older friends cannot find safe, clean, affordable rentals anywhere in this area.	9/19/2021 8:37 AM
9	Affordable housing is a core component of having a safe, and secure, quality of life in our community.	9/16/2021 12:57 PM
10	We are seniors and are looking for a seniors building having an amenities room for activities. All the buildings like that now are 25 years of age. Why aren't we building these type of condos	9/15/2021 3:09 PM

	for sale now?	
11	Persons with disabilities, need housing options	9/15/2021 2:05 PM
12	An increasing number of families are seeking affordable housing opportunities. Several years ago, the demographic seeking rental housing was primarily among singles and couples and catered to University students.	9/15/2021 1:33 PM
13	I don't think the problem is as severe as suburban suburbs like Burnaby or New Westminster. The problem is that this is all viewed on a municipal as opposed to regional scale. This HAS to change.	9/7/2021 1:07 PM
14	The TOL is one of the fastest growing municipalities in Metro Vancouver, and demand for once affordable homes has ramped up both land values and home prices. Left unchecked, this has the potential of displacing current residents and relegating others to substandard living arrangements.	9/7/2021 9:39 AM
15	Families who have one income are being priced out of the market including rentals. Putting families in condos is not a good solution. They do not make comfortable living conditions for anyone when there are children living above you. Singles can't afford to live alone. Senior income is below housing costs.	8/31/2021 2:35 PM
16	I live and work in Langley and it is almost impossible to find housing that is affordable based on my current income.	8/28/2021 8:49 PM

Q2 How important is it for the Township to take action on the following draft priority areas?

Answered: 35 Skipped: 0

	NOT IMPORTANT	SOMEWHAT IMPORTANT	IMPORTANT	VERY IMPORTANT	DON'T KNOW	TOTAL
Diversify Housing Types: Actions under this priority aim to broaden the range of unit and dwelling types in urban communities.	5.71% 2	8.57% 3	14.29% 5	68.57% 24	2.86% 1	35
Catalyze Rental Housing: Actions under this priority are intended to increase the supply of rental housing, including affordable rental housing.	8.57% 3	17.14% 6	22.86% 8	51.43% 18	0.00% 0	35
Support Vulnerable Residents: Actions under this priority aim to support vulnerable residents, including women and children fleeing violence, seniors, and people experiencing or at-risk of homelessness.	5.71% 2	8.57% 3	28.57% 10	51.43% 18	5.71% 2	35
Monitor Trends and Emerging Priorities: Actions under this priority focus on tracking emerging challenges and opportunities to inform future housing actions.	2.94% 1	11.76% 4	41.18% 14	41.18% 14	2.94% 1	34

#	EXPAND ON YOUR ANSWERS (OPTIONAL):	DATE
1	Government support for housing those at risk is the responsibility of the Provincial Government. Collecting monies from new home buyers, is a terribly expensive way to raise funds. If the township is not receiving their fair allotment of these funds council should be negotiating with the Province.	9/29/2021 10:44 AM
2	In talking to neighbours, it seems as though increasing the ability for residents to build coach houses (or carriage houses or garden suites) on their property is one that people are very interested in. We live in Fort Langley and there are several people in our area who have illegal coach house suites. Clearly it is something that is possible for many people and there is a definite need/want for this type of housing. Making it a legal option for residents would be incredibly helpful.	9/28/2021 5:08 PM
3	It would help if we could better utilize existing infrastructure by expanding the areas where "Coach House" are allowable. Coach Houses add affordable rental options as well as providing close-by housing for our aging relatives.	9/24/2021 10:21 AM
4	While respecting long time residents and community flavour.	9/23/2021 9:55 PM
5	While I overall like the direction the township is taking, I also feel we need to invest more in public/alternative transport infrastructure. It's terrible to see people driving two blocks every morning to drop their kids at school instead of biking/walking. Increasing density is the logical step to address some of the housing issues but this needs to be supported by infrastructure in the township.	9/23/2021 12:37 PM
6	Although the draft plan is an improvement in this critical policy area, I don’t believe that it goes far enough to advance action to protect the most vulnerable from housing insecurity and homelessness.	9/16/2021 12:57 PM
7	Would like to see more townhouses and condo buildings that we can afford.	9/15/2021 5:31 PM
8	My answer is as above.	9/15/2021 3:09 PM
9	There are still many homes being demolished on ALR land to make room for new homes and larger families. The older homes are often in very good condition and could be retained for	9/15/2021 2:48 PM

	larger family rentals but they do not qualify because their size is too large to allow retaining when building new dwelling.	
10	One strategy would be to incentivize home owners with possibilities for secondary suites to create spaces large enough for families. Langley Township's current secondary suite rules, particularly square footage limitations, are archaic and not in keeping with other jurisdictions	9/15/2021 1:33 PM
11	I think this needs careful thought - for example why so many 3-bed condos? Families don't typically want to live in condos but would prefer a space with access to outdoors. These homes cost a lot to build and add financial burden to the rest of the project for the developer.	9/7/2021 1:07 PM
12	It's important to increase supply of diverse housing types (especially denser types), and to secure purpose-built rentals. However, relying on the private market to deliver affordable units by encouraging or mandating it in policy will not yield sufficient numbers - private developers will push back saying it adds too much cost to their proformas and that it will make overall prices more unaffordable, or they will choose not to develop certain areas. Securing funding from the provincial and federal levels of government for non-market rental development, working with non-profit developers and fast-tracking the approvals process, will deliver true affordability with sufficient unit count.	9/7/2021 9:39 AM
13	Permitting backyard secondary suites would be wonderful - specifically in communities like Fort Langley where there are through lots.	8/28/2021 8:49 PM

Q3 Thinking about the “emerging directions” for the Housing Action Plan update as a whole, to what extent do you agree with the draft goals, priorities, and actions?

Answered: 35 Skipped: 0

ANSWER CHOICES	RESPONSES	
Strongly disagree	11.43%	4
Disagree	14.29%	5
Neither agree nor disagree	14.29%	5
Agree	40.00%	14
Strongly agree	17.14%	6
Don't know	2.86%	1
TOTAL		35

#	EXPAND ON YOUR ANSWER (OPTIONAL):	DATE
1	The plan does nothing, zero to address the very high cost of affordable market housing. The fact is the plan actually does the opposite and makes market housing more expensive. More rules, regulations and red tape to extend the approval process, no action on taxes on top of taxes, no action on our gold plated building code. I believe we are in step 2 of the new expanded "Energy Code". Do you have any idea what the COST increase is at step 2? What is the cost increase at step 5?	9/29/2021 10:44 AM
2	Some points seemed vague or specific to only certain areas of Langley. Making things more generalized across the township may be beneficial.	9/28/2021 5:08 PM
3	Curious what “new policy” may mean? Not sure if that’s good/bad?	9/23/2021 9:55 PM
4	Less emphasis on rentals. No carriage houses! Houses are being built too close, building is too dense. We don't want a Clayton Heights in Langley. The apartment fire in 208th and 80th was a good example of why housing should not be so dense. So many surrounding homes were affected. The focus needs to be on single family, detached homes with outdoor space. Having a backyard for our kids to play in should not be a “luxury” for the super wealthy.	9/23/2021 4:09 PM
5	I agree with the direction, but wholeheartedly support more concrete activities related to timelines for committed implementation.	9/16/2021 12:57 PM
6	Except that it is not right to adopt this in isolation from the NP process currently underway in BF	9/16/2021 10:11 AM
7	As above	9/15/2021 3:09 PM
8	Everyone deserves a decent place to live. If some of our tax dollars are spent providing reasonable rental housing for families, those dollars are spent for the greater good.	9/15/2021 1:33 PM
9	Too much focus on getting middle income earners into the housing market simply justifies the Township's approach to letting developers build whatever they want at the expense of existing communities and the environment. No real mention of what 'affordable' REALLY means for seniors, disabled and those already getting some kind of social assistance now living in fear of homelessness. No acknowledgment of young people who can barely afford a basement apartment rental in the same community they work or go to school in. No acknowledgment of the traffic, parking, environmental and social stressors already visible in places like Willoughby where people are legally or illegally renting out portions of their houses to afford to live there themselves.	9/15/2021 12:45 PM

10	I think the view is miopic. We need a regional housing strategy not a local one. We need to accept that not everyone can afford to live where they work and vice versa. The strategy needs to be developed in conjunction with a comprehensive improvement to the transportation strategy.	9/7/2021 1:07 PM
11	These are steps in the right direction, both acknowledging pressing issues related to housing affordability and proposing action items to address them. However, these are low-hanging fruit and this won't move the needle in a meaningful way.	9/7/2021 9:39 AM
12	Allowing for coach houses on all properties that have a lane/street in the back would be incredibly beneficial (and not just in select areas). Decreasing the lot frontage for subdividing may also help allow for more housing in certain areas of Langley.	9/3/2021 12:44 PM
13	Putting a minimum of rentals into condo buildings is not helpful. New buildings are still expensive even if rented. Specific rental buildings are required. Renters don't take care of condos like owners do. Increasing numbers of bedrooms in condos isn't helpful. Condos are not a proper home environment for anyone, the family or other residents. Whoever thinks that isn't single or elderly with kids living above them.	8/31/2021 2:35 PM
14	Agree on most BUT in condo development 10% 3 beds may be too much since the increase in strata fees due to insurance that will make these more unaffordable than townhomes that are typically 3 beds or more anyway the size of a 3 bed condo should not exceed 1100sq.ft. or the unit entitlement will make the strata fees for the life of unit in excess of $550 month compared to a 1400sq.ft. townhome they would be $210/month the affordability is not just the price or rent but the costs associated with the ongoing strata fees that do form costs and criteria for mortgage approvals and rental rates. Low rise strata fees are typically $0.45 to $0.55 a square foot (used to be about $0.30 to $0.35/sq.ft.) high rise if go there they will be $0.55 to $0.60/sq.ft. and townhomes average is now $0.15/sq.ft. when used to be about $0.10/sq.ft.	8/30/2021 3:28 PM

Q4 What is your age group?

Answered: 35 Skipped: 0

ANSWER CHOICES	RESPONSES	
Under 20	0.00%	0
20-29	5.71%	2
30-39	28.57%	10
40-49	20.00%	7
50-59	20.00%	7
60-69	8.57%	3
70 or older	17.14%	6
TOTAL		35

Q5 This describes me (check all that apply):

Answered: 35 Skipped: 0

ANSWER CHOICES	RESPONSES	
I live in Langley Township	88.57%	31
I work in Langley Township	37.14%	13
I am a local business owner	8.57%	3
I work in the development or homebuilding sector	17.14%	6
I work in the non-profit service or housing sector	0.00%	0
I work in the real estate sector	5.71%	2
None of the above	2.86%	1
Total Respondents: 35		

Q6 What best describes your type of home?

Answered: 31 Skipped: 4

ANSWER CHOICES	RESPONSES	
Apartment	6.45%	2
Mobile / manufactured home	0.00%	0
Townhouse, row house, semi-detached house or duplex	22.58%	7
Single family / single detached dwelling	48.39%	15
Suite in a single family / single detached dwelling	16.13%	5
Other	6.45%	2
TOTAL		31

Q7 Do you own or rent your home? Owning includes paying mortgage.

Answered: 31 Skipped: 4

ANSWER CHOICES	RESPONSES	
Own	77.42%	24
Rent	16.13%	5
Other	6.45%	2
TOTAL		31

Q8 What community do you live in?

Answered: 30 Skipped: 5

ANSWER CHOICES	RESPONSES	
Aldergrove	6.67%	2
Brookswood-Fernridge	23.33%	7
Fort Langley	16.67%	5
Murrayville	10.00%	3
Walnut Grove	13.33%	4
Willoughby-Willowbrook	20.00%	6
Rural	10.00%	3
TOTAL		30

Q9 Is there anything else you would like to tell us about the Housing Action Plan update?

Answered: 25 Skipped: 10

#	RESPONSES	DATE
1	You should change the name if you do not plan on having any effect on market housing to :"Subsidized Housing Plan"	9/29/2021 10:47 AM
2	Thank you for looking at this and making changes - our policies are outdated and definitely need to be looked at! On a side note, super unimpressed with some developers and the types of things they are doing in our community. Having more rules in place which stop unethical behaviour (e.g., s. 22 (1) demolition of historic buildings through neglect) would be appreciated.	9/28/2021 5:11 PM
3	Will the new housing allowance on the ALR lands change anything to the plan?	9/28/2021 1:53 PM
4	If you could stop the s. 22 (1) type developers from turning Fort Langley and TOL into the next Port Moody eyesore, that would be great.	9/24/2021 10:26 AM
5	help staff know how to help create affordable, desirable places to live. council needs to support attractive places to live that complies with all township bylaws like tree protection. instead of density require QUALITY	9/23/2021 8:07 PM
6	More attention needed to those that want to purchase a single family home.	9/23/2021 5:28 PM
7	Please make detached, single family homes affordable. Stop approving high density building. Require houses to be built further from each other, more spaced out.	9/23/2021 4:10 PM
8	I'd like to see a slight relaxation on subdivision requirements in Fort Langley.	9/23/2021 1:11 PM
9	Very supportive of backyard home due to aging parent requiring safe housing. Township should not allow the tearing down of 2,500 sq homes so that a developer can double original footprint and place large, 2 bedroom suite in basement making it unaffordable for most. Further, no one in my circle can afford 2.5 mil homes that are now being listed in Brookswood! Need more thought and design put into current apartments for site lines and access to windows. Moms current building was a hot box during hot spells in summer due to one window in apartment, not even a window in the bedroom?! Its all she could afford!	9/23/2021 12:35 PM
10	Help the homeless. Help young families. Stop helping developers.	9/21/2021 12:25 PM
11	The old mall needs to be torn down, redeveloped for shopping & parking, or used for low income or emergency housing. Same with the old hotel & thrift store properties. Reduce parking on Fraser Hwy through Aldergrove to avoid traffic jams & provide a by-pass route. Businesses would be more successful if parking were improved. How successful can any community plan be, without the support of provincial & federal governments? SAFE, AFFORDABLE SUPPORTIVE HOUSING must be safe, affordable & supportive in more than name only. If it isn't, it doesn't work well for anyone, effectively or sustainably.	9/19/2021 8:48 AM
12	Affordable housing needs to be addressed asap any new building projects should have a % of them as rental units (affordable!!). Anyone who has a rental unit should provide parking on the property for 1 vehicle and the rent should be a % of the size of the home. Legal or illegal suites also need to be addressed, so many landlords get away with illegal suites and take advantage of renters. It's time Langley does something it's been out of control for too many years.	9/17/2021 6:19 AM
13	I hope that these draft initiatives will be supported politically so that we can commence with developing more affordable housing options, and most specifically, engage with other entities and non-profits to develop much need 'below market" housing which is the biggest gap in the current spectrum of housing options. I am fully support and would urge the Township to work with higher orders of government to provide community based housing for women and children fleeing domestic violence.	9/16/2021 12:59 PM
14	Yes, this should NOT be done in isolation from the NO process underway in BF and later used	9/16/2021 10:14 AM

	to justify a redefinition of “single family” zone in the BF OCP into something “single family triplex” zone.	
15	Yes increase areas for more townhouses and less lots for single family homes. It is more affordable	9/15/2021 5:32 PM
16	I just don't understand why these seniors oriented buildings are no longer being built. When I talked to the lady in charge of building the new rental seniors condos near our hospital she had never thought of including an amenities room. Wow!	9/15/2021 3:11 PM
17	Just stop having good homes removed allow second dwellings of larger sizes to be retained.	9/15/2021 2:49 PM
18	We need more proper rental units at affordable prices	9/15/2021 2:25 PM
19	Would like to see one level homes, ranchers, or townhomes in the Brookswood area.	9/15/2021 2:16 PM
20	I hope some of these initiatives actually take place.	9/15/2021 1:35 PM
21	Action Plan implies that things will happen, not just a report. The Township is famous for lip service...	9/15/2021 12:46 PM
22	Engage the development industry for feedback.	9/7/2021 1:08 PM
23	I appreciate you looking into this. I work in Langley and would love to live here, but every option I find for housing with family members seems to be thwarted by zoning bylaws.	9/3/2021 12:46 PM
24	Stop making neighbourhoods so dense. Spread out the condos for one.	8/31/2021 2:36 PM
25	Again careful on the size of condo/unit type as the unit size is what the strata property act calcualtes the unit entitlement on to calculate the strata fees and this is a huge part of what is making homeownership and even rental unaffordable. The banks look at the strata fees to qualify buyers whether end user or investor renting the unit out later to qualify for the mortgage and payments as part of the total debt service ratio.	8/30/2021 3:30 PM

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 1, 2021 - REGULAR MEETING	**REPORT:**	21-126
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6480-22-001
SUBJECT:	FORT LANGLEY COMMUNITY PLAN AND STREETSCAPE IMPROVEMENT PROGRAM		

RECOMMENDATION:

That Council receive the report on Fort Langley Community Plan and Streetscape Improvement Program for information.

EXECUTIVE SUMMARY:

At the May 31, 2021 Regular Meeting, Council received a delegation by Mr. Barry Dashner, who spoke about streetscape upgrades and maintenance issues in Fort Langley. Subsequently, at the June 14, 2021 Regular Meeting, Council referred the delegation to staff and requested a report on the process and timeline to update the Fort Langley Community Plan and the Fort Langley Streetscape Improvement Program. The Fort Langley Community Plan was adopted by Council in 1987. There have been a total number of ten (10) amendments to the Plan since the adoption, to accommodate changes over time, such as the incorporation of a Heritage Conservation Area into the downtown core and a Development Permit Area for Bedford Landing, and a number of other map and text changes.

Adopted in 2001, the Fort Langley Streetscape Improvement Program aims to provide an overall design concept to augment the Fort Langley Community Plan and enhance the potential of Glover Road and downtown Fort Langley as an authentic small town shopping area and tourism destination. It focuses on Glover Road, between St. Andrews Avenue and Jacob Haldi Bridge; and Mavis Avenue, between Glover Road and Royal Street. Most components in the Streetscape Improvement Program have been completed over the years and currently in place, with the exception of the “Pioneer Path”, where a series of markers was recommended for a self-guided walking tour, provide an educational experience for visitors regarding the historic context of the area.

Over the last 20 years, approximately $8 million of both public and private investment has been made to improve the public realm in Fort Langley, including works under the Streetscape Improvement Program; and the BIA initiated electric wiring undergrounding project. A list of capital projects is provided in Attachment A. Based on past experience, a process to update the existing Fort Langley Community Plan and Streetscape Improvement Program, is anticipated to take at least two (2) years to complete. Additional time may be necessary to provide for a more extensive public engagement process, to ensure all potentially divergent community values are fully explored, understood and agreed upon. A generalized planning process and associated timeline are presented in Attachment B.

Should Council wish to direct staff to proceed with an update to the Fort Langley Community Plan and the Streetscape Improvement Program, the next steps would be to prepare terms of reference and budgetary consideration, likely commencing in 2023, based on current Council priorities, budget cycle and work volumes; with a budget for updating the documents estimated at approx. $500,000.

PURPOSE:

The purpose of this report is to provide Council with information on the process and timeline to update the Fort Langley Community Plan and the Fort Langley Streetscape Improvement Program.

BACKGROUND/HISTORY:

At the May 31, 2021 Regular Meeting, Council received a delegation by Mr. Barry Dashner, Vice-chair and Director of the Eric Woodward Foundation. Speaking on behalf of the Fort Langley Project, the delegation discussed Fort Langley streetscape upgrades and maintenance issues. He noted that the Fort Langley Streetscape Improvement Program is partially complete; has guidelines that are not followed, abandoned, or obsolete; and that street maintenance is lacking. A request was also made to Council to direct staff to update the Fort Langley Streetscape Program with public input to meet future requirements, improve street maintenance, and install pavers on any new sidewalk construction or replacement.

At its subsequent meeting on June 14, 2021, Council referred the Dashner delegation to staff for a report on the process and timeline to update the Fort Langley Community Plan and the Fort Langley Streetscape Improvement Program. The Fort Langley Community Plan was adopted by Council on October 26, 1987. It provides policy guidance for the development of the community with a significant historical role, with an emphasis on retaining the scale and character of a small town in the midst of a fast urbanization region.

Adopted by Council on December 10, 2001, the Fort Langley Streetscape Improvement Program combines considerations for streetscape improvement design and transportation engineering into an overall design concept to capture the potential of Glover Road and downtown Fort Langley as an authentic small town shopping area. It focuses on Glover Road, between St. Andrews Avenue and Jacob Haldi Bridge, and Mavis Avenue, between Glover Road and Royal Street.

The general design concept is to capture the potential of Glover Road and downtown Fort Langley as an authentic small town shopping area and as an expression of the past in the present. It includes components such as downtown gateways at St. Andrews Church and Jacob Haldi Bridge; intersection focal points at Glover Road/96 Avenue, Glover Road/Mavis Avenue, and Mavis Avenue/River Road; street furniture and trees; pedestrian lighting; pioneer path; directory and street signs; as well as sidewalk accents and improvement.

Prior to the formation of TransLink and the Major Road Network (MRN) in 1999, Glover Road was a Provincial Highway, as it led to the Albion Ferry that ran between Fort Langley and Albion in Maple Ridge under provincial jurisdiction. With the formation of the MRN, the Township took over responsibility for operations, maintenance, and rehabilitation duties (funded and approved by TransLink) as well as capital works that changed the roadway. With the opening of the Golden Ears Bridge and decommissioning of the Albion Ferry in 2009, TransLink removed Glover Road from the MRN. This has had an impact on funding and potential cost sharing but has also removed the requirement to have TransLink approval for changes.

DISCUSSION / ANALYSIS:

Since its adoption in 1987, the Fort Langley Community Plan has been amended 10 times to accommodate the evolving needs of the community, including a major amendment to change the land use designation of the former Interfor property from “Industrial” to “Comprehensive Development” and provide policies for the Bedford Landing development in 2006. Due to the infrequent requirement for plan amendments, the community’s near build-out status, and other planning priorities in the Township, Council has not directed staff to update the Fort Langley Community Plan.

The Fort Langley Streetscape Improvement Program has been implemented, as most of its components have been built and put in place over time. The one exception is the Pioneer Path component, where a series of markers was recommended for a walk through the story of the people, the events, and the community of Fort Langley. While several in-sidewalk medallions were installed in the Spirit Square as the start of the Pioneer Path, additional medallions would need to be installed to complete the concept of a path or walk in the downtown area.

The Spirit Square project also provided parking off 96 Avenue which was not part of the Streetscape Improvement Program. Additional improvements include a gateway feature with Indigenous art at River Road and Mavis Avenue and the salmon base interpretative signage installed along the street to join Fort Langley National Historic Site and the downtown area. Over the last 20 years, approximately $8 million has been invested in improving the public realm in Fort Langley, including works under the Streetscape Improvement Program; as well as the BIA initiated electric wiring undergrounding project, in collaboration with BC Hydro, as a Local Area Service project. A list of selected capital projects, both public and privately funded, is provided in Attachment A of this report.

Based on a typical planning approach, the process of updating the Fort Langley Community Plan and Streetscape Improvement Program is anticipated to take approximately two (2) years to complete. Consistent with the Public Engagement Strategy for Planning and Development, endorsed by Council in 2016, additional time would be allocated to extensive and in-depth public engagement to ensure that the potentially wide-ranging and divergent community values in Fort Langley are fully explored and understood. A generalized planning process and associated timeline are presented in Attachment B.

A community plan update process would necessarily need to be completed prior to commencement of any design process for streetscape improvements, to ensure that the ultimate streetscape program supports the vision and policies of a new community plan. However, given the near build-out status of the Fort Langley Community, with only limited infill development opportunities, such may not be deemed as a priority, particularly given the resource implications. Having said that, should Council consider an update to the existing planning documents be a desirable outcome at this time, other accompanying instruments would, by necessity, include completion of an associated engineering servicing plan. This is consistent with existing policies, plans and practices throughout the Township.

Should Council wish to direct staff to proceed with an update to the Fort Langley Community Plan and the Streetscape Improvement Program, the next steps would be to prepare terms of reference and budgetary consideration, likely commencing in 2023, based on current Council priorities, budget cycle and work volumes, which include completing an update to the Willowbrook Community Plan, with an expected timeline from 2021 to 2023, to ensure appropriate coordination with the provincial Surrey-Langley SkyTrain (SLS) extension project.

In terms of costs, and based on the process and timeline described above and outlined in more detail in Attachment B, the following estimated budget is provided for information purposes:

Fort Langley Community Plan Update, including consultants and public engagement	$200,000
Engineering Servicing Plan	$150,000
Fort Langley Streetscape Improvement Program, including consultants and public engagement	$150,000
Total Estimated Cost	**~$500,000**

Respectfully submitted,

Ramin Seifi
GENERAL MANAGER, ENGINEERING AND COMMUNITY DEVELOPMENT
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A List of Selected Capital Projects in Fort Langley

ATTACHMENT B Generalized Process for Updating the Fort Langley Community Plan and Streetscape Improvement Program

List of Selected Capital Projects in Fort Langley

Year	Capital Work	Estimated Amount
2004	Pedestrian Signal on Glover Road at St. Andrews Avenue	$150,000
2008	Pedestrian Crossing with Curb Extensions on Glover Road at Mary Avenue	$25,000
2008	Pedestrian Signal on Glover Road at Mavis Avenue, and Partial Signal at on Glover Road and Billy Brown Road	$300,000*
2008	Spirit Square at the Fort Langley Community Hall (9167 Glover Road) and new parking area at 23191 – 96 Avenue	$900,000
2008	Traffic island sculpture at River Road and Mavis Avenue	$45,000
2008	Seven sidewalk medallions and 8 interpretative signs	$22,000
2018	Road construction on 96 Avenue from Glover Road to Edal Street, including curb and gutter, sidewalk, bike lanes and street lighting with a pedestrian activated crossing of 96 Avenue at Edal Street	$900,000*
2012	Crosswalk was installed on Glover Road at the southern end of the Jacob Haldi Bridge	$15,000
2019	Street lighting and street paving on McBride Street	$79,000*
2019/2020	Installation of multi-stream waste receptacles	$49,000
2020	Undergrounding of hydro, telephone, and cable wiring in the commercial area (part of a Local Area Service)	$3,450,000*
2020	Street paving on Trattle Street from 88 to 96 Avenue	$196,000*
2021	Glover Road at Mavis Avenue and Billy Brown Road upgraded to full traffic signals interconnected with the CP Rail crossing with left turn lanes in the north and south directions. This was also a requirement to meet new Transport Canada Rail Crossing Regulation and potential train whistle cessation through Fort Langley. The Township contribution is shown.	$1,170,000*
2021	New traffic signal with northbound left turn lane on Glover Road at 96 Avenue.	$300,000*
2021	Road construction on 96 Avenue from Edal Street to Trattle Street, including curb and gutter, sidewalk, bike lanes and street lighting	$800,000*
2021	Boulevard corner improvements at Glover Road and Mavis Avenue (retaining wall, replaced paver stones with stamped concrete)	$53,000

* not part of Fort Langley downtown or not part of the Streetscape Improvement Program

ATTACHMENT B

Generalized Process for Updating the Fort Langley Community Plan and Streetscape Improvement Program

Timeline	Generalized Process
2023 - Q4	Conduct background and baseline research Prepare draft terms of reference for Project and Planning Team
2024 - Q1	Approve terms of reference for Project and Planning Team Appoint planning team members Commence and complete procurement process (Request for Proposals)
2024 - Q2	Conduct initial public engagement (open house and workshops) Summarize and publish public engagement results
2024 - Q3	Develop and present preliminary policy ideas and options Conduct public engagement on preliminary policy ideas and options
2024 - Q4	Finalize policy ideas and options Prepare draft community plan Conduct public engagement on draft community plan
2025 - Q1	Revise draft community plan based on feedback Present final draft plan for consideration of adoption
2025 - Q2	Based on adopted community plan: Initiate Engineering Servicing Plan, if warranted Commence process to prepare streetscape improvement program Conduct open house and design workshops Summarize and publish public engagement results
2025 - Q3	Develop and present streetscape design options Conduct public engagement on streetscape design options Finalize streetscape design options Prepare draft streetscape improvement program
2025 - Q4	Conduct public engagement on draft streetscape improvement program Revise draft community plan based on feedback Present final draft plan for consideration of endorsement Refer endorsed streetscape improvement program to 2026 Budget

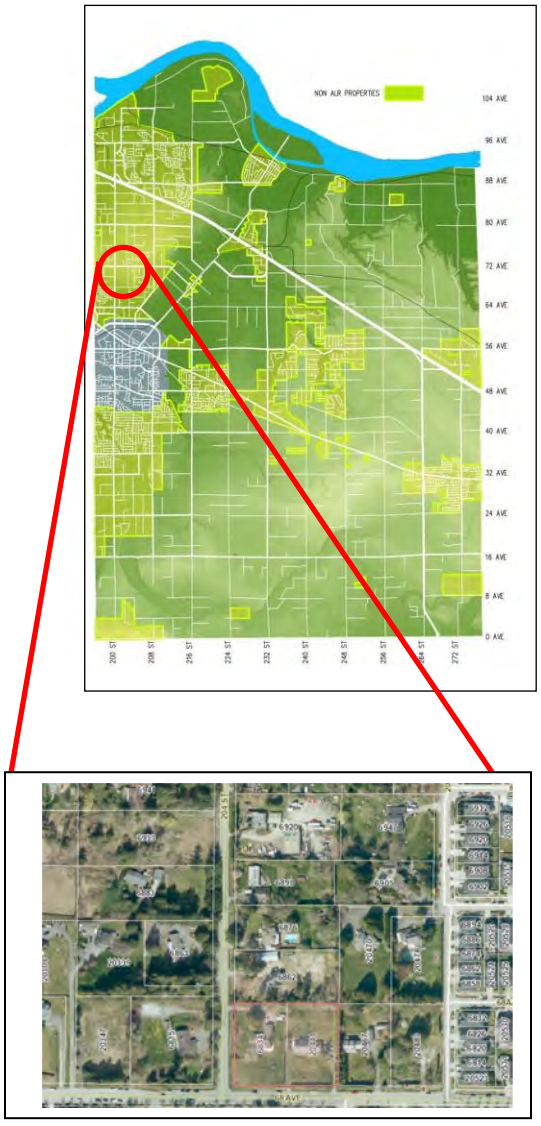
Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 1, 2021 - REGULAR MEETING	**REPORT:**	21-125
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0220
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100198 AND DEVELOPMENT PERMIT APPLICATION NO. 101124 (1142650 BC LTD. / 6834 – 204 STREET AND 20441 – 68 AVENUE)		

PROPOSAL:

Application to amend the Central Gordon Estate Neighbourhood Plan and rezone approximately 0.7 ha (1.8 ac) of land located at 6834 – 204 Street and 20441 – 68 Avenue to Comprehensive Development Zone CD-164 with an accompanying Development Permit application to facilitate development of 41 townhouse units.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5734 and 5735, subject to eight (8) development prerequisites being satisfied prior to final reading, and to authorize issuance (at time of final reading of Bylaw No. 5735) of Development Permit No. 101124 and authorize staff to proceed with scheduling of the required public hearing.

RATIONALE:

The proposed development is consistent with the Willoughby Community Plan and overall objectives of the Central Gordon Estate Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5734 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5735, rezoning 0.7 ha (1.8 ac) of land located at 6834 – 204 Street and 20441 – 68 Avenue to Comprehensive Development Zone CD-164, to facilitate the development of 41 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. A servicing agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
4. Registration of restrictive covenants:
    a. Prohibiting parking on internal strata roadways for the townhouse units (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles;
    c. Prohibiting the development of secondary suites within individual townhouse units;
    d. Identifying the units (minimum 5% for townhouses in compliance with the adaptable housing requirements);
    e. Prohibiting vehicular access to 68 Avenue; and
    f. Restricting ultimate driveway access to 204A Street, once constructed.
5. Consolidation of the two (2) subject properties into one (1);
6. Registration of a reciprocal access easement over the subject property for the purposes of a shared driveway at 204 Street with lands located to the north (6862, 6876 and 6898 –204 Street / ToL Project #08-14-0216) for access purposes;
7. Compliance with the Community Amenity Contributions Policy (with an additional contribution of $86,640 for the five (5) additional units proposed through the plan amendment), and the requirements of the Central Gordon Estate Amenity Zoning Policy including payment of applicable Central Gordon Estate amenity fee;
8. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5734, is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the requirements of Official Community Plan Consultation Policy (07-160);

That Council at time of final reading of Rezoning Bylaw No. 5735 authorize issuance of Development Permit No. 101124 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B" and in compliance with Subdivision and Development Servicing Bylaw (Schedule I Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy;
c. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage; and
d. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees; and further

That Council authorize staff to schedule the required Public Hearing for Community / Neighbourhood Plan amendment Bylaw No. 5734, Rezoning Bylaw No. 5735 in conjunction with the hearing for proposed Development Permit No. 101124.

EXECUTIVE SUMMARY:

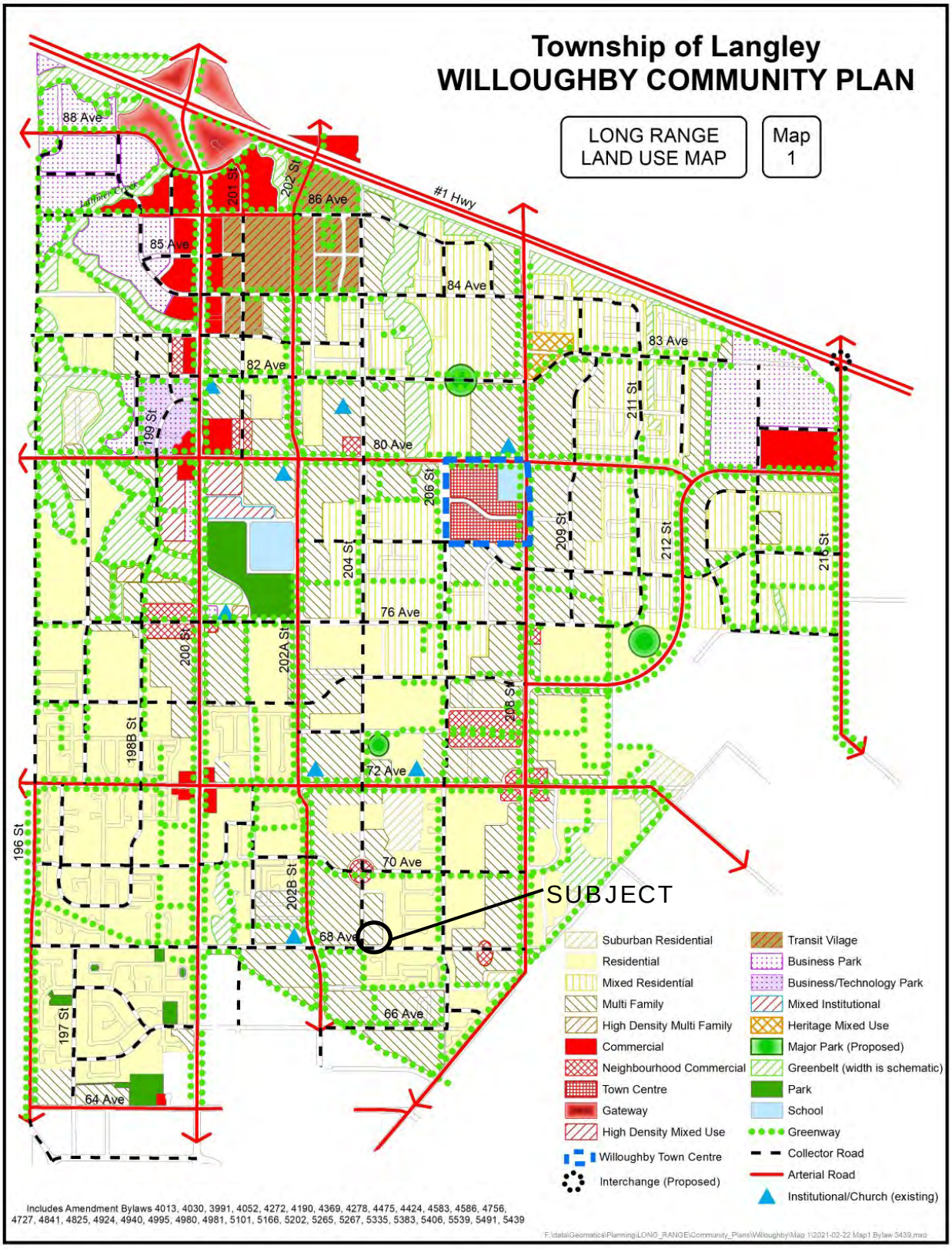
WG Architecture Inc. on behalf of 1142650 BC Ltd. has applied to rezone 0.7 ha (1.8 ac) of land located at 6834 – 204 Street and 20441 – 68 Avenue to Comprehensive Development Zone CD-164 to facilitate the development of 41 townhouse units.

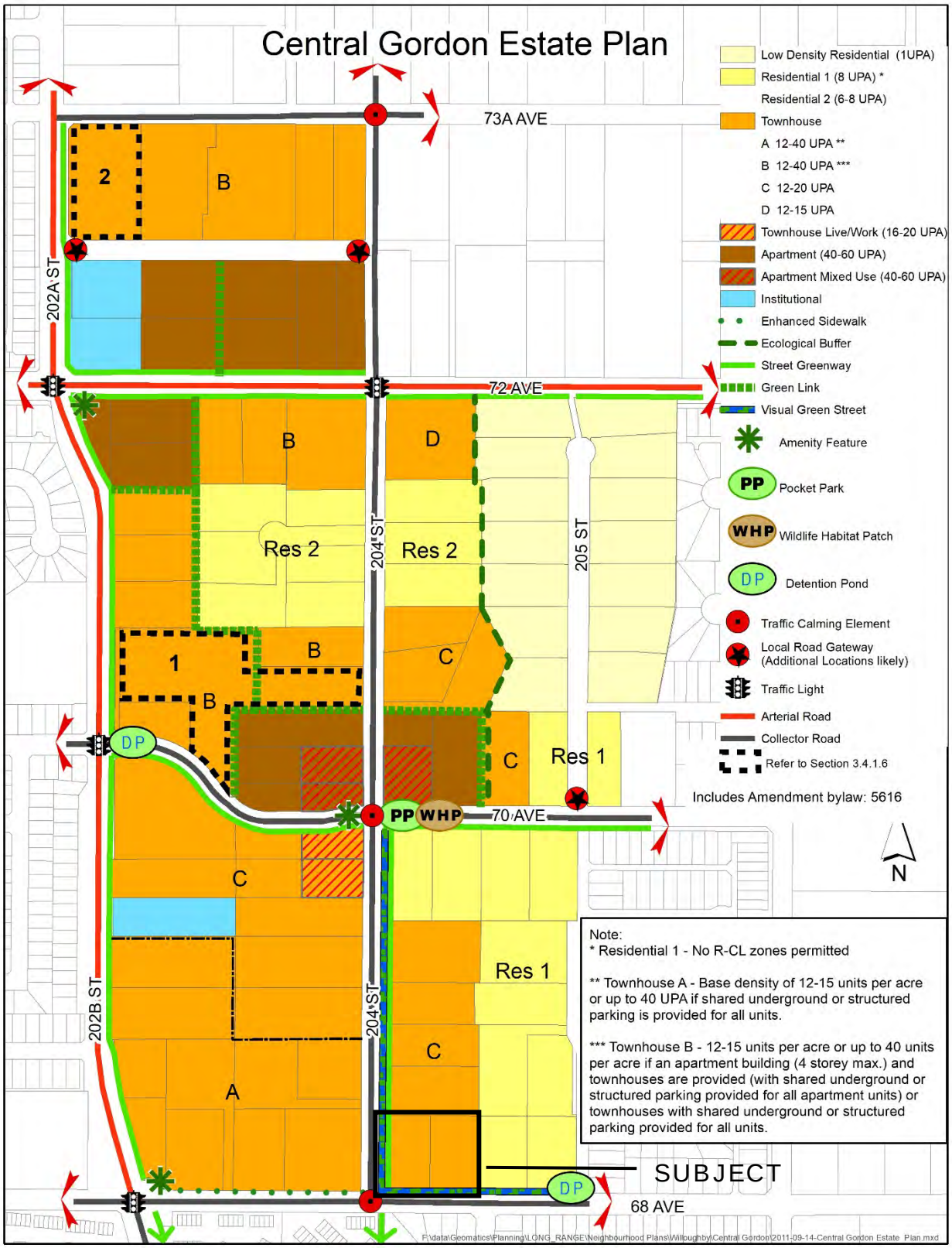
As part of the proposal, the applicant has requested an amendment to the Central Gordon Estate Neighbourhood Plan to increase the permitted density from 20 to 22.3 units per acre (UPA) (49 to 55 units per hectare (UPH)), which would result in five (5) additional units being accommodated. In support of this request, and consistent with the recently adopted changes to the Township's Community Amenity Charges (CAC) Policy, the applicant has volunteered to provide additional amenity contributions of three (3) times the CAC per additional unit. Additionally, the proponent has applied to rezone the site to Comprehensive Development Zone CD-164 and for a Development Permit for form and character.

The proposal is consistent with the overall objectives of the Willoughby Community Plan and Central Gordon Estate Neighbourhood Plan. Staff recommend that Council support the Plan amendment and rezoning request, subject to the completion of eight (8) development prerequisites. Staff also recommend that Council authorize issuance of Development Permit No. 101124 at time of final reading of Bylaw No. 5735.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Central Gordon Estate Neighbourhood Plan Amendment Bylaw No. 5734, Rezoning Bylaw No. 5735, and Development Permit No. 101124.


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
201 St
202 St
199 St
206 St
204 St
202A St
200 St
198B St
196 St
202B St
208 St
209 St
211 St
212 St
216 St
SUBJECT
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Interchange (Proposed)
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439


Central Gordon Estate Plan
73A AVE
72 AVE
70 AVE
68 AVE
202A ST
202B ST
204 ST
205 ST
SUBJECT
Res 1
Res 2
Low Density Residential (1UPA)
Residential 1 (8 UPA) *
Residential 2 (6-8 UPA)
Townhouse
A 12-40 UPA **
B 12-40 UPA ***
C 12-20 UPA
D 12-15 UPA
Townhouse Live/Work (16-20 UPA)
Apartment (40-60 UPA)
Apartment Mixed Use (40-60 UPA)
Institutional
Enhanced Sidewalk
Ecological Buffer
Street Greenway
Green Link
Visual Green Street
Amenity Feature
Pocket Park
Wildlife Habitat Patch
Detention Pond
Traffic Calming Element
Local Road Gateway
(Additional Locations likely)
Traffic Light
Arterial Road
Collector Road
Refer to Section 3.4.1.6
Includes Amendment bylaw: 5616
N
Note:
* Residential 1 - No R-CL zones permitted
** Townhouse A - Base density of 12-15 units per acre or up to 40 UPA if shared underground or structured parking is provided for all units.
*** Townhouse B - 12-15 units per acre or up to 40 units per acre if an apartment building (4 storey max.) and townhouses are provided (with shared underground or structured parking provided for all apartment units) or townhouses with shared underground or structured parking provided for all units.
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ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



RENDERINGS – SUBMITTED BY APPLICANT

REFERENCE:

Owner:	1142650 BC Ltd. 3420 Barmond Avenue Richmond, BC V7E 1AE
Legal Description:	Lots 68 and 69 Section 14 Township 8 New Westminster District Plan 65861
Location:	6834 – 204 Street 20441 – 68 Avenue
Area:	0.7 ha (1.8 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-164
Willoughby Community Plan:	Multi Family
Central Gordon Estate Neighbourhood Plan (NP):	Townhouse C (12- 20 UPA / 30 – 49 UPH) Street Greenway Visual Greenstreet

DISCUSSION/ANALYSIS:

1142650 BC Ltd. has assembled lands in the Central Gordon Estate Neighbourhood Plan (NP) area. As shown on the site plan in this report, the 0.7 ha (1.8 ac) assembly includes 6834 – 204 Street and 20441 – 68 Avenue and extends from 204 Street to the proposed 204A Street at the easterly boundary of the site. The site is currently zoned Suburban Residential Zone SR-2 and designated Townhouse C (12 – 20 UPA / 30 – 49 UPH), Greenway and Visual Green Street in the Central Gordon Estate NP.

The proposal includes an amendment to the Central Gordon Estate NP to increase the permitted density from 20 to 22.3 UPA (49 to 55 UPH), which would result in five (5) additional units being accommodated. Additionally, the proponent has applied to rezone the site to Comprehensive Development Zone CD-164 and a Development Permit (Attachment A) is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form, character, and siting of the townhouse units.

The existing properties are currently used for suburban residential purposes, and the overall site slopes to the south towards 68 Avenue.

Adjacent Uses:

North: A lot zoned Suburban Residential Zone SR-2, designated as Townhouse C (12- 20 UPA) in the Central Gordon Estate NP, which is part of a larger land assembly of three (3) parcels currently under application (ToL Project #08-14-0216) for the development of 62 townhouse units;

South: 68 Avenue, beyond which is five (5) properties zoned Residential Zone R-1C, all designated as Residential (up to 15 units per/ha, 6 units per/acre) in the Southwest Gordon Estate Neighbourhood Plan;

East: A property zoned Suburban Residential Zone SR-2 designated as Residential 1 (8 UPA) in the Central Gordon Estate NP;

West: 204 Street, beyond which is a property zoned Suburban Residential Zone SR-2, designated as Townhouse A (12 – 20 UPA) in the Central Gordon Estate NP, currently under application (ToL Project #08-14-0165) for the development of 60 townhouse units.

Central Gordon Estate Neighbourhood Plan Amendment:

The site is designated Townhouse C in the Central Gordon Estate NP, which allows a density of 12-20 UPA / 29 – 49.4 UPH. To accommodate five (5) proposed additional units (resulting in 22.3 UPA for the proposal), a plan amendment is being sought. Staff do not object as it maintains the townhouse housing form, meets parking and Age Friendly Amenity Area requirements, and is compatible with existing and proposed surrounding land uses (Attachment E). In support of the amendment, and consistent with the newly adopted CAC policy, the applicant has volunteered to contribute, in addition to the base per unit CAC amount, $86,640 ($5,776 x 3 x 5 (units)) towards amenities to offset the impacts of the added density and growth, which has been included as a development prerequisite.

Official Community Plan Consultation Policy:

In accordance with the Official Community Plan Consultation Policy (07-160), the Langley School District was consulted during the early stages and throughout the Official Community Plan (OCP) amendment application process. The School District did not express any concerns regarding the proposed amendments (Attachment C). Staff recommends that Council consider the consultation completed consistent with the requirements of the Official Community Plan Consultation Policy (07-160)

Further, the Council Official Community Plan Consultation Policy also requires Council to consider the OCP amendment in conjunction with the financial plan, Housing Needs Report, and any applicable waste management plan. Staff recommend that Council consider the proposed OCP amendment consistent with the Township's financial plans (both operating and capital) and Metro Vancouver's Waste Management Plans as the plans anticipate development in the Willoughby Community Plan area.

Zoning Amendment:

The subject property is currently zoned Suburban Residential Zone SR-2. Bylaw No. 5735 proposes to rezone the lands to Comprehensive Development Zone CD-164 to facilitate development of 41 townhouse units.

The project complies with the provisions of the site's Townhouse C designation in the Central Gordon Estate NP, (with the exception of the plan amendment), and with the provisions of the proposed Comprehensive Development Zone CD-164 zoning in terms of siting, site coverage, parking, height, use and density (22.3 units per acre).

Public Consultation:

Per Policy No. 07-164, the applicant held a Public Information Meeting on August 26, 2021. The results are compiled and provided as Attachment D.

Development Permit:

The site is designated a mandatory Development Permit area to provide Council the opportunity to review the form, character, and siting of any proposed development. The site has been considered in accordance with the Residential Development Permit Area guidelines included in the Willoughby Community Plan (see Attachment B). The proponent has submitted building elevations and renderings detailing the form, height, exterior finishing, architectural style, and massing of the proposed townhouses for Council's consideration.

The site is comprised of nine (9) three (3) storey contemporary style buildings with four (4) differing unit types. In total, 41 townhouse units are proposed each with double wide garages. Each unit will be three (3) bedrooms and range in size from 169 m^2 (1,821 ft^2) to 206 m^2 (2,216 ft^2). Two differing but complementary colour schemes are proposed to add variety to the development. Cladding materials include cement hardie board panel, hardie plank siding and glass. Variations in colours and materials proposed are used to highlight the individual units as well as the architectural features of the buildings.

The architect further indicates that:

> *Building facades are articulated by window and bay projections to provide visual break in streetscapes. The slope and grading differences along streets create stepping of volumes between units which provides additional visual groupings in buildings' elevations.*

As a requirement of the development, the applicant is required to register a restrictive covenant prohibiting the development of secondary suites within the individual townhouse units.

The proposed building heights (3-storey maximum), site coverage (40%), siting, and density (22.3 UPA) comply with the requirements of the Comprehensive Development Zone CD-164 and the Development Permit Area B guidelines.

Access and Parking

Temporary vehicular access is proposed from the 204 Street that will be converted to an emergency access when the ultimate driveway can be achieved with construction of 204A Street. Pedestrian access to the site is included as part of the current proposal on 204 Street and 68 Avenue with future connections on 204A Street.

As part of this application, a reciprocal access easement will also be secured for the lot located immediately adjacent to the north (ToL Project #08-14-0216), is also designated as Townhouse C in order to minimize the crossings along 204 Street, which is a collector road. A total of 90 parking spaces are proposed, consistent with the requirements of the Zoning Bylaw.

Parking is outlined in the table below:

	Parking Spaces Required	**Parking Spaces Provided**
Residential Spaces (41 Double Wide) (2 spaces required / unit)	82	82
Visitor Parking Spaces (0.2 spaces required / unit)	8	8
Total	90	90

Age Friendly Amenity Area:

Section 111.5 of the Zoning Bylaw requires provision of 328 m^2 (3,531 ft^2) of Age Friendly Amenity Areas (8 m^2 per townhouse unit) and 513 m^2 (5,522 ft^2) is proposed. The Age Friendly Amenity Areas on site are comprised of a central area that includes play components as well as a community garden area in the southwesterly corner of the site. The overall design and inclusion of the amenity area satisfies the Age Friendly Amenity Area requirements of the Zoning Bylaw.

Adaptable Housing:

In accordance with Section 3.1.9 of the Township's Official Community Plan and Section 3.4.9 of the Central Gordon Estate NP, a minimum of 5% of the townhouse units shall provide adaptable housing. The adaptable housing units are required to be identified and secured by restrictive covenant as a rezoning prerequisite. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements.

Landscaping/Greenways:

The landscape plans propose planting trees, shrubs, and groundcovers around the perimeter of the site. The streetscape landscaping includes low picket fencing for the front yards of the townhouse units to define the private and public realm.

Consistent with the Central Gordon Estate NP, a 4.5 m (14.8 ft) wide greenway is provided along 204 Street.

Tree Protection/Replacement:

The tree management plans submitted by the applicant indicate that five (5) significant trees exist within the subject site with none proposed for retention. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 53 replacement trees are required. The applicant is proposing to plant 91 replacement trees. In addition, approximately 16 street trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development approximately 107 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019, November 18, 2019, and October 18, 2021) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The applicant has reviewed the policy and agreed to provide the current target contribution amounts specific to this development, which are $5,776 per semi-detached or townhouse unit for a total of $236,816.

Further to the above noted amount, consistent with the recently adopted amendments to the Policy the applicant has proposed to provide an additional payment of $86,640 for the additional five (5) units for a total contribution of $323,456.

School Sites:

School District 35 has provided comments (Attachment C) estimating that the proposed development will generate approximately 11 new students for Donna Gabriel Robins Elementary (located 3.6 km north of the site), five (5) new students for Peter Ewart Middle School (located approximately 2.2 km northwest of the site) and nine (9) students for RE Mountain Secondary School (located approximately 2.2 km northwest of the site). The School District notes that there is currently sufficient capacity within the School District to enroll the students as noted above at the present time.

Servicing:

The applicant is required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement, community stormwater detention pond and utility upgrades and/or extensions. Road dedications, widening, and necessary traffic improvements (both on-site and off-site) will be required in accordance with the Subdivision and Development Servicing Bylaw and the Central Gordon Estate Neighbourhood Plan. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw.

The applicant is required to dedicate the west half of 204A Street along the full frontage of the subject property and register a covenant to prohibit vehicular access to 68 Avenue. Dedication of corner truncations at 68 Avenue and 204 Street, as well as 68 Avenue and 204A Street will also be required. Access to the site is proposed from 204 Street in the interim, and with the ultimate access being moved to 204A Street once the properties to the east are developed. Staff note a visual green street is identified in the Central Gordon Estate NP within the road dedication along the north side of 68 Avenue and continues to the east of this property to 205 Street.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the OCP, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

Transit:

Transit service is currently provided along 68 Avenue via the C64 bus.

Policy Considerations:

The proposed development is designated Multi Family in the Willoughby Community Plan and Townhouse C (12-20 UPA / 30 – 49 UPH) in the Central Gordon Estate NP. A neighbourhood plan amendment is proposed to increase the maximum density of the subject site to allow for an additional five (5) units with a permitted density of 22.3 UPA.

The proposal is consistent with the overall objectives of the Township of Langley Sustainability Charter, the Willoughby Community Plan and Central Gordon Estate NP, and is in compliance with the Development Permit Guidelines of the Willoughby Community Plan.

Staff recommend Council give first and second reading to Bylaws No. 5734 and 5735 (subject to eight (8) development prerequisites) and authorize issuance (at time of final reading of Bylaw No. 5735) of accompanying Development Permit No. 101124 and authorize staff to schedule the required Public Hearing.

Respectfully submitted,

Ruby Sandher
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101124
ATTACHMENT B	Willoughby Development Permit Area B – Residential Guidelines
ATTACHMENT C	School District 35 Comments
ATTACHMENT D	Public Information Meeting Summary
ATTACHMENT E	Applicant Rationale

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101124

This Permit is issued this _____day of _____, 2021 to:

1. Name: 1142650 BC Ltd.

   Address: 3420 Barmond Avenue
   Richmond, BC V7E 1AE

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lots 68 and 69 Section 14 Township 8 New Westminster District Plan 65861

   CIVIC ADDRESS: 6834 – 204 Street
   20441 – 68 Avenue

3. This Permit is issued subject to compliance with all of the Bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit and subject to the following conditions being satisfied to the acceptance of the General Manager of Engineering and Community Development:

   a. Building plans being in substantial compliance with Schedule “A”;
   b. On-site landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy;
   c. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;

   Although not part of the Development Permit requirements, the applicant is advised that prior to issuance of a building permit the following items will need to be finalized:

   a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
   b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
   c. On-site landscaping to be secured by letter of credit at building permit stage; and
   d. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a Schedule to this Permit which shall form a part hereof.

   This Permit is not a Building Permit.

All developments forming part of this Development Permit shall be substantially commenced within two years after the date the Development Permit is issued.

This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

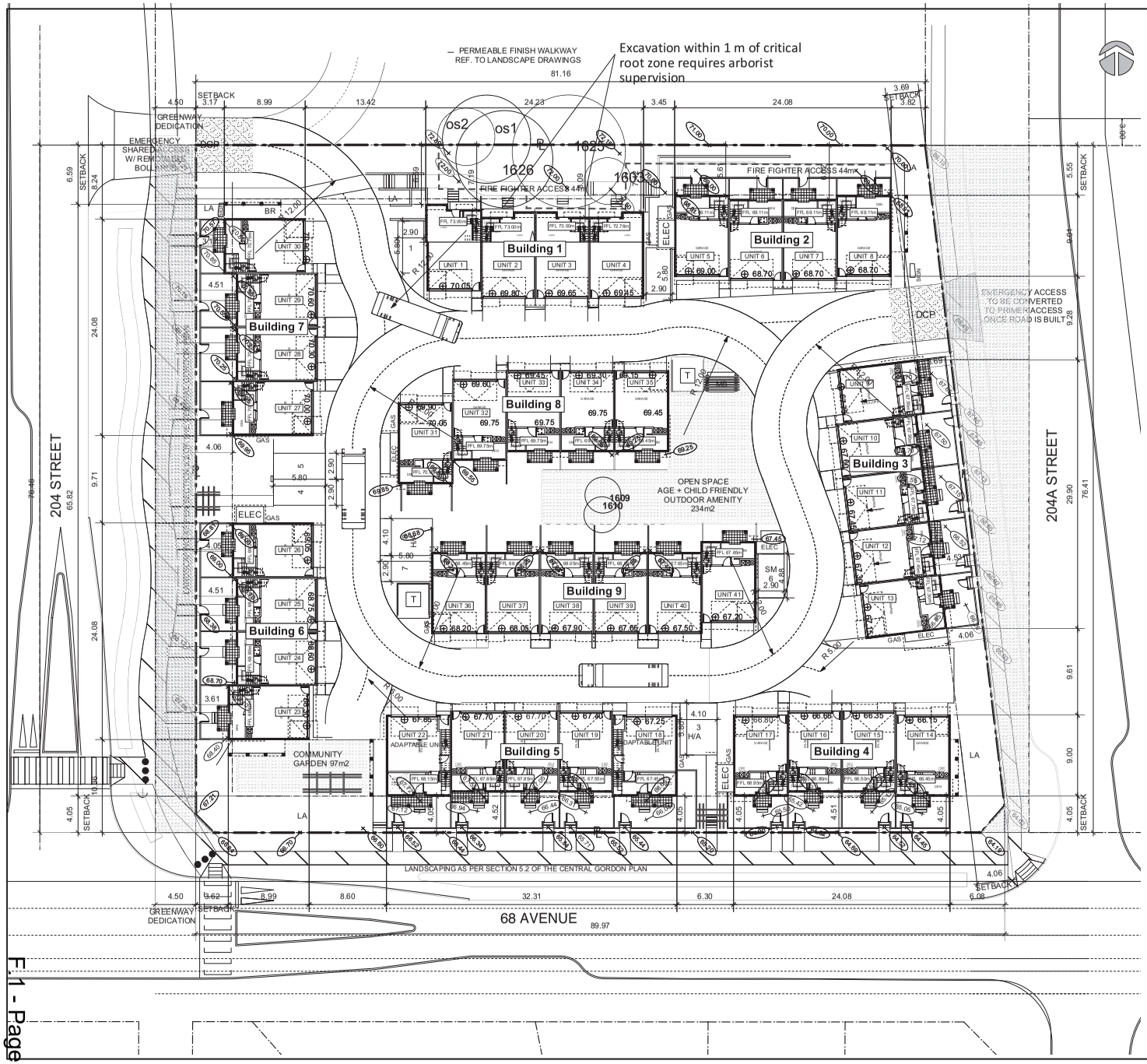
It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this Permit.

This Permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2021.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings



PROJECT STATISTICS

CIVIC ADDRESS
6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

PROPOSED ZONING : CD

LOT AREA
GROSS LOT AREA 7,428.80m2 / 79,962.93sf (1.84 Ac)
GREENWAY DEDICATION 324.96m2 / 3,497.84sf
ROAD DEDICATION 556.75m2 / 5,992.80sf
NET LOT AREA 6,547.09m2 / 70,472.29sf

LOT COVERAGE
MAX 45%
GROSS 38%
NET 40%

SETBACK
NORTH 6.0m
SOUTH 4.5m
EAST 4.5m
WEST 4.5m

NUMBER OF UNITS
TOTAL = 41 UNITS (INCLUDING 2 ADAPTABLE UNITS)

BUILDING AREA
TOTAL 5,517.94m2 / 59,394.61sf

BUILDING HEIGHT
MAXIMUM 13.00m
PROPOSED 12.08m

DENSITY
GROSS 22.33 UPA / 55,41 UPH
NET 25.31 UPA / 62.59 UPH

FAR
GROSS 0.74
NET 0.84

AMENITY SPACE
REQUIRED 328m2
PROVIDED 331m2

PARKING SPACES
GARAGES 82

ROAD DEDICATION

GREENWAY DEDICATION

LEGEND

	EXISTING GRADING
	FINISH GRADE
	SURFACE DRAINAGE
AP	ASPHALT PAVING
BL	BOLLARD LIGHT
BR	BICYCLE RACK
CB	CATCH BASIN
CC	6" CONCRETE CURB
CP	CONCRETE PAVERS
CR	CONCRETE ROLL-OVER CURB
SRW	STATUTORY RIGHT OF WAY
CW	CONCRETE SIDEWALK
DCP	DECORATIVE CONCRETE PAVING
FDA	FIRE DEPT. ACCESS
GAS	GAS METERS
FH	FIRE HYDRANT
	SIAMESE CONNECTION
LA	LANDSCAPED AREA
LS	LIGHT STANDARD
MB	MAIL BOX
RW	RETAINING WALL
T	TRANSFORMER

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#	Date	Revision Notes

W G ARCHITECTURE INC
855 TERMINAL AVENUE
VANCOUVER, B.C. V6A 2M9
TEL: (604) 331 2378
email: office@wg-architecture.com

Project Title:
TOWNHOUSE PROJECT
6834 204 STREET
20441 68th AVENUE
LANGLEY, BC

Sheet Title:
SITE PLAN

SCHEDULE A

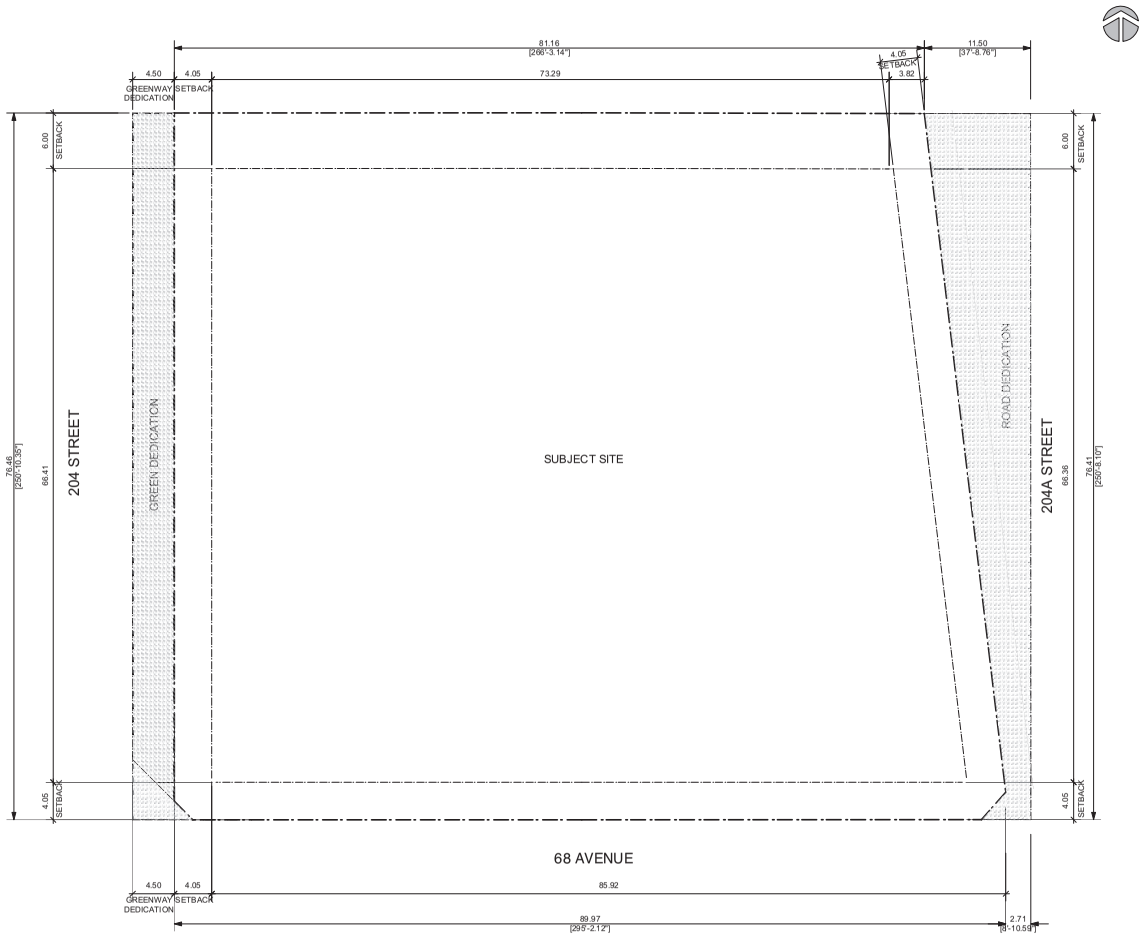
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Project Number:
Scale: 1 : 200
Sheet Number: DP101
Drawn By: DK
Approved By: JH

VIEW FROM THE CORNER OF 68TH AVE. AND 204 STREET



VIEW FROM THE CORNER OF 68TH AVE. AND 204A STREET

F.1



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Project Title:

TOWNHOUSE PROJECT
6834 204 STREET
20441 68th AVENUE
LANGLEY, BC

Sheet Title:

BASE PLAN

Date: 2021 April 28	Project Number:
Scale: 1 : 200	Sheet Number: DP102
Drawn By: DK	
Approved By: JH	



PROPOSED STREETSCAPE ALONG 68 AVENUE



PROPOSED STREETSCAPE ALONG 204 STREET

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Project Title:

TOWNHOUSE PROJECT
6834 204 STREET
20441 68th AVENUE
LANGLEY, BC

Sheet Title:

STREETSCAPE

Date: 2021 April 28	Project Number:
Scale: 1 : 150	Sheet Number: DP110
Drawn By: DK	
Approved By: JH	



PROPOSED STREETSCAPE ALONG 204A STREET

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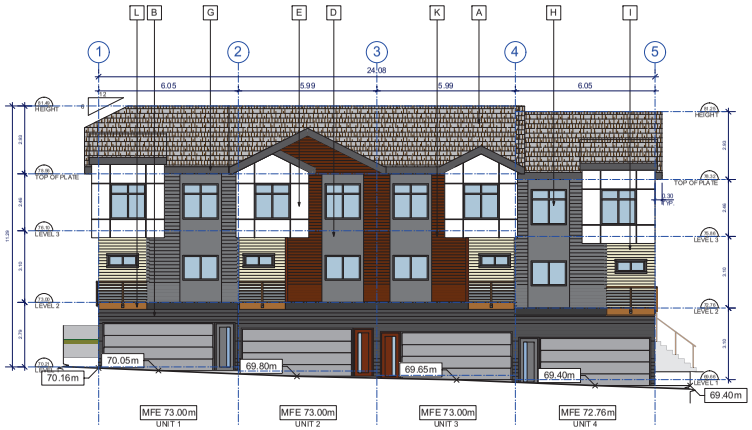
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6834 204 STREET
20441 68th AVENUE
LANGLEY, BC

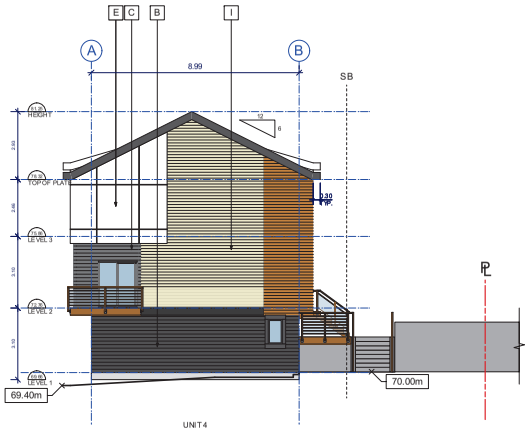
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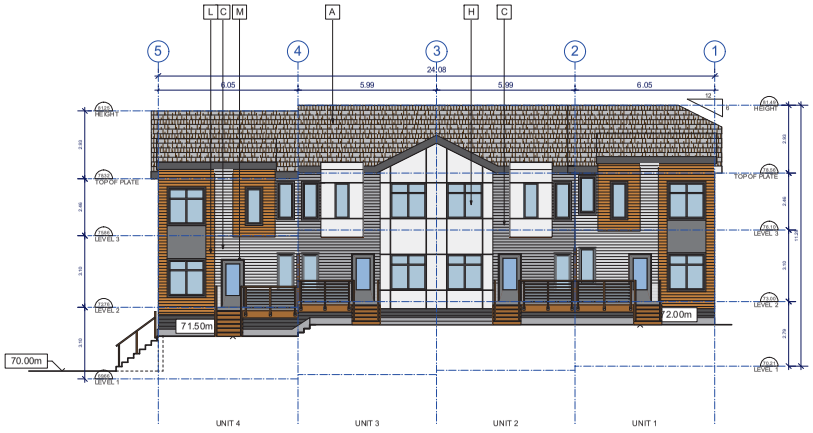
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Approved By: JH	



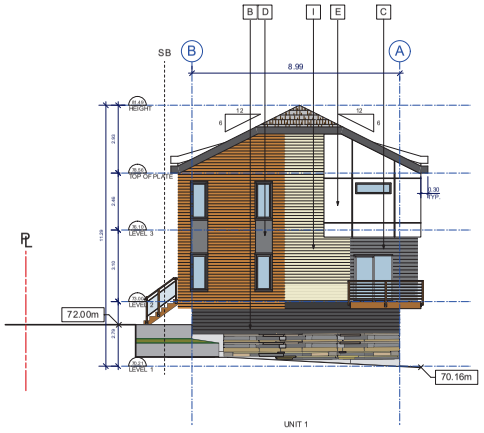
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

A - ROOF LAMINATE SHINGLES, HARMONY SERIES
B - HARDIE BOARD SIDING - 'PERLE NOIR (SW9154)' PREPAINTED W/ WOOD TEXTURE
C - HARDIE BOARD SIDING, 'STORM CLOUD(SW6244)' PAINTED W/ WOOD TEXTURE
D - WOOD BOARD, 'OUTERSPACE (SW6251)' PAINTED
E - HARDIE PANEL, 'PURE WHITE (SW7005)' PREPAINTED
F - WOOD BOARD, 'NORTH STAR (SW6244)' PAINTED
G - WOOD BOARD, 'CAVIAR (SW6990)' PAINTED
H - DOUBLE GLAZING SYSTEM (CLEAR GLASS)
I - HARDIE BOARD SIDING, 'COTTAGE CREAM (SW7678)' PAINTED
J - HARDIE BOARD SIDING, 'INDIGO (SW6531) PAINTED
K - HARDIE BOARD SIDING, METAL, 'RED (SW6839)' PAINTED
L - WOOD BOARD O/R HARDIE BOARD SIDING, 'AMBER WAVE (SW6157)' PAINTED
M - METAL, 'DARK GREY' PAINTED
N - SPLIT FACE STONE, FLAMED FINISH

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VANCOUVER, B.C. V6A 2M9
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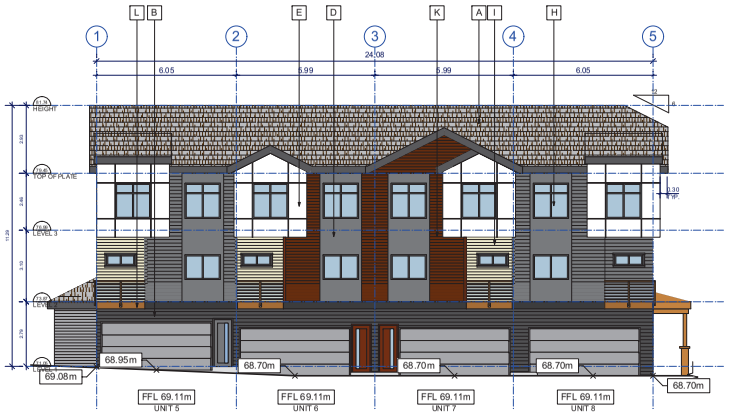
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6834 204 STREET
20441 68th AVENUE
LANGLEY, BC

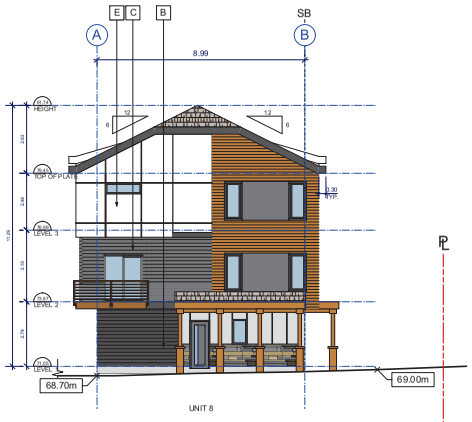
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BUILDNG 1

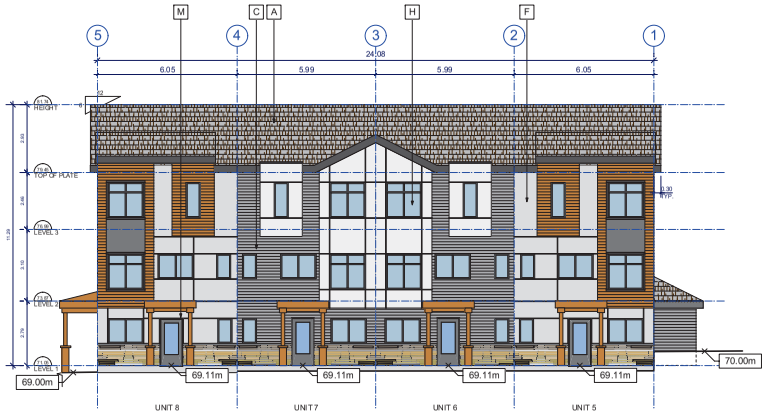
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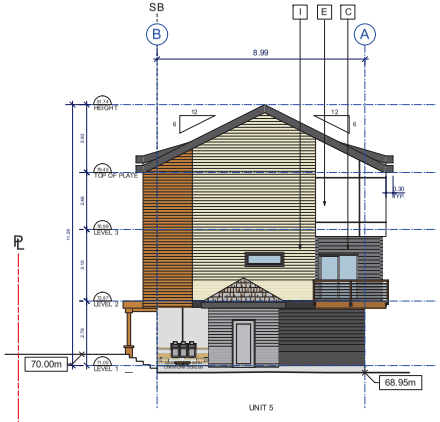
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

A. - ROOF: LAMINATE SHINGLES, HARMONY SERIES
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C. - HARDIE BOARD SIDING, 'STORM CLOUD (SW6249)' PAINTED W/ WOOD TEXTURE
D. - WOOD BOARD, 'OUTERSPACE (SW6251)' PAINTED
E. - HARDIE PANEL, 'PURE WHITE (SW7100)' PREPAINTED
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G. - WOOD BOARD, 'CAVIAR (SW6990)' PAINTED
H. - DOUBLE GLAZING SYSTEM (CLEAR GLASS)
I. - HARDIE BOARD SIDING, 'COTTAGE CREAM (SW7078)' PAINTED
J. - HARDIE BOARD SIDING, 'INDIGO (SW6531)' PAINTED
K. - HARDIE BOARD SIDING, METAL 'RED (SW6989)' PAINTED
L. - WOOD BOARD OR HARDIE BOARD SIDING, 'AMBER WAVE (SW6657)' PAINTED
M. - METAL, 'DARK GREY' PAINTED
N. - SPLIT FACE STONE, FLAMED FINISH

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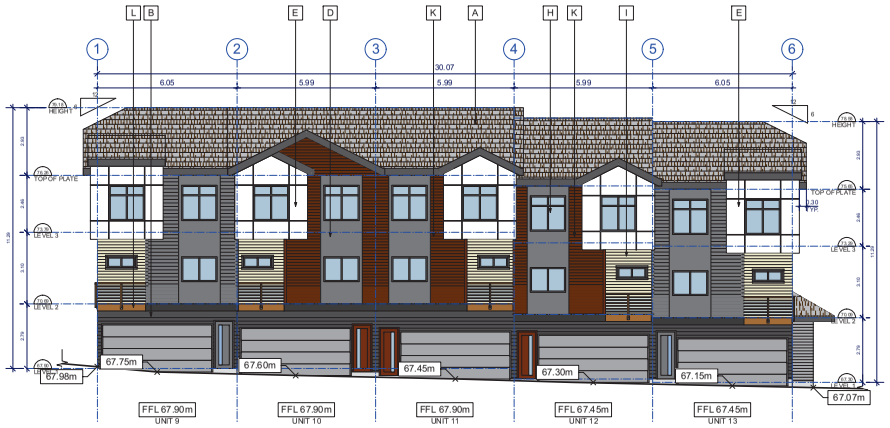
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TOWNHOUSE PROJECT
6834 204 STREET
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LANGLEY, BC

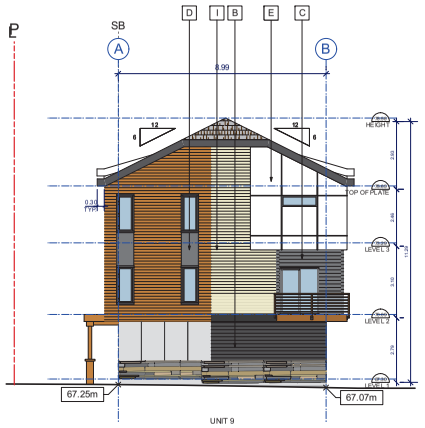
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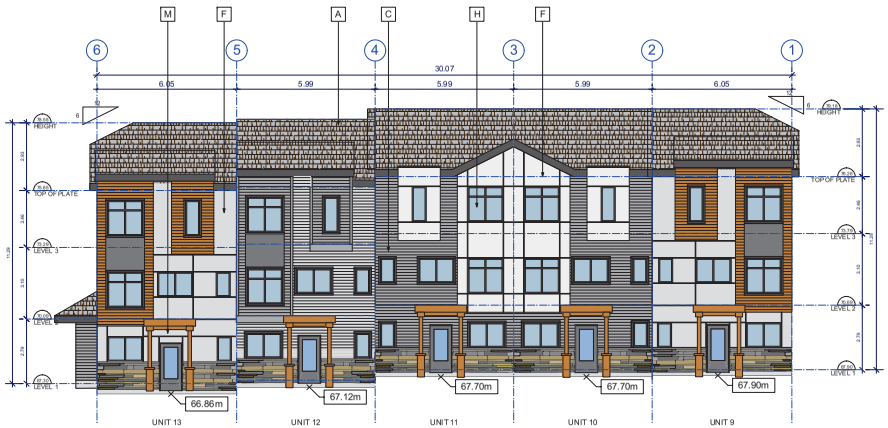
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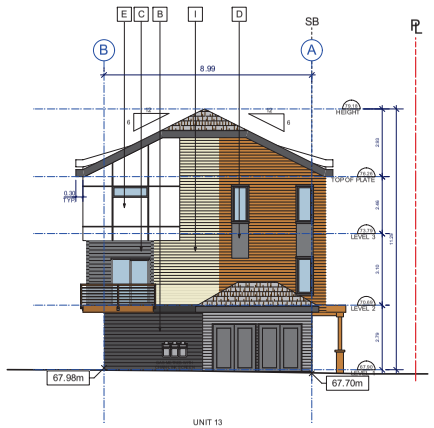
WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

A. - ROOF LAMINATE SHINGLES, HARMONY SERIES
B. - HARDIE BOARD SIDING - 'PERLE NOIR (SW9154) PREPAINTED W/ WOOD TEXTURE
C. - HARDIE BOARD SIDING, 'STORM CLOUD(SW6249)' PAINTED W/ WOOD TEXTURE
D. - WOOD BOARD, 'OUTERSPACE (SW6251)' PAINTED
E. - HARDIE PANEL 'PURE WHITE (SW7005)' PREPAINTED
F. - WOOD BOARD, 'NORTH STAR (SW6248)' PAINTED
G. - WOOD BOARD, 'CAVIAR (SW6990)' PAINTED
H. - DOUBLE GLAZING SYSTEM (CLEAR GLASS)
I. - HARDIE BOARD SIDING, ' COTTAGE CREAM (SW7678)' PAINTED
J. - HARDIE BOARD SIDING, 'INDIGO (SW6531)' PAINTED
K. - HARDIE BOARD SIDING, METAL 'RED (SW6339)' PAINTED
L. - WOOD BOARD OR HARDIE BOARD SIDING, 'AMBER WAVE (SW6657)' PAINTED
M. - METAL ' DARK GREY' PAINTED
N. - SPLIT FACE STONE, FLAMED FINISH

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W G ARCHITECTURE INC
855 TERMINAL AVENUE
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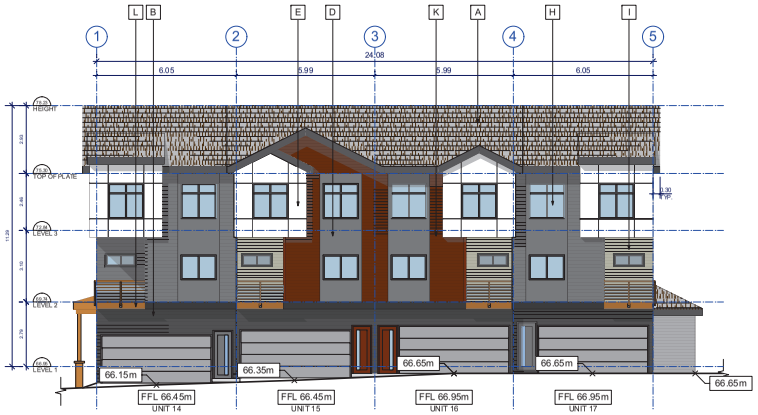
Project Title:

TOWNHOUSE PROJECT
6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

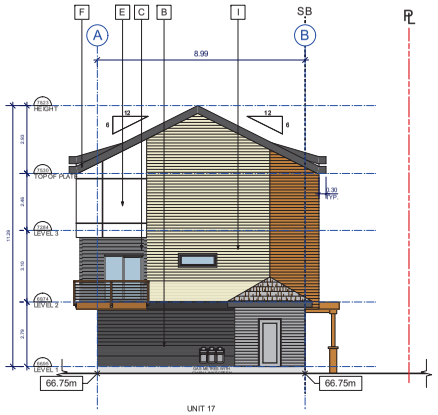
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ELEVATIONS
BUILDNG 3

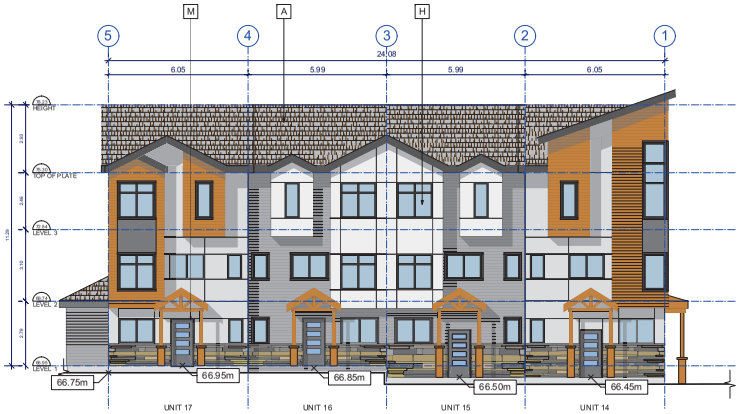
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Scale: 1:100	Sheet No. DP3~~03~~
Drawn By: NC, DK	
Approved By: JH	



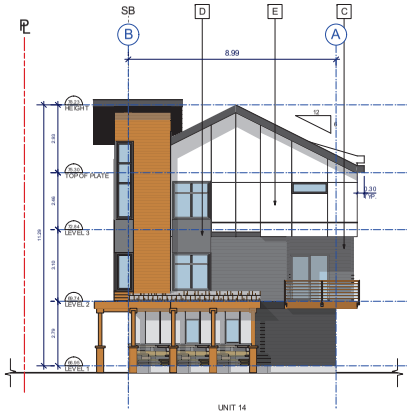
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

A - ROOF LAMINATE SHINGLES HARMONY SERIES

B - HARDIE BOARD SIDING - 'PERLE NOIR (SW6154)' PREPAINTED W/ WOOD TEXTURE

C - HARDIE BOARD SIDING, 'STORM CLOUD (SW6249)' PAINTED W/ WOOD TEXTURE

D - WOOD BOARD, 'OUTERSPACE (SW6251)' PAINTED

E - HARDIE PANEL, 'PURE WHITE (SW7005)' PREPAINTED

F - WOOD BOARD, 'NORTH STAR (SW6246)' PAINTED

G - WOOD BOARD, 'CAVIAR (SW6990)' PAINTED

H - DOUBLE GLAZING SYSTEM (CLEAR GLASS)

I - HARDIE BOARD SIDING, 'COTTAGE CREAM (SW7078)' PAINTED

J - HARDIE BOARD SIDING, 'INDIGO (SW6531)' PAINTED

K - HARDIE BOARD SIDING, METAL 'RED (SW2699)' PAINTED

L - WOOD BOARD OR HARDIE BOARD SIDING, 'AMBER WAVE (SW6657)' PAINTED

M - METAL, 'DARK GREY PAINTED

N - SPLIT FACE STONE, FLAMED FINISH

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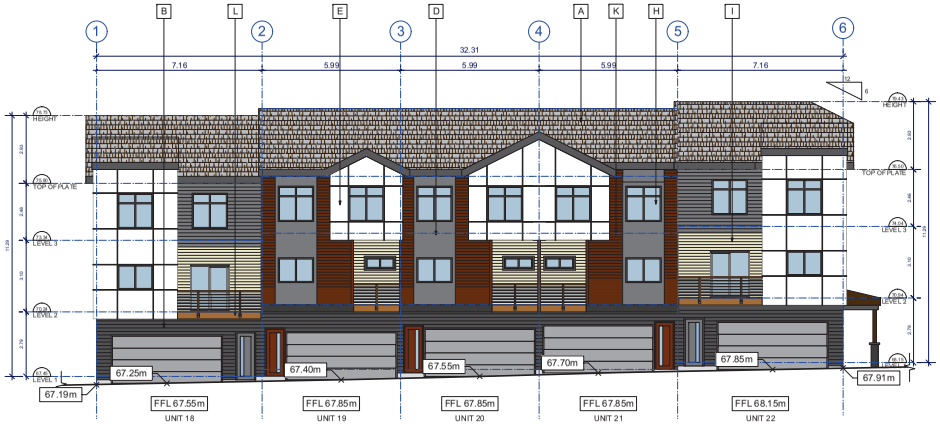
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TOWNHOUSE PROJECT
6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

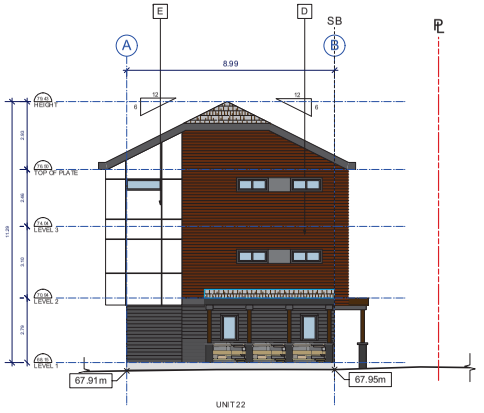
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BUILDNG 4
ELEVATIONS

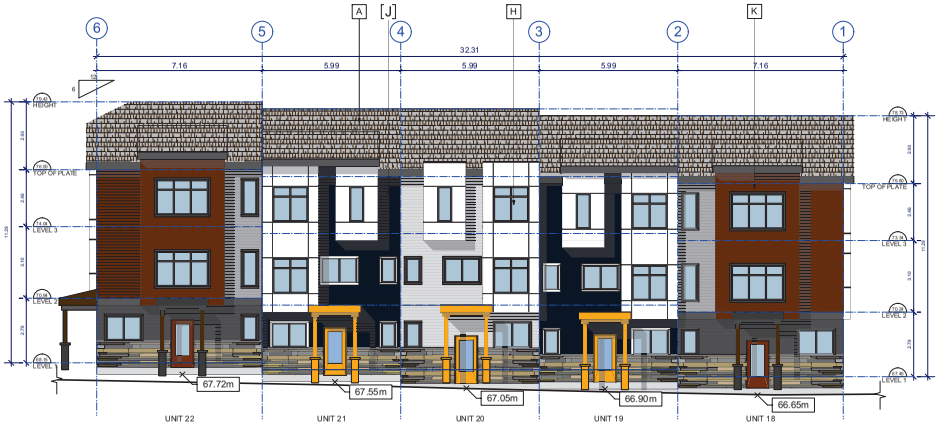
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Scale: 1:100	Sheet No. DP304
Drawn By: NC, DK	
Approved By: JH	



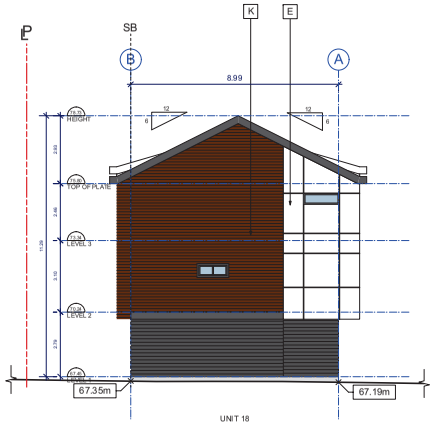
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

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B. - HARDIE BOARD SIDING - 'PERLE NOIR (SW9154)' PREPAINTED W/ WOOD TEXTURE
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D. - WOOD BOARD, 'OUTERSPACE (SW6251)' PAINTED
E. - HARDIE PANEL, 'PURE WHITE (SW7005)' PREPAINTED
F. - WOOD BOARD, 'NORTH STAR (SW6246)' PAINTED
G. - WOOD BOARD, 'CAVIAR (SW6990)' PAINTED
H. - DOUBLE GLAZING SYSTEM (CLEAR GLASS)
I. - HARDIE BOARD SIDING, 'COTTAGE CREAM (SW7678)' PAINTED
J. - HARDIE BOARD SIDING, 'INDIGO (SW6531)' PAINTED
K. - HARDIE BOARD SIDING, METAL, 'RED (SW6839)' PAINTED
L. - WOOD BOARD OR HARDIE BOARD SIDING, 'AMBER WAVE (SW6657)' PAINTED
M. - METAL, 'DARK GREY' PAINTED
N. - SPLIT FACE STONE, FLAMED FINISH

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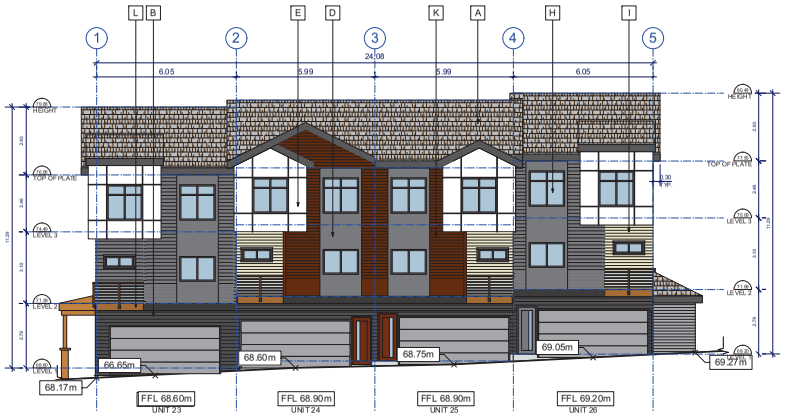
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20441 - 68th AVENUE
LANGLEY, BC

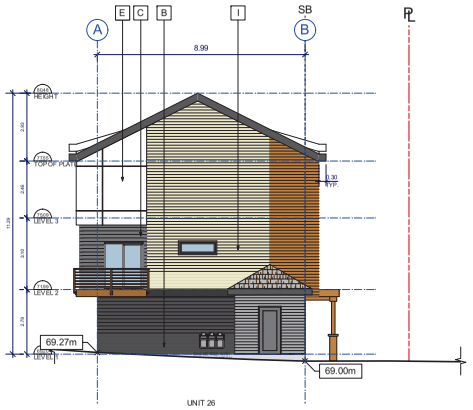
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ELEVATIONS
BUILDNG 5

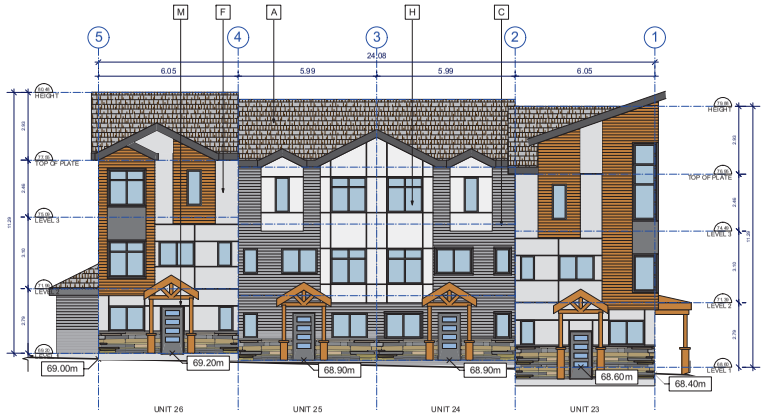
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Drawn By: NC, DK	
Approved By: JH	



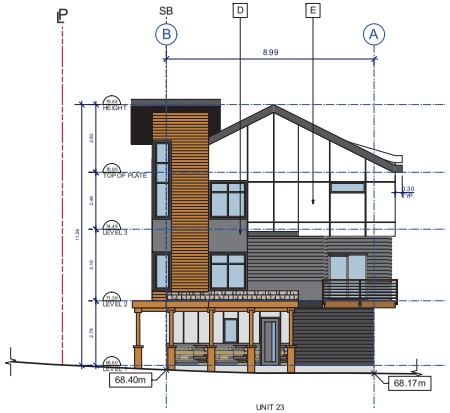
EAST ELEVATION



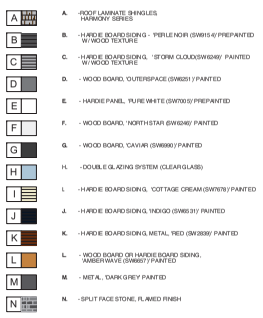
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



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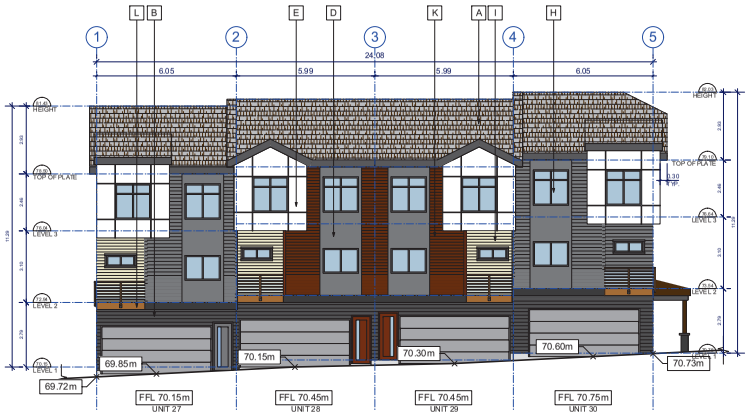
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6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

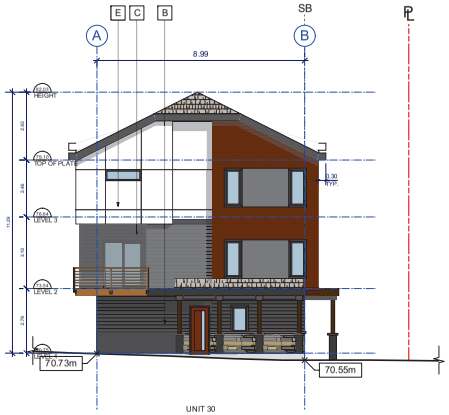
Drawing Title:

ELEVATIONS
BUILDNG 6

Date: 2021 April 28	Project Number: WG1808
Scale: 1:100	Sheet No. F1.1
Drawn By: NC, DK	DP306
Approved By: JH	



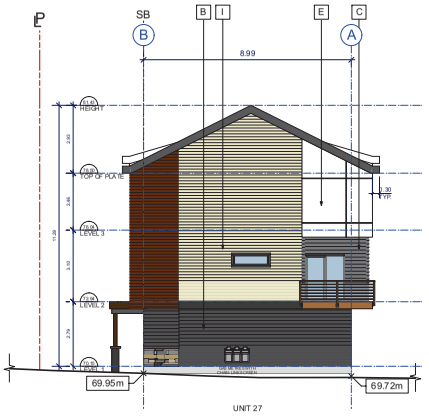
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

A - ROOF LAMINATE SHINGLES HARMONY SERIES
B - HARDIE BOARD SIDING - 'PERLE NOIR (SW6154)' PREPAINTED W/ WOOD TEXTURE
C - HARDIE BOARD SIDING, 'STORM CLOUD (SW6249)' PAINTED W/ WOOD TEXTURE
D - WOOD BOARD, 'OUTERSPACE (SW6251)' PAINTED
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I - HARDIE BOARD SIDING, 'COTTAGE CREAM (SW7678)' PAINTED
J - HARDIE BOARD SIDING, 'INDIGO (SW6531)' PAINTED
K - HARDIE BOARD SIDING, METAL 'RED (SW2839)' PAINTED
L - WOOD BOARD OR HARDIE BOARD SIDING, 'AMBERWAVE (SW6667)' PAINTED
M - METAL, 'DARK GREY' PAINTED
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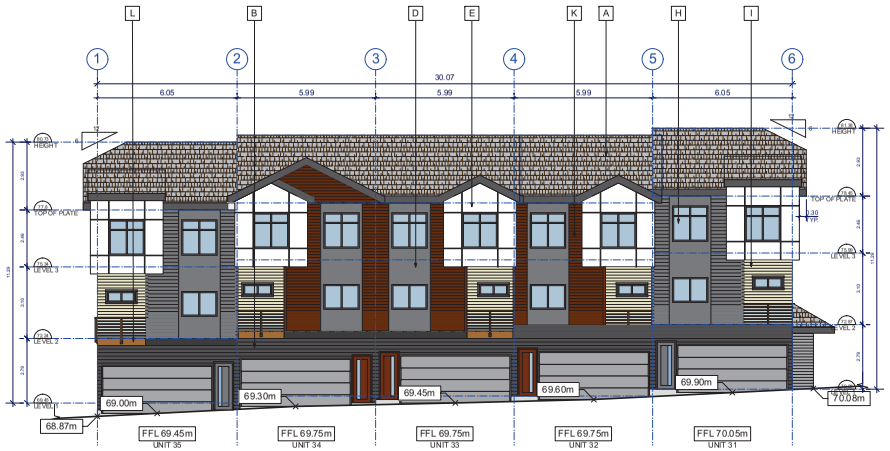
Project Title:

TOWNHOUSE PROJECT
6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

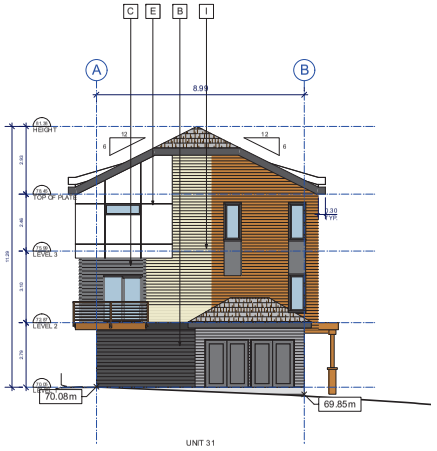
Drawing Title:

ELEVATIONS
BUILDNG 7

Date:	Project Number:
2021 April 28	WG1808
Scale: 1:100	Sheet No. DP~~307~~
Drawn By: NC, DK	
Approved By: JH	



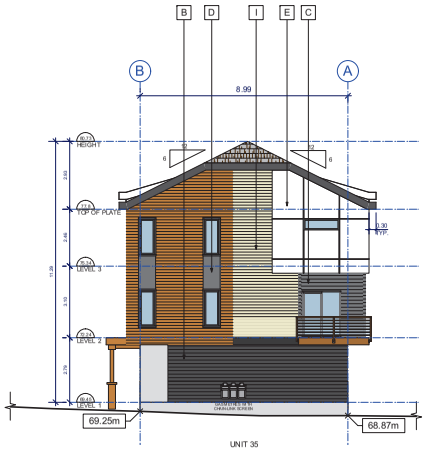
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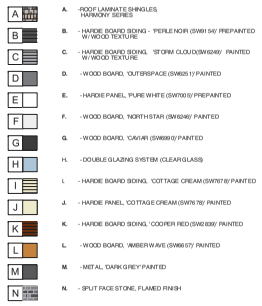
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



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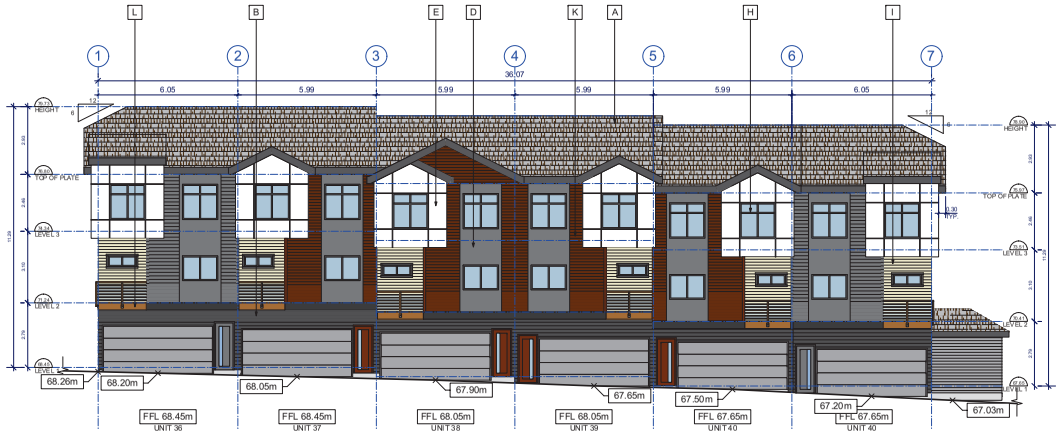
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TOWNHOUSE PROJECT
6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

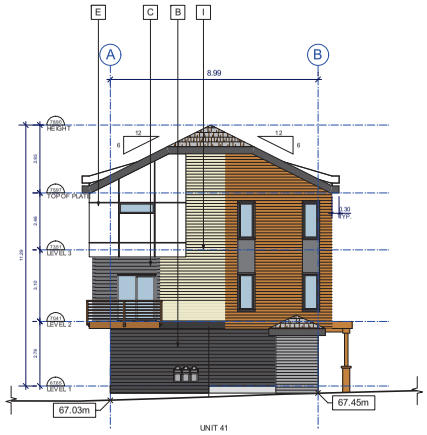
Drawing Title:

ELEVATIONS
BUILDNG 8

Date: 2021 April 28	Project Number: WG1808
Scale: 1:100	Sheet No. DP308
Drawn By: NC, DK	
Approved By: JH	



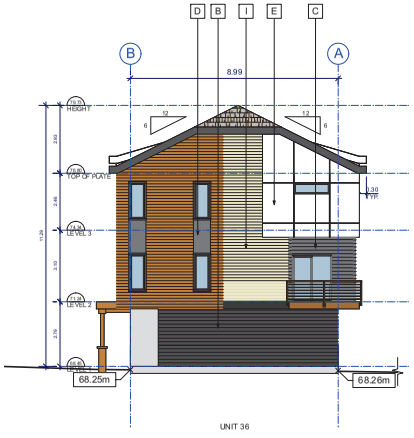
SOUTH ELEVATION



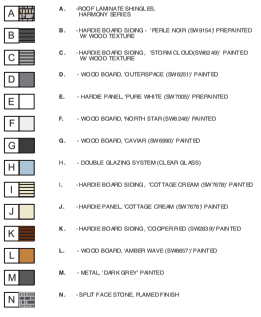
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



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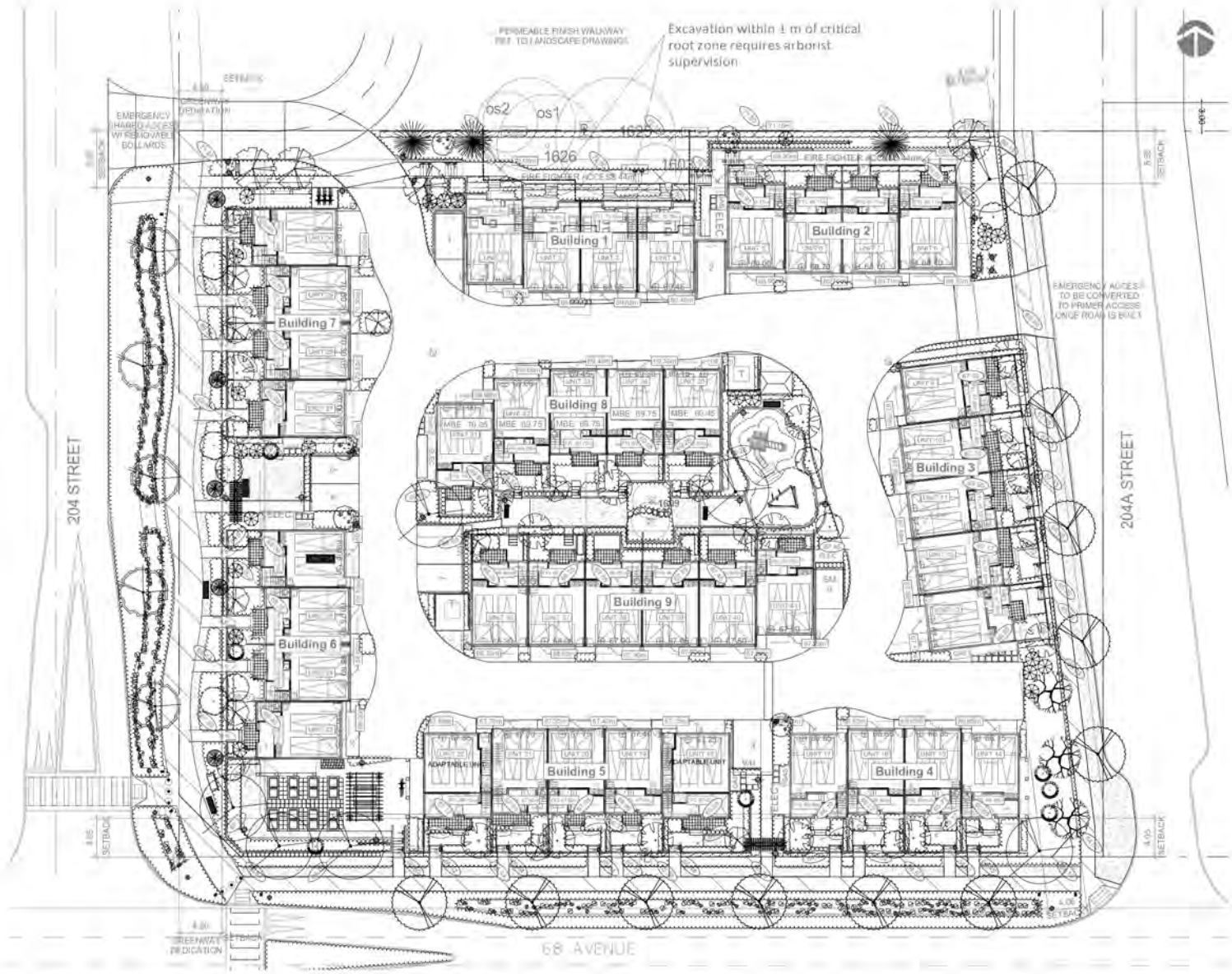
Project Title:

TOWNHOUSE PROJECT
6834 - 204th STREET
20441 - 68th AVENUE
LANGLEY, BC

Drawing Title:

ELEVATIONS
BUILDNG 9

Date: 2021 April 28	Project Number: WG1808
Scale: 1:100	Sheet No. F1.1
Drawn By: NC, DK	DP309
Approved By: JH	



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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
12	21-AUG-19	REVISIONS TO COMMENTS	CH
11	31-AUG-18	UPDATES AS PER BULLETIN	CH
10	11-MAY-18	UPDATED AND ISSUED FOR DP	CH
9	2-MAR-17	UPDATE PER NEW SITE PLAN	CH
8	30-NOV-17	ISSUED FOR SUBMISSION	CH
7	20-OCT-17	UPDATED FOR NEW SITE PLAN	CH
6	20-OCT-17	UPDATE PER COMMENTS/NEW PLAN	CH
5	25-OCT-16	UPDATE PER NEW SITE PLAN	CH
4	26-APR-16	UPDATE BUILDING ADDRESSING	CH
3	15-MAR-16	NEW SITE PLAN	HK
2	24-MAR-15	REFERENCE DETAILS	CH
1	13-NOV-17	UPDATE PER COMMENTS / REVISED	CH

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

6834 204 STREET
20441 68TH AVE
LANGLEY

T.O.L. #08-14-0

DRAWING TITLE:

TREE MANAGEMENT PLAN

DATE: 19-A
SCALE: 1:20
DRAWN: LLR
DESIGN: TLG
CHK'D: PCM

DRAWING NUMBER: L1
OF 7

PMG PROJECT NUMBER: **19-022**

SCHEDULE B



KOMPAN ROBINIA PARKOUR 002, AGES 5-12. NATURAL, IG 'NRO852-1001'



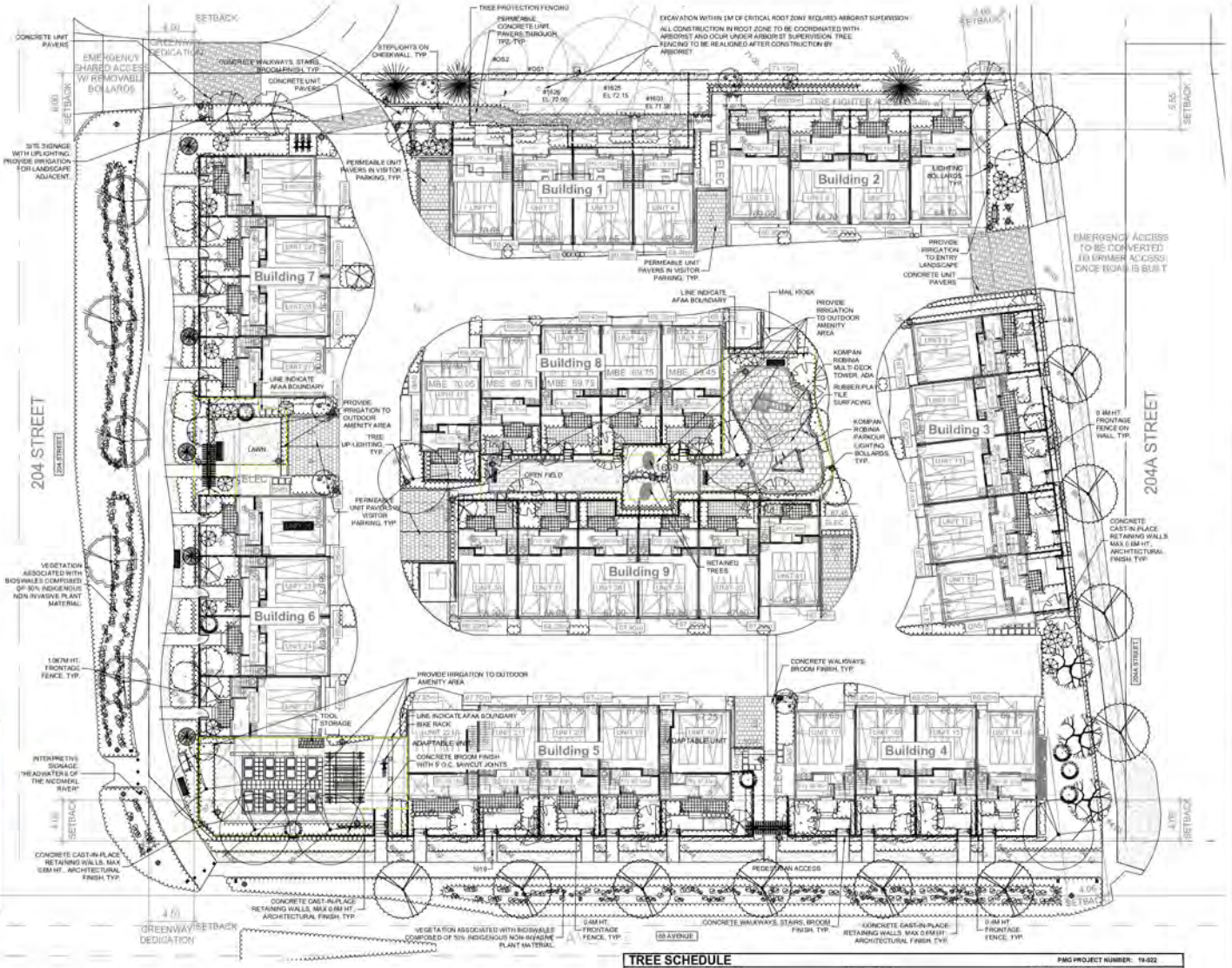
KOMPAN ROBINIA MULTIDECK TOWER, BANISTER BARS, ADA COMPLIANT, AGES 4+ 'NRO1026-1001



WISHBONE INDUSTRIES BAYVIEW 2 SPACE BIKE RACK, NORDIC LICHEN COLOUR METAL, SAND COLOUR SLATS 'BVBRGP-37



WISHBONE INDUSTRIES BAYVIEW BENCH 6' WIDE, NORDIC LICHEN COLOUR METAL, SAND COLOUR SLATS BV-6



TREE SCHEDULE

PMG PROJECT NUMBER: 19-022

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREES				
	7	ACER CAMPESTRE 'QUEEN ELIZABETH'	HEDGE MAPLE	6CM CAL.; 1.8CM STD; B&B
	3	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL.; B&B
	12	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY CANADIAN REDBUD	6CM CAL.; 1.5M STD; B&B
	23	CHAMAECYPARIS NOOTKATENSIS	NOOTKA CYPRESS	2.5M HT.; B&B
	15	CORNUS KOUSA 'SATOMI'	PINK KOUSA DOGWOOD	2.5M HT.; B&B
	12	CRATAEGUS LAVALLEI	LAVALLE HAWTHORN	6CM CAL.; 1.8M STD; B&B
	3	LIQUIDAMBAR STYRACIFLUA 'WORPLESDON'	WORPLESDON SWEETGUM	6CM CAL.; 1.8M STD; B&B
	7	PICEA OMORIKA 'BRUNS'	BRUNS SERBIAN SPRUCE	2.5M HT.; B&B
	5	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	3M HT.; B&B
	4	QUERCUS ROBUR 'FASTIGIATA'	FASTIGIATE ENGLISH OAK	6CM CAL.; 1M STD; B&B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

REQUIRED REPLACEMENT TREES = 46 (24 CONIFERS AND 24 DECIDUOUS)
PROPOSED CONIFER REPLACEMENT TREES = 33
PROPOSED DECIDUOUS REPLACEMENT TREES = 56

*THE ABOVE LIST DOES NOT INCLUDE STREET TREES

19023-12.ZIP

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p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
12	21.AUG.19	RESPONSE TO COMMENTS	CH
11	21.AUG.19	UPDATE NOTATION BIN 1	CH
10	13.MAY.19	UPDATE AND ISSUE FOR DP	CH
9	23.APR.19	UPDATE FOR NEW SITE PLAN	CH
8	30.NOV.18	ISSUE FOR SUBMISSION	CH
7	26.OCT.18	UPDATE FOR NEW SITE PLAN	CH
6	29.OCT.18	UPDATE PER COMMENTS/NEW PLANS	CH
5	26.OCT.18	UPDATE PER NEW SITE PLAN	CH
4	26.JUN.18	UPDATE BUILDING ADDITION PL	CH
3	15.MAY.18	NEW SITE PLAN	HK
2	24.MAY.17	ADD FENCE DETAILS	CH
1	19.SEP.17	UPDATE PER COMMENTS / RESUBMIT	CH

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

6834 204 STREET
20441 68TH AVE
LANGLEY

T.O.L. #08-14-0220

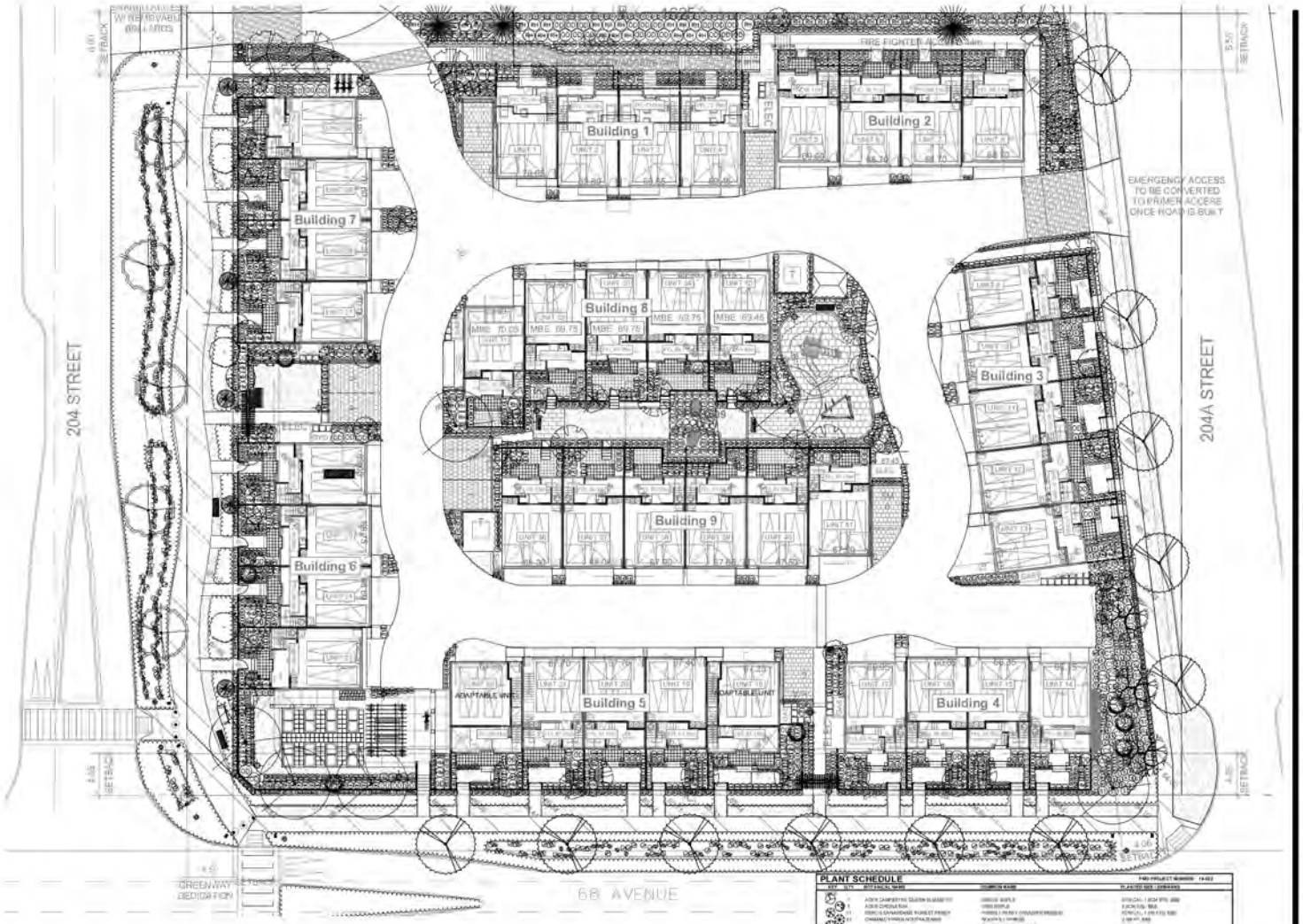
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DATE:	19.APR.15	DRAWING NUMBER:	L1
SCALE:	1:200		
DRAWN:	LR		
DESIGN:	TLE		
CHK'D:	HCM		OF 7

PMG PROJECT NUMBER: **19-022**

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p: 604 294-0011 ; f. 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
13	11-Aug-19	REVISED TO COMMENTS	GB
12	15-Feb-19	UPDATE SITE PLAN	GB
11	15-Feb-18	UPDATE SITE PLAN	GB
10	17-Nov-06	ADJUSTMENTS TO SITE PLAN	GB
9	2-JUN-17	UPDATE PER CITY COMMENTS	GB
8	28-NOV-17	ISSUED FOR DP	GB
7	30-OCT-17	UPDATED PER NEW SITE PLAN	GB
6	20-OCT-17	UPDATE PER COMMENTS PLUS	GB
5	26-OCT-16	UPDATE PER NEW SITE PLAN	GB
4	25-JUN-15	UPDATE DRAWING TO NEW SITE PLAN	GB
3	19-MAR-15	NEW SITE PLAN	MK
2	19-MAR-15	ADDITIONAL DETAILS	GB
1	06-JAN-15	UPDATE PER COMMENTS / REVISE	GB

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

6834 204 STREET
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LANGLEY

T.O.L. #08-14-0220

DRAWING TITLE:

SHRUB PLAN

DATE:	19.APR.11	DRAWING NUMBER:
SCALE:	1:200	L1
DRAWN:	LLG	
DESIGN:	ELG	
CHK'D:	PCM	OF 7
PMG PROJECT NUMBER:		19-022

PLANT SCHEDULE

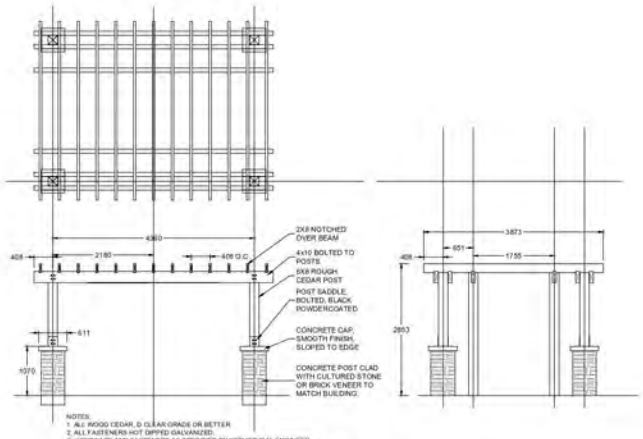
KEY	QUTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
AS	1	ACER CAMPESTRE 'QUEEN ELIZABETH'	QUEEN ELIZABETH HEDGE MAPLE	6CM CAL; 1.80M STD; B&B
AG	5	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL; B&B
AJ	11	ACER PALMATUM 'SANGO KAKU'	CORAL BARK JAPANESE MAPLE	6CM CAL; 1.8M STD; B&B
CC	31	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	6CM CAL; B&B
CK	14	CORNUS KOUSA 'SATOMI'	PINK KOUSA DOGWOOD	5 M HT; B&B
CF	17	CRATAEGUS X LAVALLEI	CARRIERE HAWTHORN	6CM CAL; B&B
LI	4	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	6CM CAL; 1.8M STD; B&B
MS	7	MAGNOLIA STELLATA 'LEVISON'	LEVISON STAR MAGNOLIA	6CM CAL; 1.8M STD; B&B
PA	7	PICEA ABIES 'PENDULA'	WEEPING NORWAY SPRUCE	4.5M HT; B&B
PP	5	PRUNUS SERRULATA 'KWANZAN'	KWANZAN CHERRY	6CM CAL; B&B
QR	6	QUERCUS ROBUR 'FASTIGIATA'	FASTIGIATE ENGLISH OAK	6CM CAL; 1.8M STD; B&B
AM	28	AMELANCHIER ALNIFOLIA 'AUTUMN BRILLIANCE'	SASKATOON 'AUTUMN BRILLIANCE'	#2 POT; 60CM
BG	5	BUXUS MICROPHYLLA 'GREEN GEM'	GREEN GEM BOXWOOD	#2 POT; 40CM
CA	4	CORNUS ALBA 'SIBIRICA'	RED TWIG DOGWOOD	#2 POT; 60CM
CS	4	CORNUS SERICEA 'KELSEYI'	KELSEY'S DWARF DOGWOOD	#2 POT; 40CM
EA	4	ESCALLONIA 'APPLE BLOSSOM'	APPLE BLOSSOM ESCALLONIA	#2 POT; 60CM
HA	4	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	#2 POT; 60CM
HP	4	HYDRANGEA PANICULATA 'PINKY WINKY'	PINKY WINKY HYDRANGEA	#2 POT; 60CM
HM	4	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	NIKKO BLUE HYDRANGEA	#2 POT; 60CM
HQ	4	HYDRANGEA QUERCIFOLIA 'SNOW QUEEN'	SNOW QUEEN OAKLEAF HYDRANGEA	#2 POT; 60CM
LF	4	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	MUNSTEAD ENGLISH LAVENDER	#2 POT; 40CM
MR	4	MAHONIA REPENS	CREEPING MAHONIA	#2 POT; 40CM
PM	4	PHILADELPHUS MICROPHYLLUS 'DWARF'	DWARF MOCK ORANGE	#2 POT; 60CM
PF	4	PHYSOCARPUS OPULIFOLIUS 'DIABLO'	DIABLO NINEBARK	#2 POT; 60CM
RA	4	RHODODENDRON 'ROSEUM ELEGANS'	ROSEUM ELEGANS RHODODENDRON	#2 POT; 60CM
RG	4	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT	#2 POT; 60CM
RS	4	RIBES SANGUINEUM 'KING EDWARD VII'	KING EDWARD VII FLOWERING CURRANT	#2 POT; 60CM
SJ	4	SPIRAEA JAPONICA 'MAGIC CARPET'	MAGIC CARPET SPIRAEA	#2 POT; 60CM
TO	4	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.80CM HT; B&B
CHM	5	CHOISYA MEXICANA 'POTOSI'	POTOSI MEXICAN ORANGE	#2 POT; 60CM
HH	4	HEBE X 'WIRI CHERRY'	WIRI CHERRY HEBE	#2 POT; 60CM
HO	4	HEBE OLEARIOIDES 'DACKII'	DACKII HEBE	#2 POT; 60CM
LS	4	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	MUNSTEAD ENGLISH LAVENDER	#2 POT; 40CM
NF	4	NEPETA X FAASSENII 'DROPMORE'	BLUE CATMINT	1GAL POT
OV	13	OSTEOSPERMUM 'SUNSHINE'	SUNSHINE	1GAL POT; 300MM O.C.
SV	5	SYRINGA VULGARIS 'MADAME LEMOINE'	DOUBLE WHITE LILAC	6CM CAL; B&B

NOTE: "PRIME" DESIGN SPECIFIC REQUIREMENTS ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTRACTOR SHOULT SPECIFIED ALTERNATIVES ARE PROPOSED. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. REFER TO SPECIFICATIONS FOR GENERAL CONTAINER GROWN STOCK. ALL AREAS OF SEARCH TO INCLUDE LARGE MEADOWS AND STRAWER VALLEY. NURSERY STOCK TO BE CERTIFIED TO BE FREE OF PESTS AND DISEASES. IF SUBSTITUTIONS ARE PROPOSED, SUBMITTED SAMPLES SUBJECT TO THIS SPECIFIED MATERIALS. SAMPLES ARE SUBJECT TO REJECTION. ALLOW 4 WORKDAYS FOR DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BCLA AND BCSLA STANDARDS AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY - ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. NO SUBSTITUTIONS WITHOUT WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT

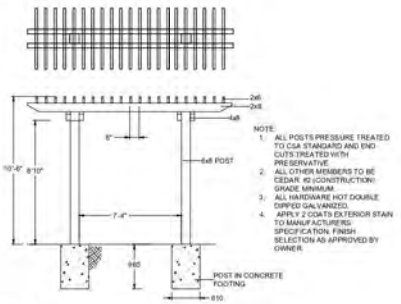
NOTE: PROVIDE COMPLETE IRRIGATION. TIMERS LOCATED IN SMART CONTROLLER. FOR ALL OUTDOOR SAFETY AREAS, PLAY AREA, MEADOWS BETWEEN LOTS, & IF COMMUNITY GARDENING SHOULD BE WITH LANDSCAPE WITH SITE MANAGE. SAFE QUALITY PROVIDE ASSIGNED ARCHITECT WITH SHOP DRAWINGS PRIOR TO CONSTRUCTION

19022-12.ZIP

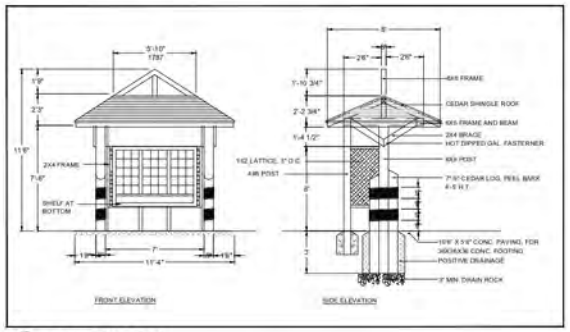
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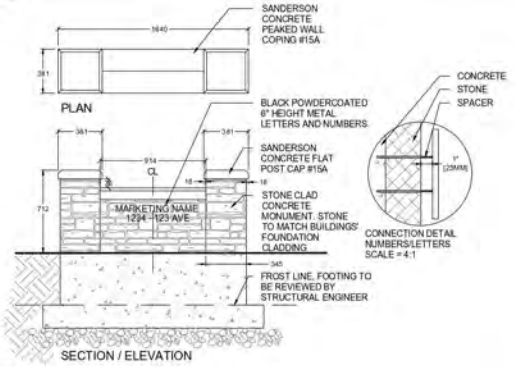
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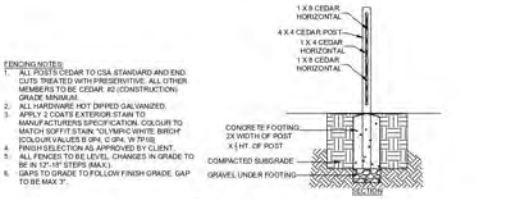
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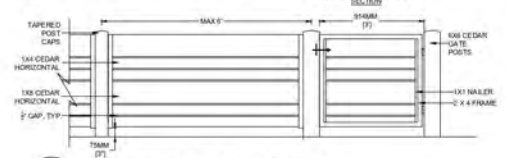


1 - MAILBOX KIOSK 1:50

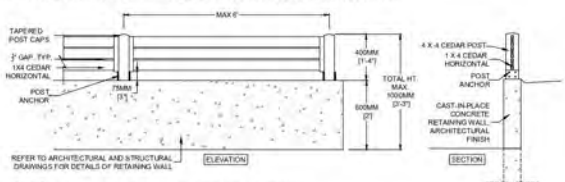


8 - SITE SIGNAGE 1:20

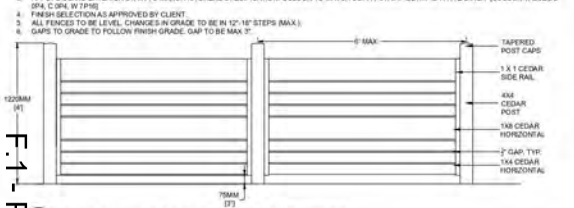




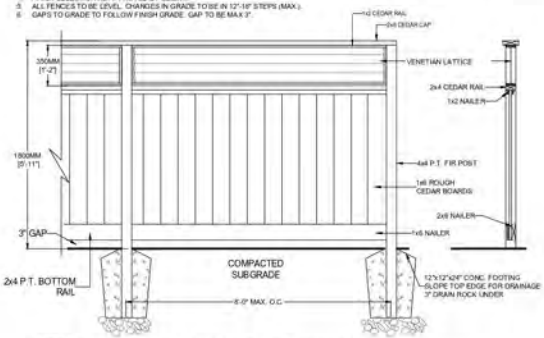
6 - STREET FRONT 3' HT. FENCE DETAIL 1:20



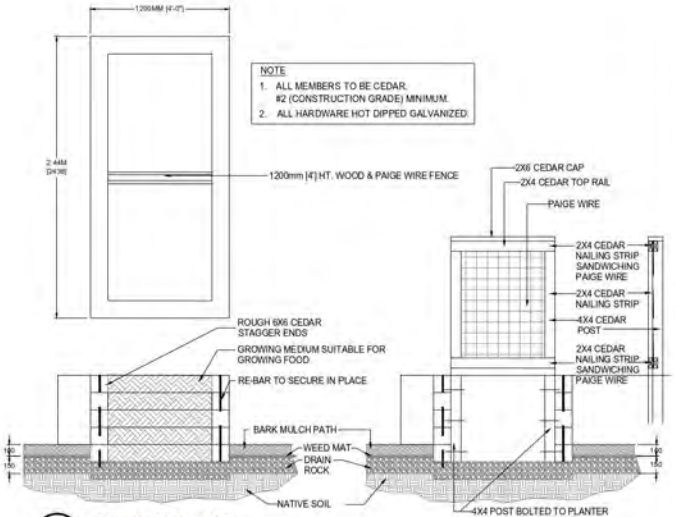
4 - 0.4M HT. FRONTAGE FENCE DETAIL 1:20



5 - SIDE YARD FENCING 4' HT. FENCE DETAIL 1:20



7 - 6' HT. [1800MM] WOOD FENCE WITH LATTICE 1:20



9 - GARDEN PLOTS 1:20

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SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
12	21-AUG-19	RESPONSE TO COMMENTS	CLG
11	21-AUG-18	UPDATE SECTION ON L4	CLG
10	17-MAY-18	UPDATE AND ISSUE FOR DP	CLG
9	12-JUN-17	UPDATE PER NEW SITE PLAN	CLG
8	20-NOV-17	ISSUE FOR SUBMISSION	CLG
7	20-OCT-17	UPDATE PER NEW SITE PLAN	CLG
6	20-OCT-17	UPDATE PER COMMENTS/NEW PLAN	CLG
5	20-OCT-16	UPDATE PER NEW SITE PLAN	CLG
4	20-JUN-25	UPDATE GRADING ALONG SOUTH P.	CLG
3	16-MAY-16	NEW SITE PLAN	MC
2	20-MAY-16	ADD FENCE DETAILS	CLG
1	09-JUN-17	UPDATE PER COMMENTS / REVISIE	CLG

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

6834 204 STREET
20441 68TH AVE
LANGLEY

T.O.L. #08-14-0220

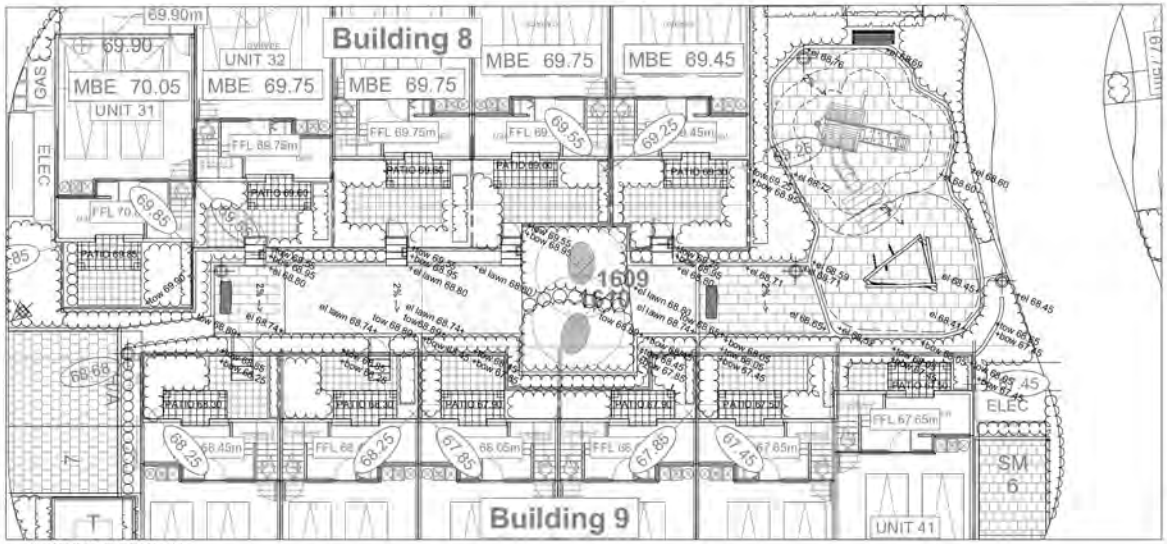
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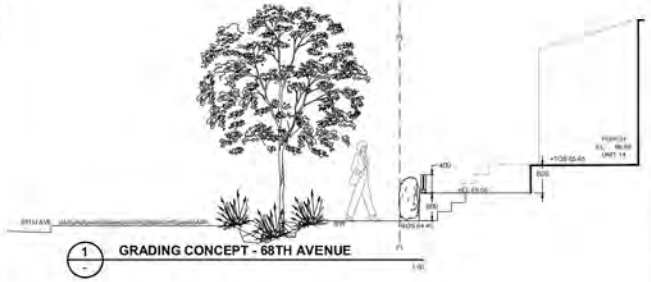
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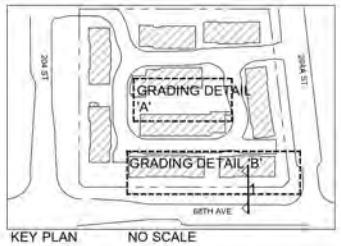
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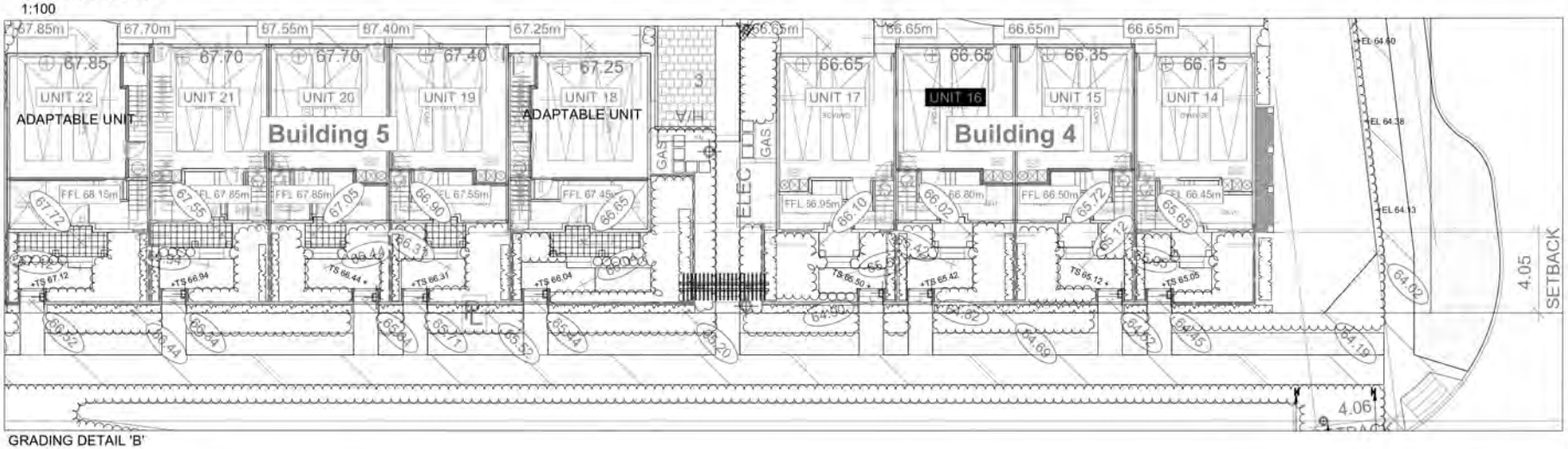


GRADING DETAIL 'A'
1:100





KEY PLAN NO SCALE



GRADING DETAIL 'B'
1:100

0 5 10 15m

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SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
13	11-Aug-19	REVISED TO COMMENTS	GB
12	15-Jul-19	UPDATED TO TOWN COMMENTS	GB
11	17-May-19	ADDITIONAL SITE SECTIONS	GB
10	17-Apr-19	UPDATED TO TOWN COMMENTS	GB
9	4-Feb-19	UPDATED TO TOWN COMMENTS	GB
8	28-Nov-18	ISSUED FOR SUBMISSION	GB
7	30-Oct-18	UPDATED TO TOWN COMMENTS	GB
6	30-Oct-18	UPDATED TO COMMENTS	GB
5	26-Oct-18	UPDATED TO TOWN COMMENTS	GB
4	25-Jun-18	UPDATED GRADING / LANDSCAPING	GB
3	19-Mar-18	NEW SITE PLAN	MC
2	19-Mar-18	ADDITIONAL DETAILS	GB
1	06-Feb-18	UPDATED TO COMMENTS / ISSUED	GB

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

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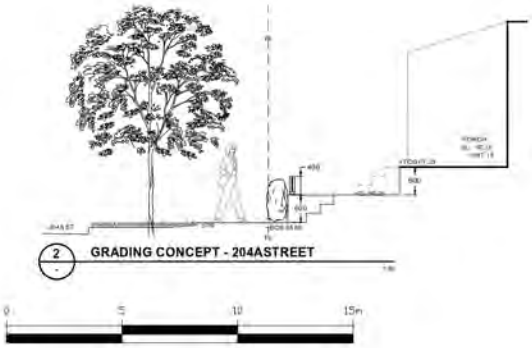
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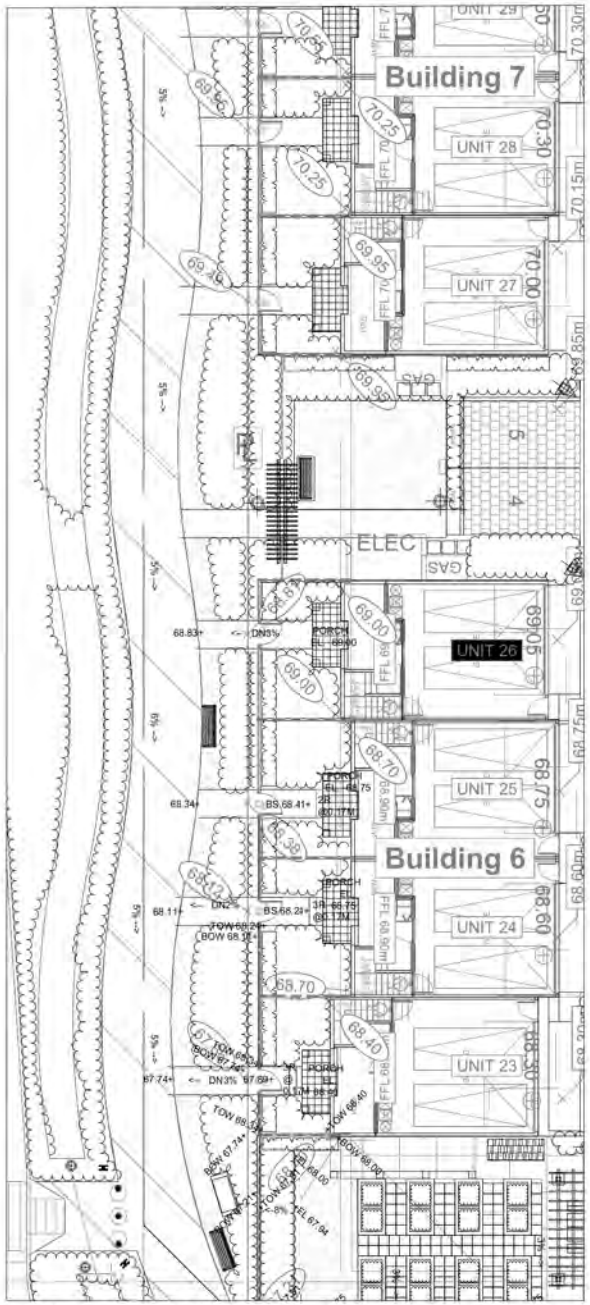
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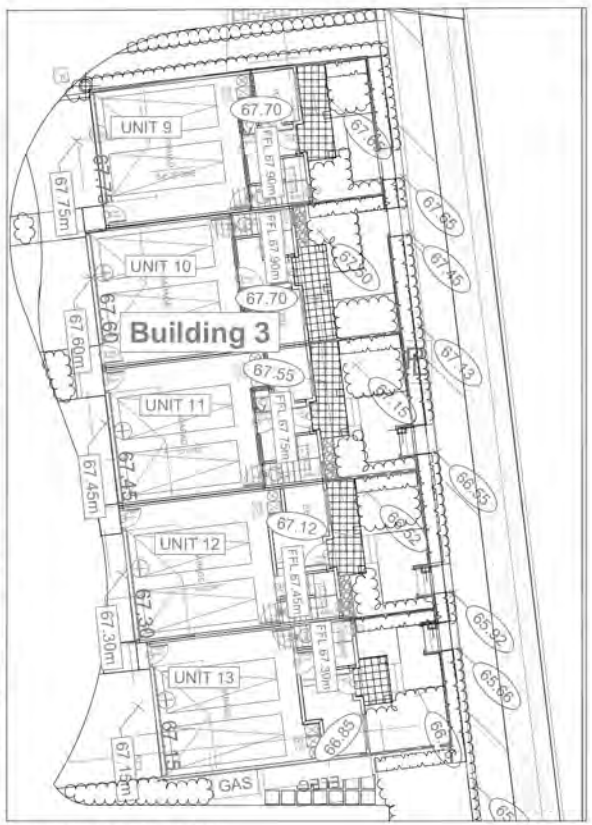
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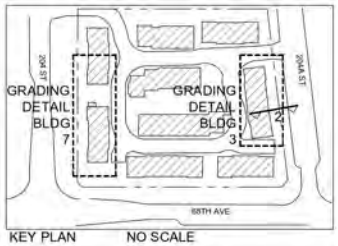


GRADING DETAIL BLDG 6
1:100



GRADING DETAIL BLDG 3
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19022-12.ZIP



KEY PLAN NO SCALE

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SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
13	11-Aug-19	REVISED TO COMMENTS	GD
12	11-Feb-19	UPDATED TO TOWN'S L...	YD
11	17-Oct-18	ADJUSTED EGI ELEVATION	CD
10	2-Jul-18	UPDATE PERMEABLE PAVER PLAN	CD
9	28-Nov-17	ISSUED FOR SUBMISSION	CD
8	20-Oct-17	UPDATED PER NEW SITE PLAN	GD
7	20-Oct-17	UPDATED PER COMMENTS/NEW PLAN	GD
6	20-Oct-17	UPDATE PERMEABLE PAVER PLAN	GD
5	26-Jul-17	UPDATED GRADING AS PER SOUTH...	GD
4	26-Jun-17	NEW SITE PLAN	MK
3	19-May-17	ADDITIONAL DETAILS	DN
2	19-Apr-17	UPDATE PER COMMENTS / ISSUED	YD
1	06-Jan-17	ISSUED FOR REVIEW	YD

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

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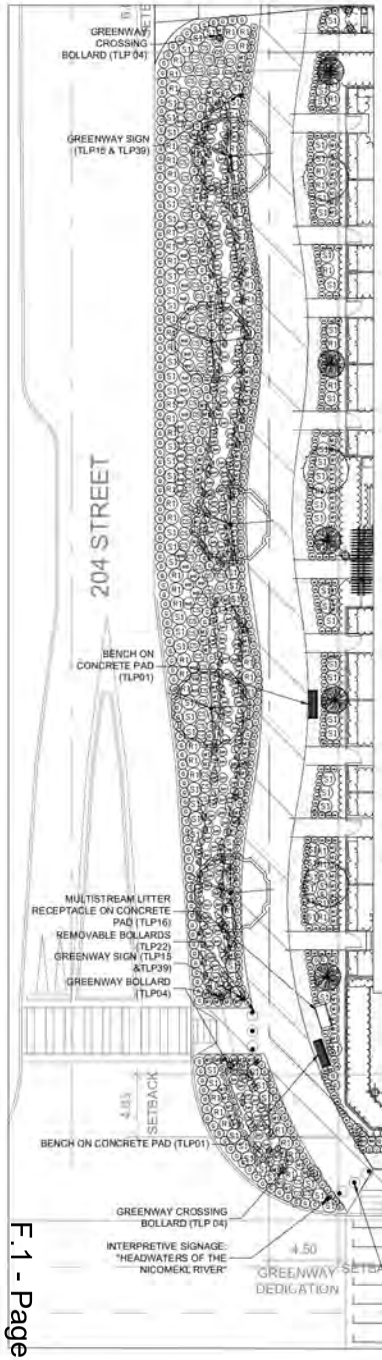
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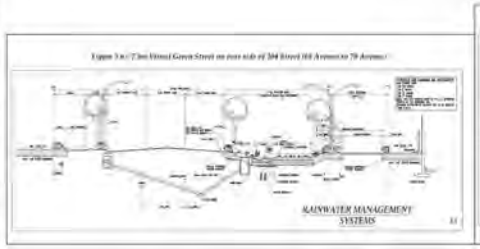
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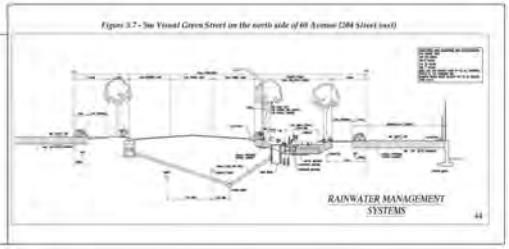
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DATE:	19.APR.15	DRAWING NUMBER:	
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CHKD:	PCM		OF 7

PMG PROJECT NUMBER: **19-022**





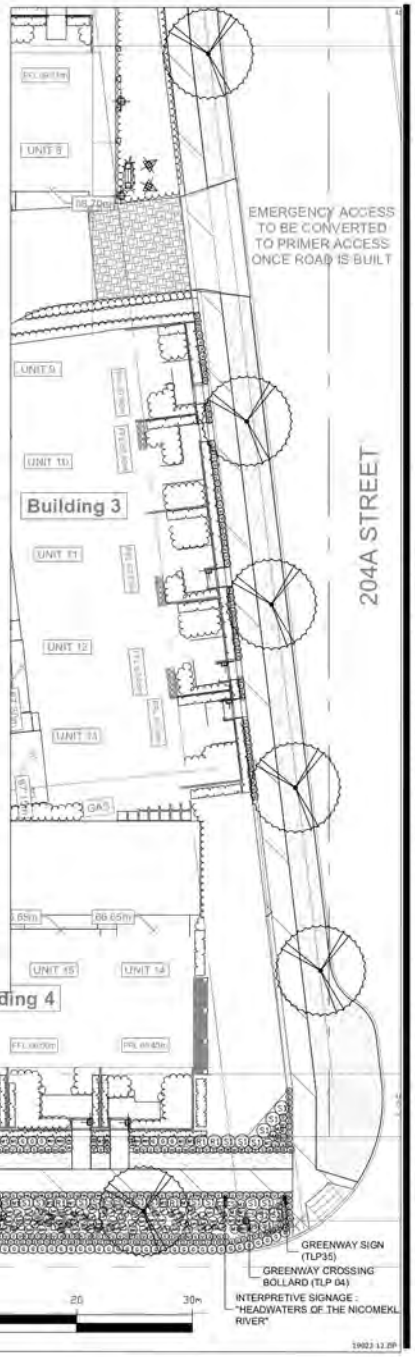


OFFSITE PLANT SCHEDULE

PMG PROJECT NUMBER: 19-022

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	5	ACER 'PACIFIC SUNSET'	PACIFIC SUNSET MAPLE	6CM CAL; 2M STD; B&B
	3	ACER TATARICUM 'HOT WINGS'	TATARIAN MAPLE	6.0CM CAL; 3 STEM CLUMP; B&B
	5	PINUS NIGRA 'ARNOLD SENTINEL'	ARNOLD SENTINEL AUSTRIAN BLACK PINE	3.0M HT; B&B
	11	ROBINIA PSEUDOACACIA 'PURPLE ROBE'	PURPLE ROBE BLACK LOCUST	6CM CAL; 1.5M STD; B&B
SHRUB				
CS	107	CORNUS SERICEA 'KELSEYI'	KELSEY RED OSIER DOGWOOD	#2 POT; 50CM
MN	277	MAHONIA NERVOSA	LONGLEAF MAHONIA	#2 POT; 40CM
RS	76	RIBES SANGUINEUM	RED FLOWERING CURRANT	#2 POT; 60CM
RM	43	ROSA MEIDILAND 'REPENS'	CREEPING MEIDILAND ROSE; WHITE	#2 POT; 40CM
SP	34	SALIX PURPUREA 'NANA'	DWARF ARCTIC WILLOW	#3 POT; 60CM
SJ	166	SPIRAEA X JAPONICA 'MAGIC CARPET'	MAGIC CARPET SPIRAEA; PINK-PURPLE	#2 POT; 40CM
GRASS				
CA	18	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 POT
CF	337	CAREX FLACCA	BLUE SEDGE	#1 POT; 46CM OC
CO	326	CAREX OSHIMENSIS 'EVERGOLD'	EVERGOLD JAPANESE SEDGE	#1 POT
HS	93	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
JE	262	JUNCUS EFFUSUS	COMMON RUSH	#1 POT
LN	530	LUZULA NIVEA	LESSER WOODRUSH	#1 POT; 21CM OC
PERENNIAL				
LA	23	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER; COMPACT; VIOLET-BLUE	15CM POT; #1 POT
NF	11	NEPETA x FAASSENII 'DROPMORE'	BLUE CATMINT	15CM POT
GC				
G	377	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM; 69CM OC

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



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Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
13	21-Aug-19	REVISED PER COMMENTS	GB
12	21-Feb-19	UPDATE SITE PLAN	GB
11	21-Feb-06	UPDATE SITE PLAN	GB
10	21-Nov-06	ADJUSTMENT TO SITE PLAN	GB
9	21-Jun-27	UPDATE PER CITY COMMENTS	GB
8	20-Nov-12	ISSUED FOR DP AMENDMENT	GB
7	20-Oct-12	UPDATED PER NEW SITE PLAN	GB
6	20-Oct-21	UPDATE PER COMMENTS NEW PLAN	GB
5	20-Oct-08	UPDATE PER NEW SITE PLAN	GB
4	20-Jun-29	UPDATE DRAWING TO NEW SITE PLAN	GB
3	19-Mar-08	NEW SITE PLAN	MK
2	19-Mar-08	ADDITIONAL DETAILS	GB
1	19-Jan-17	ISSUED FOR COMMENTS / REVIEW	GB

CLIENT:

PROJECT

TOWNHOUSE PROJECT

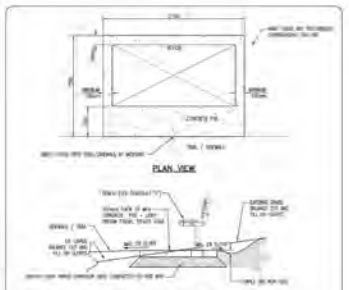
6834 204 STREET
20441 68TH AVE
LANGLEY

T.O.L. #08-14-0220

DRAWING TITLE

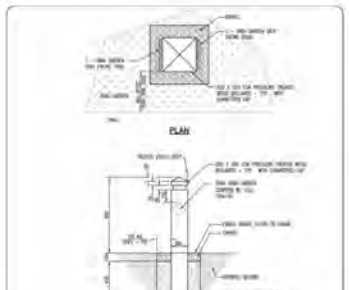
OFFSITE PLANS

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DRAWN:	LG		
DESIGN:	EG		
CHK'D:	PCM		OF 7
PMG PROJECT NUMBER:			19-022



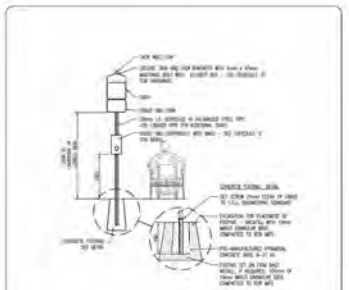
BENCH INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 01



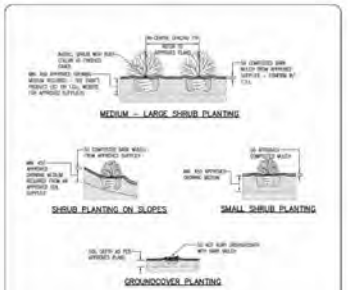
RAIN GARDEN BOLLARD

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 04



SIGN POST INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 15



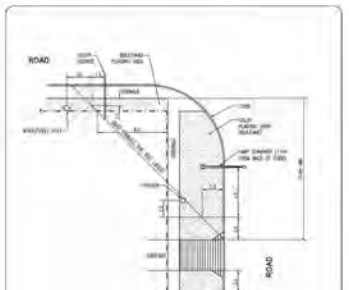
SHRUB & GROUNDCOVER PLANTING INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 21



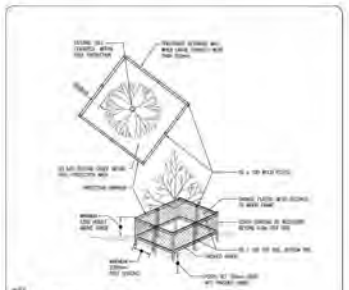
TREE PLANTING NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 22



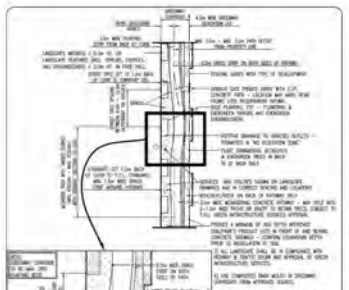
TYPICAL TREE SETBACKS/CLEARANCES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 26



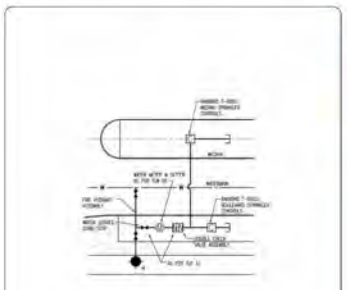
TREE PROTECTION DETAIL

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 27



URBAN GREENWAY CORRIDOR LAYOUT GUIDE

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLP 28



WATER SERVICES FOR BOULEVARD LANDSCAPING

THE CORPORATION OF THE TOWNSHIP OF LANGLEY — TLW 15



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SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
12	21-AUG-19	RESPONSE TO COMMENTS	CLG
11	21-AUG-19	UPDATE SITE PLAN (14	CLG
10	21-MAR-19	UPDATE AND ISSUE FOR DP	CLG
9	21-JUN-21	UPDATE PER NEW SITE PLAN	CLG
8	20-NOV-20	ISSUE FOR SUBMISSION	CLG
7	20-OCT-20	UPDATE PER NEW SITE PLAN	CLG
6	20-OCT-20	UPDATE PER COMMENTS/NEW PLAN	CLG
5	20-OCT-05	UPDATE PER NEW SITE PLAN	CLG
4	20-JUN-29	UPDATE DRAWING LAYING SOUTH W	CLG
3	19-MAR-08	NEW SITE PLAN	MK
2	19-MAY-10	ADD GRADE DETAILS	CLG
1	19-APR-17	UPDATE PER COMMENTS / REVIEW	CLG

CLIENT:

PROJECT:

TOWNHOUSE PROJECT

6834 204 STREET
20441 68TH AVE
LANGLEY

T.O.L. #08-14-0220

DRAWING TITLE:

OFFSITE DETAILS

DATE:	19.APR.15	DRAWING NUMBER:	L7
SCALE:	1:200		
DRAWN:	CLG		
DESIGN:	CLG		
CHK'D:	PCM		OF 7

19023-12.ZIP

PMG PROJECT NUMBER: **19-022**

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04/02/08

4.1.2 DEVELOPMENT PERMIT AREA "B" – RESIDENTIAL

Lands identified as "Residential" on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488(1)(e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of intensive and multi family residential development.
The objective of this development permit area designation is to encourage development of attractive and safe multi family areas.
Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of a multi family dwelling (including a townhouse, rowhouse, apartment, duplex, triplex or fourplex) must not be started.
Development permit guidelines are as follows:

4.1.2.1 GENERAL

The following general guidelines apply to all development within Development Permit Area "B."

4.1.2.2 SINGLE FAMILY DEVELOPMENT

General

- Single family developments shall enter into an Exterior Design Control Agreement (to be registered on title as a restrictive covenant) prior to final subdivision approval and to the acceptance of the Township. The agreement shall incorporate the following single family development permit guidelines.

Architectural Details

- No residential units shall back onto a public road or street greenway other than 212 Street between 76 and 80 Avenues.
- All building elevations visible from public land (i.e. parks, roads, greenways and detention pond sites) shall provide architectural detailing to be consistent with the front of the building.

Parking and Traffic/Pedestrian Circulation

- Where single-family lots abut an arterial road or a street greenway vehicular access and parking shall be provided via a rear lane or any other vehicular access from the rear of the property while retaining the front pedestrian access of the building facing the street.

Landscaping

- Fences adjacent to a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall be designed to complement the building and be an open picket fence design. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.

Building Form

- Pitched roofs are required. Pitched roofs shall have architectural grade roof material, including ridge caps and shadow lines.

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4.1.2.3 MULTIPLE UNIT DEVELOPMENT

General

The following guidelines apply to all multiple-unit development including but not limited to apartment, townhouse, rowhouse, duplex, triplex and fourplex buildings.

Site Design

- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture, and be massed to define the intersection.
- On sloping sites, buildings should be massed to create a terraced form of development and provide view opportunities for a majority of housing units.
- Site planning and landscaping for residential development should take into account established principles of Crime Prevention Through Environmental Design (CPTED) – including opportunities for neighbourhood surveillance of pathways, landscaped areas and roadways and provision of defensible space that is clearly separated by fences, landscaping or paving, readily visible by residents and adequately lit.
- In order to allow for stormwater infiltration to maintain flow in watercourses, development is encouraged to maintain low surface imperviousness through compact building form and site layout, consideration shall be given to alternative stormwater and road standards, use of pervious surface materials where feasible and preservation of existing vegetation.
- Multi family buildings shall be designed to maximize avoidance of leaky condominium syndrome by using industry best building practices.
- Mail box kiosks located within a stratified development shall be protected from the weather, be architecturally integrated into the development and be located adjacent to a visitor parking stall with pull-out.
- Presenting garages to public roads is discouraged. Offsetting garages behind the front face of the building is encouraged. Carports are not permitted. Developments shall register a restrictive covenant on title preventing conversion of the garage to any other use that prohibits vehicle storage.
- Development of street facing buildings (i.e. the front door is facing towards the municipal roadway) is required abutting a street or street greenway, other than 200 and 212 (between 76 and 80 Avenues) Streets.
- A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
- A strong street presence is required through inclusion of elements such as extended porches and patios, recessed entries, ground oriented units with direct pedestrian street access, and other similar arrangements. Where individual street access to residential units is not practical, building design should foster a relationship with the adjacent street and pedestrians using the street.
- Buildings should be oriented to streets, greenways, or other public spaces, neither gated nor turning away from the public realm, to provide overview for safety and encourage resident involvement with the activities of the neighbourhood.
- Pedestrian street access to individual residential units is strongly encouraged in order to reinforce pedestrian activity and street life.
- Private outdoor spaces of residential buildings fronting public streets shall provide a sense of separation while still contributing to the streetscape. Semi-private outdoor spaces adjacent to the public realm shall be similarly arranged.

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- Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways may be restricted to laneway access only.

Building Form

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- Roofscape is an important element of building design. Green roofs and green walls are encouraged in compliance with the BC Building Code. Roofs may also be developed to provide resident amenity. Open areas of flat roofs shall be finished with pavers or other coloured materials to enhance the view from above. Pitched roofs are required unless a green roof or amenity space incorporating landscaping is provided. Flat roofs shall be designed to enhance the view from adjacent buildings with patterned, textured and/or coloured materials and also include activity areas and or green roofs. Low albedo (light coloured) roofing should be used to the greatest possible extent consistent with appearance from above and avoidance of glare from light reflection for the visual comfort of occupants.
- Ground level and roof areas created by setbacks shall be used as active outdoor space wherever possible, arranged to create ‘eyes on the street’, and appropriately landscaped.
- Building entrances should be clearly identified by the architecture of the building and include articulation or added elements to provide weather protection.

Exterior Design and Finish

- The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings, canopies, and building overhangs to provide protection from the weather.
- Exterior finish of buildings shall be high quality to ensure integrity of the building envelope design, and to present an attractive appearance.
- Exterior materials, colours and textures shall be selected and applied in the context of newer residential and mixed use developments as well as overall community character.
- Acceptable wall cladding materials include natural and manufactured stone, brick masonry, wood, fiber cement composite siding and panels, metal, and glass. Vinyl as a secondary material is permitted, however, a variety of cladding orientation, material, design and/or colour shall be used. Stucco cladding materials may also be used, however are discouraged, and may not fill more than 25% of any wall surface.
- Glass elements incorporated into weather protection shall be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles.
- Mechanical equipment shall be screened or integrated with the roof form, as viewed from the street or higher buildings, in a manner consistent with the overall architecture of the building.
- To provide visual interest elevations of buildings facing a street shall have architectural details such as roofline height, varied colour treatments, windows, articulation in the building envelope, etc.
- Building elevations that are visible from adjacent roads, municipal greenway or other public spaces shall be designed with the same level of care and attention in terms of character, articulation, fenestration, architectural detail, and material quality.
- All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal is not permitted.

Landscaping

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- Significant tree stands and tree corridors shall be incorporated into the development. A Tree Management Plan shall be prepared and submitted in compliance with the Subdivision and Development Servicing Bylaw 2011 No. 4861 (Schedule I – Tree Protection), as amended from time to time.
- Roof top patios shall be landscaped with water and electrical outlets.
- On-site landscaping shall be required to enhance the appearance of the development, screen parking, loading and utility areas, and garbage containers/enclosures from adjacent properties and roadways. Best efforts should be made to appropriately screen all utility boxes and meters.
- A landscape plan shall be prepared by a registered B.C. Landscape Architect.
- Playground facilities shall be provided, in accordance with the Township's Child Friendly Amenity Area requirements, as amended.
- Entrances shall be articulated with appropriate low fencing and high quality features to provide distinction between public and private space.
- Where lots abut municipal property (i.e. environmental area or a park) a black coated chain link fence shall be constructed to municipal standard. If an adequately landscaped buffer (native plant species are encouraged) of at least 2 metres in width is provided on the greenway side of the fence to the acceptance of the Township, other fence types may be used provided they are visually permeable above 122 cm (48 inches) and do not exceed 180cm (6 feet) in total height.
- If security fencing is required for storage areas, black coated chain link fencing screened with hedging material may be used.

- A 5 metre wide landscaping area and a fence shall be provided on multi family properties along abutting lots designated for non residential development (other than municipal greenspace). Fences should be aesthetically designed and reflect adjacent residential building character where applicable.
- The use of perimeter berms (in most circumstances), high fences and security gates is not permitted to provide surveillance and a more pedestrian-friendly street system. Fences adjacent to a public road allowance or a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall complement the building in terms of design character, materials, and colour. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance form the road.
- Landscape materials and design, on development sites and within road right-of-ways and other public spaces, shall be selected in the context of adjacent developments as well as overall community character, all in consultation with the Township.
- Landscape site planning and design shall incorporate both hard and soft materials in support of the principles of CPTED.
- Where fencing or guards are used for life safety purposes or public/private space definition within the landscape, such enclosures shall be as transparent as possible in support of CPTED objectives.
- All retaining walls shall be composed of split face concrete block, natural stone, or patterned cast-in-place concrete. Material selection shall be in the context of, and integrate with similar installations on adjacent properties.
- The public realm shall incorporate street furniture and amenities, heritage artifacts, and public art pieces, to enhance the pedestrian experience and contribute to the character, unity and identity of the neighbourhood.
- The design, materials and finishes of site furniture and pedestrian walkways shall be selected and should be generally consistent throughout the neighbourhood.
- Street and site furniture shall be durable and have a low life-cycle cost; be selected to discourage vandalism and use for skateboard activity; and be designed to meet the needs of a wide range of users including children, seniors, and those with disability.
- On-site utilities shall be architecturally integrated into the development or screened from view through a combination of hard and/or soft landscaping.
- Landscape planting within residential and commercial areas shall use minimum 50% native plantings with appropriate character, and mixed with other non-invasive plants.
- Use of materials such as permeable paving to maximize surface permeability to the greatest extent possible and practical is encouraged.
- The following surface treatments shall be incorporated into on-site hard surfaces and/or walkway design as a substitute for conventional pavement in low traffic areas.
- Porous pavement in areas with low-risk of ground water contamination. Porous pavements may be applied to lanes/access roads, driveways, and low-traffic parking areas.





- Concrete grid / modular pavers in low-traffic areas and may be applied to lanes/access roads, driveways, and low-traffic parking areas, footpaths and bike paths.





- Grass Pave/Grasscrete/Golpha plastic reinforcement products used in conjunction with gravel or grass surfaces.



- Curb cuts may be used to divert runoff from road surfaces into swales or rainwater gardens which contribute to evapotranspiration.



- Multi-use trails shall be incorporated into the development to promote pedestrian and cyclist activity and link to the surrounding trail network.

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Parking Lot Landscaping

- Screen at-grade and structured parking or service areas located within a residential building from the public street through such treatments as soft and hard landscaping elements. Where possible, parking should be integrated into the building structure or provided below grade.
- If surface parking areas are required in multi-unit residential buildings, place them away from public view and not between the public street and the building. Design landscape parking areas so they do not detract from any rear yard amenity space.
- Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

- In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping are required within parking lots as per Section 111 of Zoning Bylaw 1987 No. 2500 Landscape Requirements, as amended from time to time.
- Pedestrian connections should be facilitated throughout the development, including through parking lots, and to adjoining land uses.

Parking and Traffic/Pedestrian Circulation

- Pedestrian connections shall be provided throughout the development, including through parking lots, and to adjoining land uses. Ornamental paving materials (stamped and coloured concrete or better) are required for all pedestrian connections.
- Provision of underground parking is encouraged and shall be designed with CPTED principles. Access to either underground or structured parking should be from a lane if possible.
- Parking shall be provided in enclosed and secured garages attached to individual units or in a secure underground parkade.
- Tandem parking on all end units is not permitted.
- Surface parking should be provided for in a number of smaller areas rather than one large lot, and shall be located primarily in the interior of the site or otherwise screened from view. Surface parking shall integrate landscaping and other design elements to reduce the massing of parking areas. Vehicular entrances to surface parking areas shall be landscaped, not gated, to create a subtle boundary between the semi-private and public areas.
- Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways accessing arterial roads may be restricted.
- Wheelchair access shall be provided throughout the development.
- Pedestrian connections shall be clearly visible, landscaped, and provided with hard surfaces suitable for older people and wheelchairs.
- Highly detailed paving materials are required along the High Street to indicate such things as storefronts, thru traffic, seating areas, and aesthetic relief areas.





- Without compromising the safety of users, all surface parking shall be visually screened from sub-neighbourhood streets through a combination of building arrangement and landscaping.
- At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
- Vehicular access and egress points shall be combined and the presence and appearance of garage entrances should be designed so that they do not dominate the street frontage of a building.
- Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are discouraged.
- Garage entrances shall have less prominence than the pedestrian entrances. A separate pedestrian entrance to the garage shall be provided. . This may be achieved through:

- The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.
- Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
- Recessing the portion of the facade where the entry is located to help conceal it.
- Extending portions of the structure over the garage entry to help conceal it.
- Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
- Use of screening and landscaping to soften the appearance of the garage entry from the street.
- Locating the garage entry where the topography of the site can help conceal it.

o Pedestrian entrances shall be separate from vehicular access points.
o Uses near access and egress points shall include design elements that reduce conflict between uses.
o Ramps to additional levels are to be contained within the structure and screened from view.
o Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
o Provide separate parking areas for residential and commercial uses.
o The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
o Setbacks from above the second storey shall be incorporated into the design.
o If rooftop parking is provided additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.
o Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
o Public and private parking shall be clearly identified through a system of numbering and signage.
o Underground parking structures shall be planned for the convenience and safety of users; shall have walls and ceilings finished in a light coloured paint for reflectivity; and shall incorporate motion-activated lighting to the greatest extent permitted.
o Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

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- Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
- Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

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4.1.2.4 TOWNHOUSES/ROWHOUSE

These guidelines are in addition to section 4.1.2.3 and apply to all townhouse and rowhouse developments.

Site Design

o Ground-oriented developments shall be designed with continuity in the design with respect to the exterior finishing materials and architectural detailing. Individual or paired

units shall be significantly visually differentiated from other adjoining units (i.e. staggering in plan or elevation, varying rooflines, variation in exterior materials, variation in colour treatments, and architectural detailing).
- Developments which include multiple buildings on the same site shall include significant variation in the exterior design, façade, roofline articulation, material and colour of buildings.
- Units shall be oriented towards public roads, street greenways, natural areas, and greenlinks/commons where applicable.
- Scale building height and massing in proportion to open spaces.
- A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
- Tandem parking on end units is not permitted.

Landscaping
- Where there are multiple buildings on a site, buildings should be located to enclose courtyards and other landscaped spaces.

4825
30/05/11

4.1.2.5 APARTMENTS

These guidelines are in addition to section 4.1.2.3 and apply to all apartment developments.

Architectural Details
- Street facing facades of free-standing apartment buildings shall be designed for a pedestrian scale with the first storey architecturally differentiated from upper floors.
- The apparent mass of a building shall be reduced through roof design, facade articulation and shadowing.
- Incorporate a 'good neighbour' policy by ensuring building heights being stepped or terraced to relate to adjacent buildings.
- Building height and massing shall be in proportion to adjacent open space.
- The main entrance of each apartment building should include an awning, canopy, porte-cochere or other architectural element to provide protection from the weather.
- Orient the main building entrance to the street and provide a secondary building entrance and pedestrian link to adjacent municipal greenspace where applicable.
- Avoid blank or undifferentiated facades.
- Provide weather protection from parking area to front entrance where appropriate.

Landscaping
- Where there are multiple buildings on a site, buildings should be located to provide common space such as courtyards.

Parking and Traffic/Pedestrian Circulation
- Minimize above grade projection of parking structures.
- Provide drop-off areas at grade level near the main building entrance where possible.
- Provide resident parking underground or within the building.

13 September, 2021

Ruby Sandher
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Application Project 08-14-0220 / 1142650 BC Ltd.

CIVIC: 6834 - 204 Street and 20441 - 68 Avenue

LEGAL: Lots 68 & 69 Section 14 Township 8 NWD Plan 65861

We have reviewed the above proposal.
We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Townhouses	**41**	**11**	**5**	**9**

Given the current school catchments this development would impact Donna Gabriel Robins Elementary School, Peter Ewart Middle School and R.E. Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

September 21, 2021
TOL File: 08-14-0220

Township of Langley
Community Development Division
20338 65 Avenue
Langley, BC V2Y 3J1

Attention: Ruby Sandher, Planner

Summary Report - Public Information Meeting

Proposed 41-unit Townhouse Development within the Central Gordon Estate Neighborhood Plan Area, Township of Langley Project No. 08-14-0220

INTRODUCTION

This report is submitted to the Township of Langley in accordance with the Developer Held Public Information Meetings Policy (07-164). The policy was amended in May 2021 to include guidelines for conducting virtual Public Information Meetings (PIM) in response to concerns for public health and safety due to COVID-19. The organization and logistics for this PIM are in accordance with this amended policy.

The PIM for development application 08-14-0220 represented lands located at 6834 204 Street and 20441 68th Avenue in the Central Gordon Estate Neighborhood Plan Area of the Township of Langley, and was held on Thursday, August 26, 2021.

The purpose of the meeting was to introduce the project and project team, present the development plans, and obtain feedback from the community via an online live chat mediated by the project presenters.

NOTIFICATION

The public was notified in two (2) ways (Attachment 1):

1. Direct mail-out to neighboring properties 520 mail-out invites mailed on August 17th, 2021. 10 days prior to scheduled PIM.	**2. Four (4) advertisements in the local newspapers (Langley Advanced Times)** August 12th, August 13th, August 19th, and August 20th 2021

Township of Langley staff generated and provided a mail-out map and prepared mailing labels. Due to mailing delays for return mail during COVID-19, no notice has been returned as undeliverable at the time of this report.

The notification provided general information, including an overall description of the development and website for the PIM, as well as the subject site. A site location map was included to provide spatial context. Contact information was provided on the invitation, allowing community members unable to attend the meeting to submit questions, comments and inquiries directly to the project team.

INFORMATION MEETING LOGISTICS

Due to virtual PIM policies, the logistics are slightly different from in-person PIMs, with certain information and materials made available to the wider public earlier than would be for an in-person PIM.

Project Website

The project website serves as the main hub for the various activities that distribute information about the project site once residents receive notice or are aware of the PIM.

The Website became publicly available on August 11th, 2021. It presents an overview of the proposed project and invites those who are interested to register for the PIM meeting, or to provide early comments to the consultant contact, it was also noted on the website that a questionnaire would be made available starting from the day of the meeting. The deadline to complete the questionnaire was also noted on the website. The project website provided more in-depth information at an earlier point compared to an in-person PIM. This allowed interested residents the opportunity to browse the information on their own time, and provided various methods for submitting comments and feedback.

Online Meeting

The PIM was held online in a webinar format over Zoom. The meeting was scheduled for 2.0 hours from 6:00 pm – 8:00 pm Thursday, August 26, 2021. A representative from the Township of Langley Development Services Department and the proponent were in attendance to observe the PIM.

The consulting team in attendance included the following individuals:

Joe N.J. Hwang Architect, AIBC – WG Architecture Inc.	**David Sunjae Kim** Senior Designer – WG Architecture Inc.

PUBLIC INFORMATION MEETING DETAILS

A total of 6 attendees registered for the event between August 11th and August 26, 2021(Attachment 2), and 6 registrants were presented at the virtual meeting session. The meeting was organized as follows:

- 30 min. live presentation
- 1 hour question & answer (Q&A) session

A total of 27 PDF files were presented at the PIM (attachment 3). Attendees were informed that all questions submitted will be answered during the Q&A period, and that they are able to utilize either “Raise Hand” to ask question verbally, or to submit a text through the Q&A box provided on Zoom.

The following display boards were presented via PowerPoint in the meeting space in the following information categories:

Welcome & Housekeeping
Project Team
Project Overview
Community Context
Site Plan
Tree Management
Streetscapes
Landscape Profiles
Site Rendering
Thank you

Attendees were directed to the questionnaire during and at the end of the meeting to provide their inputs.

PUBLIC INFORMATION MEETING RESULTS

520 Mail-out Invitations	7 Registrants 6 Attended	0 Response

No questionnaire was received on the proposed development.

CONCLUSION

The questionnaire and neighbor opinions shows no issues about this project. Please do not hesitates to contact me if you have any related questions.

Sincerely,

Joe N.J. Hwang, Architect AIBC
WG Architecture Inc.
jhwang@wg-architecture.com

Attachments:

1. Mail-out letter
2. Newspaper Advertisement
3. Registration and attendance date
4. PDF files

Developer Led Public Information Meeting
Township of Langley Project No: 08-14-0220 at 6834 204 Street and 20441 68th Avenue

1142650 B.C. Ltd has applied to the Township of Langley to amend the Central Gordon Estate Neighborhood Plan and rezone property at 6834 204 Street and 20441 68th Avenue from Suburban Residential (SR-2) to a Comprehensive Development zone for the development of 41 townhouse units.



You are invited to attend a **virtual public information meeting** to view the development proposal and provide comments and feedback prior to Township Council's consideration of this application.

Thursday August 26, 2021
6:00 to 8:00 pm
Register at: https://alfainwilloughby.com

Project team members will be available at the meeting to answer any questions about the development and to receive your comments.

For more information, contact:
WG Architecture Inc. Joe N.J. Hwang, office: 604 331 2378, cell: 604 729 5562

Aug. 12, 2021

TOL File: 08-14-0220

Dear Occupant:

RE: DEVELOPER-LED PUBLIC INFORMATION MEETING
TOWNSHIP OF LANGLEY PROJECT NO. 08-14-0220 at 6834 204 Street and 20441 68th Avenue

1142650 B.C. Ltd has applied to the Township of Langley to rezone the property of 6834 204 Street and 20441 68th Avenue from Suburban Residential (SR-2) to Comprehensive Development (CD) to permit the development of 41 townhouse units. WG architecture Inc. is leading the developer-led public information meeting for this project to receive feedback and answer any questions for the project.

You are invited to attend a **virtual public information meeting** to review the development proposal and provide feedback prior to Township Council's consideration of this application. Project team members will be available virtually to answer any questions and to receive your comments.

August 26, 2021
6:00 pm to 8:00 pm
Register at:
https://alfainwilloughby.com

Information on the project and registration for the virtual public information meeting are available on the project website.

Enclosed, you will find a site plan of the project along with a comment form. The comment form may be mailed to WG Architecture Inc., 855 Terminal Avenue Vancouver BC V6A 2M9. You may also contact Joe N.J. Hwang at 604-331-2378 or at jhwang@wg-architecture.com with comments or more information on the application.

Sincerely,

Joe N.J. Hwang, Architect AIBC
WG Architecture Inc.

ATTACHMENT E

WG ARCHITECTURE INC. Tel: (604) 331-2378
855 Terminal Ave.
Vancouver, BC V6A 2M9 E-mail: office@wg-architecture.com
WG1808

September 22, 2021

Township of Langley
Planning Department
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Propose Project at 6834 204 Street and 20441 68 Avenue, Langley, BC

Dear planning officials,
The developer would like to seek a plan amendment to allow for an additional five (5) units for at this site. This will increase the permitted density of 20UPA (per Townhouse C) from 36 units to 41 units.
One of the developer's major objectives is to provide high quality affordable homes for the Township of Langley. Having open green space is an excellent measure of the livability of the homes in the community. In addition, spacious individual yards and sufficient setbacks between townhouse blocks contribute greatly to the maintenance of privacy and livability. Furthermore, the developer is making a substantial road dedication (557m2) and greenway dedication (325m2) totally 12% of the original site area.
After carefully conducting site planning, we were able to comfortably achieve the design of 41 units meeting the requirements of high livability as explained above (good balance between having open space, private yards and open amenity space). Proposed design includes spacious front yards and ample setbacks between buildings which is critical for maintaining privacy. In addition, proposed site plan includes not one but two communal outdoor amenities (one of them is a community garden). It is much more sustainable to utilize every single parcel and make affordable housing available if livability is not compromised. Moreover, the developer is making cash contribution to the township to provide funding for the district's other improvement projects.
Please do not hesitate to contact us if you have questions or require further clarifications.

Sincerely yours

Joe Hwang, Architect AIBC
WG Architecture Inc.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (CENTRAL GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2012 NO. 4924
AMENDMENT (1142650 BC LTD.) BYLAW 2021 NO. 5734

EXPLANATORY NOTE

Bylaw 2021 No. 5734 amends the Central Gordon Estate Neighbourhood Plan for 0.7 ha (1.8 ac) of land located at 6834 – 204 Street and 20441 – 68 Avenue to increase the allowable density in the Townhouse C land use designation. The amendment is required to facilitate the development of 41 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (CENTRAL GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2012 NO. 4924
AMENDMENT (1142650 BC LTD.) BYLAW 2021 NO. 5734

A Bylaw to amend Central Gordon Estate Neighbourhood Plan Bylaw No. 4924

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1142650 BC Ltd.) Bylaw 2021 No. 5734."

2. Langley Official Community Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 as amended is further amended by:

   a) Amending Map 1 to add dashed black outline around and label #3 to the property shown in Schedule A to this Bylaw

   b) Inserting as a new bullet point after the last bullet point in Section 3.4.1.6 Townhouse C (12 – 20 UPA), the following:

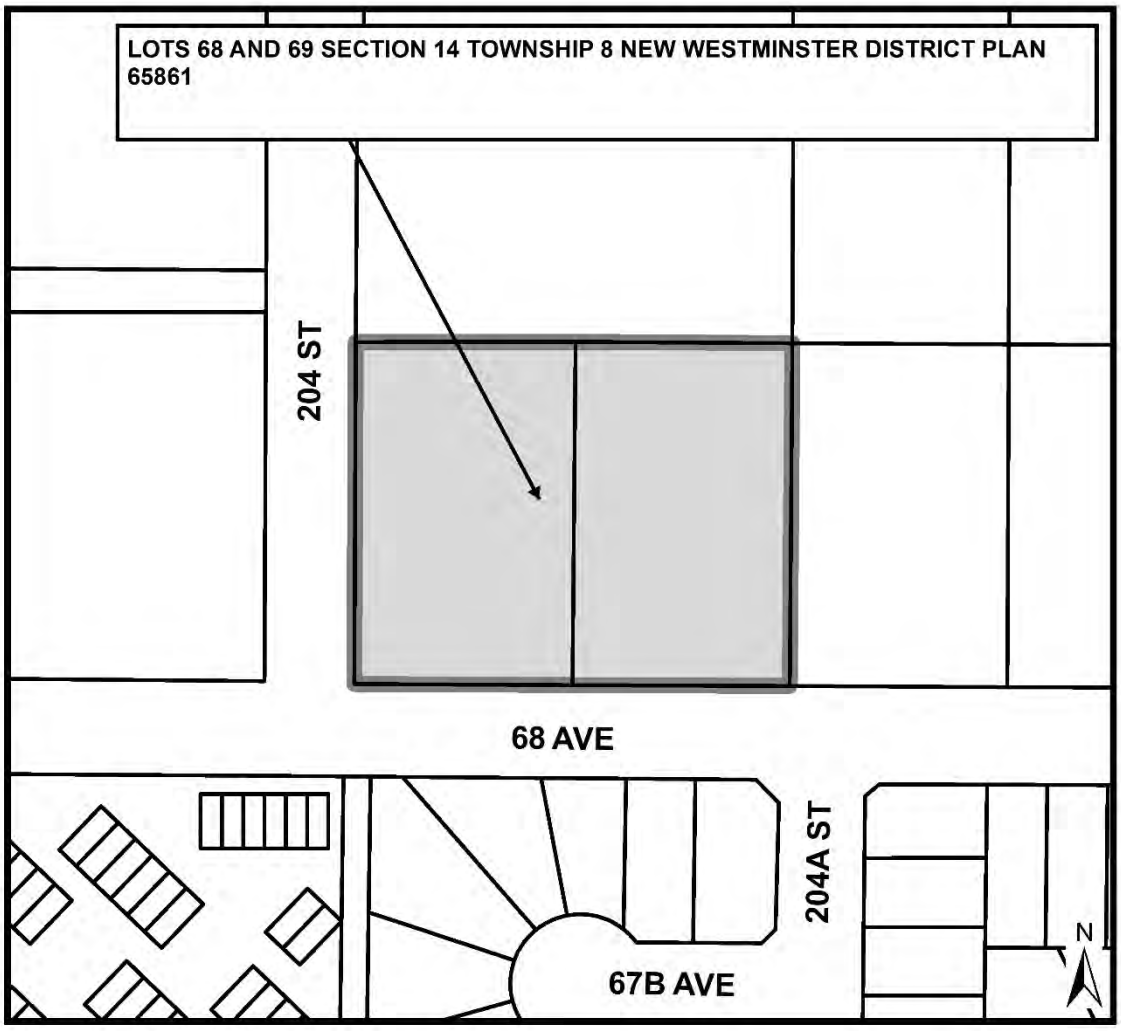
      - Those lands identified outlined in dashed black on Map 1: Land Use Concept may be developed in accordance with the following site specific densities:

#	Designation	Location	Permitted Density
3	Townhouse C	6834 -204 Street & 20441- 68 Avenue	22.3 UPA

READ A FIRST TIME the	day of	, 2021.
READ A SECOND TIME the	day of	, 2021.
PUBLIC HEARING HELD the	day of	, 2021.
READ A THIRD TIME the	day of	, 2021.
ADOPTED the	day of	, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5734



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1142650 BC LTD.) BYLAW 2021 NO. 5735

EXPLANATORY NOTE

Bylaw 2021 No. 5735 rezones land located at located at 6834 – 204 Street and 20441 – 68 Avenue to Comprehensive Development Zone CD-164 to permit a comprehensive development consisting of 41 Townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1142650 BC LTD.) BYLAW 2021 NO. 5735

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (11426520 BC Ltd.) Bylaw 2021 No.5735".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended:

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-164" after the words "Comprehensive Development Zone CD-163"
   (2) Adding to Section 110.1 after the words "CD-163" the words "CD-164 – 6,000 m^2"
   (3) Adding after Section 1063 "Comprehensive Development Zone CD-163" the following as Section 1064 "Comprehensive Development Zone CD-164"

1064 **COMPREHENSIVE DEVELOPMENT ZONE CD-164**

Uses Permitted

1064.1 In the CD-164 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *residential uses* in accordance with Section 1064.2

Residential Uses

1064.2 *Residential uses* shall consist of *townhouses,* on lands zoned Comprehensive Development Zone CD-164 and are only permitted to be located as shown in Section 1064.11. A maximum of 41 residential units are permitted in Comprehensive Development CD-164.

Lot Coverage

1064.3 The maximum permitted *lot coverage* of *buildings* and structures shall be in accordance with the Development Permit

Siting of Buildings and Structures

1064.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1064.5 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall be a maximum of 3 *storeys* for *townhouses*. The *height* of *accessory buildings* and *structures* shall not exceed 3.75 metres or one *storey*, whichever is lesser.

Subdivision Requirements

1064.6 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1064.7 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1064.8 Parking and loading shall be provided in accordance with Section 107.

Age Friendly Amenity

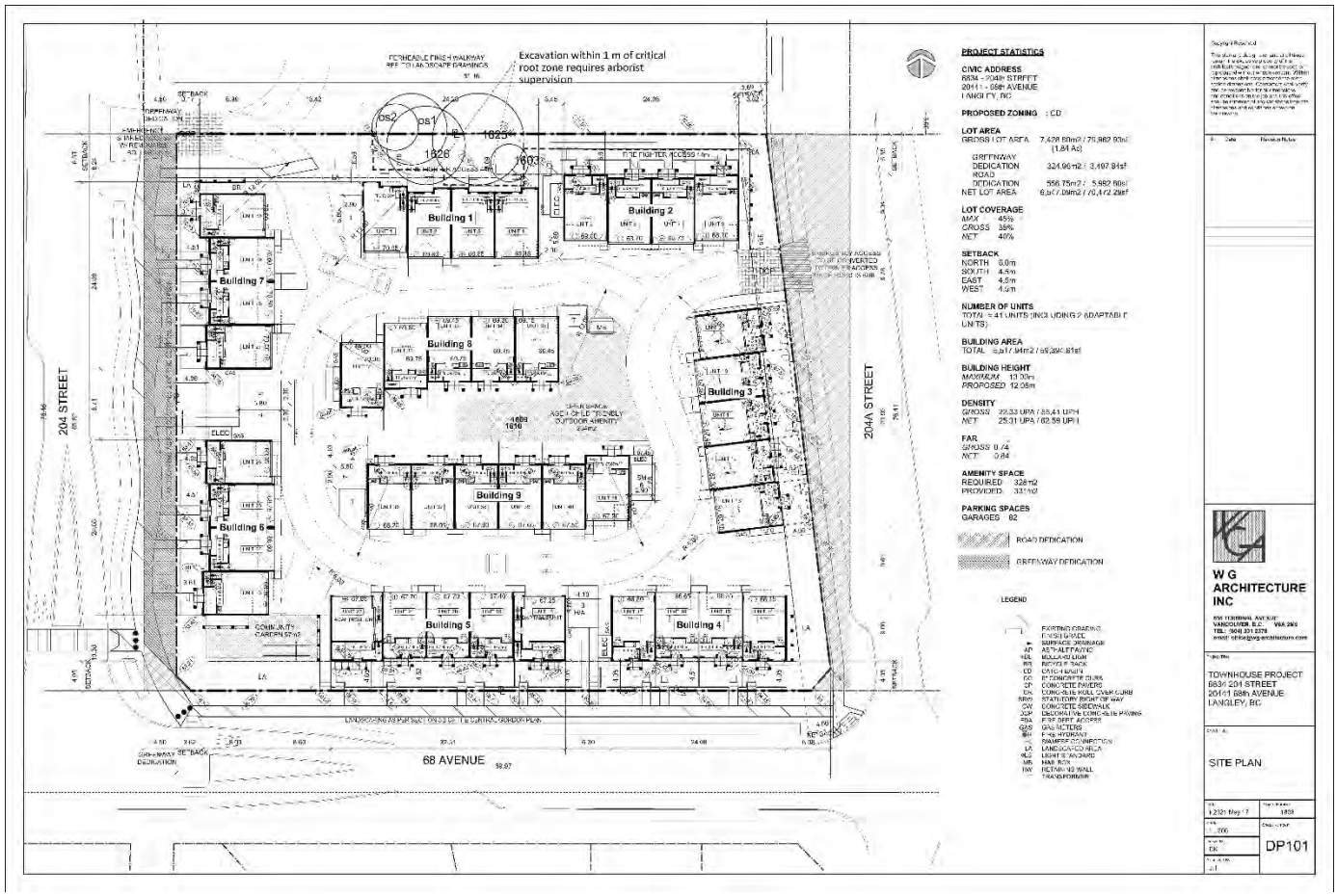
1064.9 Age Friendly Amenity areas shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1064.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

Overall Development Plan

1064.11 Development in this zone shall conform substantially with drawing DP101 prepared by WG Architecture Inc. on May 17, 2021:



3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

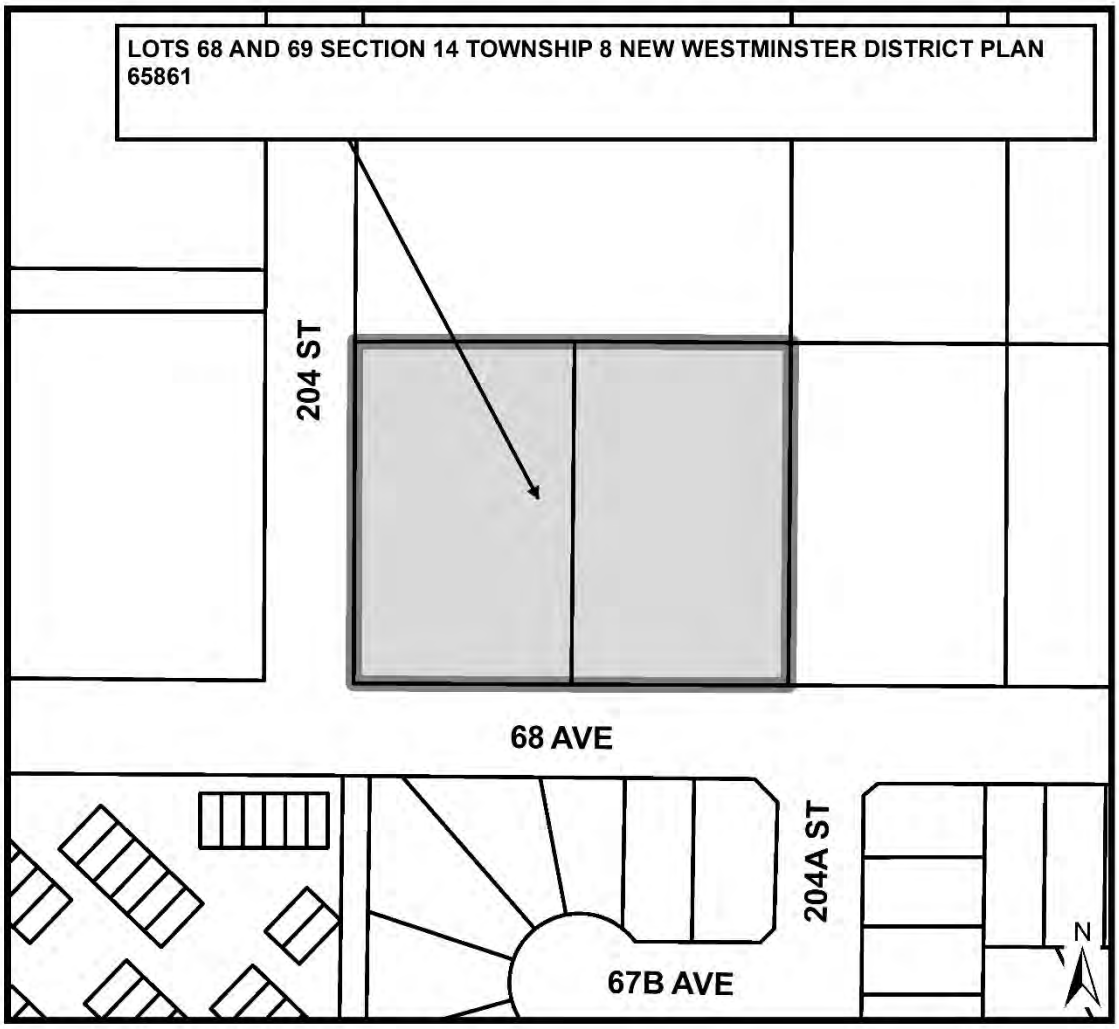
   Lots 68 and 69 Section 14 Township 8 New Westminster District Plan 65861

   as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-164.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
PUBLIC HEARING HELD the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5735



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY CLOSING AND DEDICATION REMOVAL (DEOL)

BYLAW 2021 NO. 5738

EXPLANATORY NOTE

Bylaw 2021 No. 5738 authorizes the closure and highway dedication removal from a portion of 268 Street at 60 Avenue.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY CLOSING AND DEDICATION REMOVAL (DEOL)

BYLAW 2021 NO. 5738

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Highway Closing and Dedication Removal (Deol) Bylaw 2021 No. 5738”.

2. That portion of road lying in Section 7 Township 14 NWD shown outlined in heavy black line on the reference plan attached hereto as Schedule “A”, prepared by Mark Fulkerson, BCLS, completed on the 5th day of October, 2021, and more particularly described as:

    i. all that portion of Parcel “A” containing 0.223 ha and dedicated on Plan 1638 (hereinafter “268 Street”)

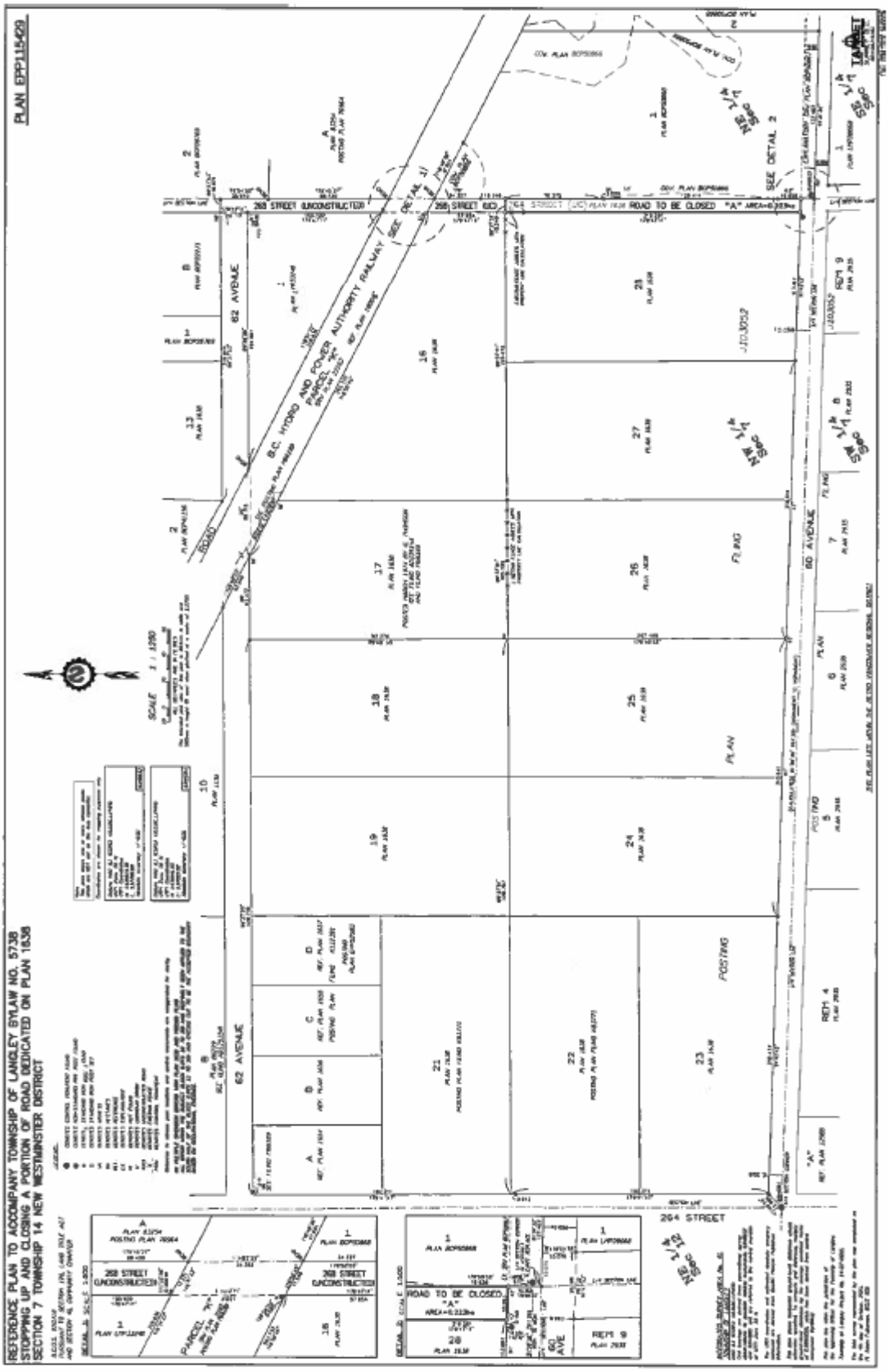
3. The dedication as highway shall be removed from 268 Street.

4. The Township Clerk is hereby authorized to sign the plan(s) of survey and any such other instrument(s) as may be required to carry into effect the closure and dedication removal described in this bylaw.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

SCHEDULE "A"


PLAN EPP115429
REFERENCE PLAN TO ACCOMPANY TOWNSHIP OF LANGLEY BYLAW NO. 5738
STOPPING UP AND CLOSING A PORTION OF ROAD DEDICATED ON PLAN 1638
SECTION 7 TOWNSHIP 14 NEW WESTMINSTER DISTRICT
SCALE 1 : 1000
26B STREET (UNCONSTRUCTED)
62 AVENUE
B.C. HYDRO AND POWER AUTHORITY RAILWAY
PARCEL "A"
ROAD TO BE CLOSED
"A"
AREA=0.213ha
264 STREET
SEE DETAIL 1
SEE DETAIL 2
POSTING
PLAN
SCALE 1:500

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 1, 2021 - REGULAR MEETING	**REPORT:**	21-124
FROM:	ENGINEERING DIVISION	**FILE:**	5320-020-SWR21
SUBJECT:	SANITARY SEWER LOCAL AREA SERVICE 36A AVENUE 19900 BLOCK		

RECOMMENDATION:

That Council give first, second and third reading to Local Area Service Bylaw 2021 No. 5751.

EXECUTIVE SUMMARY:

In early 2021, the Township of Langley received a request from Ms. Vnuk, a property owner in the 19900 block of 36A Avenue, requesting initiation of a Local Area Service (LAS) for the expansion of the municipal sanitary sewer system.

The proposed LAS includes 12 benefitting properties (including one (1) Township owned property) and involves construction of sanitary sewer along 36A Avenue at an estimated cost of $227,300 (the LAS Project).

As directed by Council on May 31, 2021, the official petition was circulated. Of the 12 benefitting properties, nine (9) expressed support for the LAS Project, representing 75% of the parcels and 72.3% of the total assessed value of land and improvements in the benefitting area. The Township Clerk has determined that the official petition is sufficient in accordance with the requirements of the Community Charter, SBC 2003 c 26 and Township's Local Area Services and Business Improvement Area Services Policy (the Policy).

In terms of next steps, staff will proceed with design and construction of the proposed LAS Project, subject to Council's adoption of Local Area Service Bylaw 2021 No. 5751.

PURPOSE:

The purpose of this report is to seek Council's authorization to provide the necessary readings and subsequent adoption of Local Area Service Bylaw 2021 No. 5751.

BACKGROUND/HISTORY:

In early 2021, the Township received a request from Ms. Vnuk, a property owner in the 19900 block of 36A Avenue, requesting initiation of the LAS Project, for the expansion of the municipal sanitary sewer system. The LAS Project includes 12 benefitting properties (including one (1) Township owned property) and involves construction of sanitary sewer along 36A Avenue at an estimated cost of $227,300. The Township owned property is 19899 36 Avenue and is leased to the Brookswood Senior Centre. Attachment A shows a site plan for the proposed LAS Project.

To ensure the benefitting properties can be serviced by gravity to 200 Street pursuant to Township bylaws and sound engineering principles, the proposed length of sewer along 36A Avenue is limited based on the existing elevation of the trunk sewer on 200 Street and elevations of the property and homes. The designated land use in the Brookswood Community Plan is SF-2 (7,000 – 10,000 ft^2 lots) and similar to existing uses.

The catchment area for the sewer was evaluated in conjunction with the Engineering Services Plan and the designated land use for the area. The sewer has been sized accordingly and will be adequate for current and future needs.

At its Regular Meeting on May 31, 2021, Council approved a report from Township staff on the preliminary petition results and authorized preparation of an official petition for distribution.

DISCUSSION/ANALYSIS:

Voting for the official petition closed on September 18, 2021. Below is a summary of the results:

OFFICIAL PETITION		
	Votes	Percentage
In Favour	9	75%
Not in Favour	0	0%
Did not Submit	3	25%

Of the 12 benefitting properties, nine (9) voted in favour. Zero (0) votes were received against the LAS Project. The Township owned property is included as one (1) of the three (3) that did not submit a vote. In accordance with the Policy, when the Township is the owner of one of the benefitting properties, the Township does not vote, and sufficiency must be obtained amongst the remaining properties. The nine (9) properties in favour represent 75% support and in total represent 72.3% of the total assessed value of land and improvements in the benefitting area.

The Township Clerk has determined that the official petition is sufficient in accordance with the Community Charter and the Township Policy. The Certificate of Sufficiency is included as Attachment B.

Should Council adopt Local Area Service Bylaw 2021 No. 5751, staff will proceed with design and construction of the LAS Project.

Financial Implications:

The estimated cost of this project is $227,300 and will be recovered from benefitting property owners over 20 years. The property owners will have the option to pay their share as a lump sum payment or have it added to their taxes over 20 years, pursuant to applicable regulations and

policies. The interest rate has been set at 3.27%, which is equivalent to the Municipal Finance Authority of British Columbia's 20-year Capital Financing Rate, at the time the official petition was authorized, plus 0.25% in accordance with the policy.

The Local Area Service Reserve has sufficient funds to complete the LAS Project, therefore, funding for the LAS Project is proposed to come from the Local Area Service Reserve.

The LAS payment for the Township owned property at 19899 36 Avenue is estimated at $30,300 and is proposed to come from the Local Area Service Reserve.

Respectfully submitted,

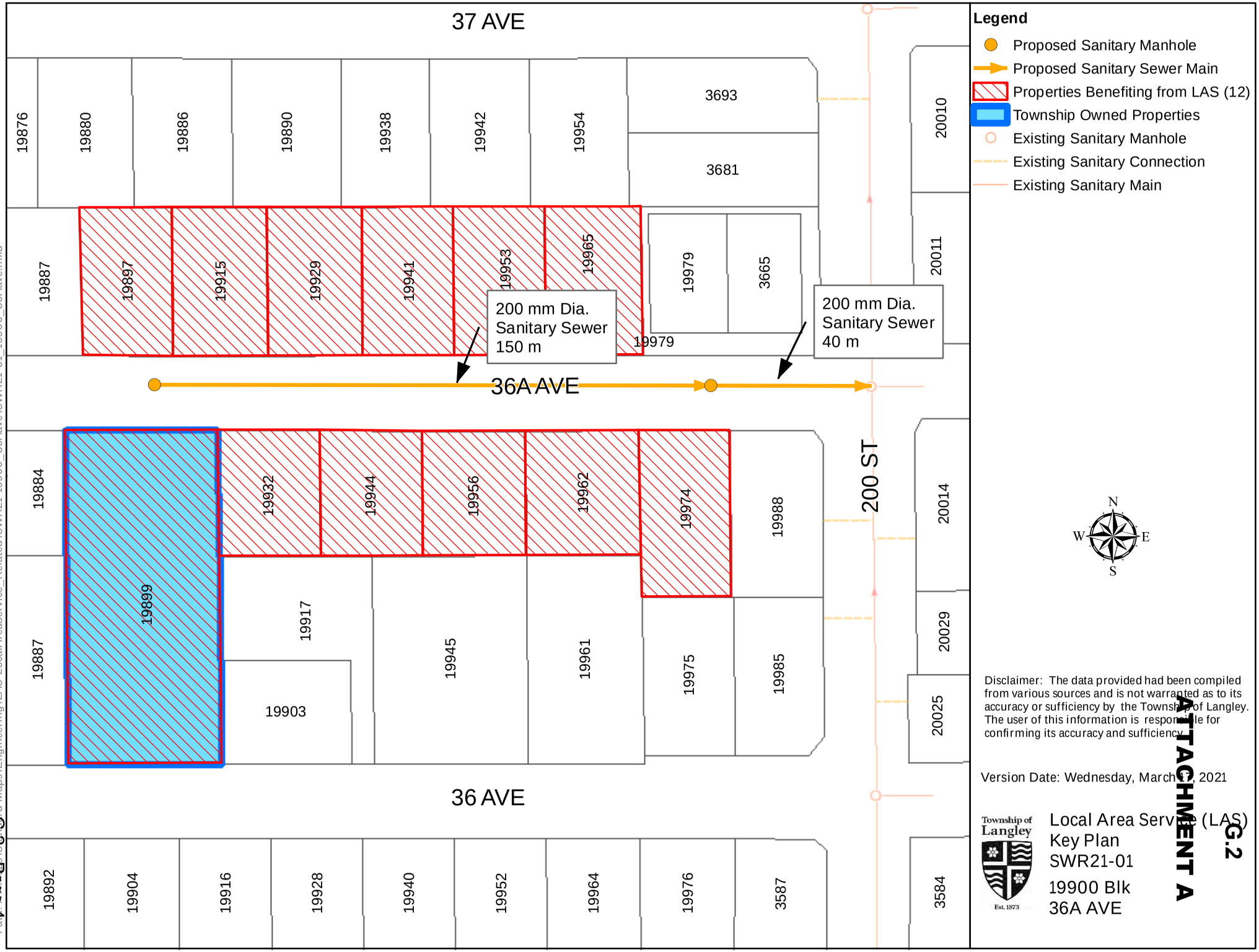
Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff

ATTACHMENT A Local Area Service Site Plan

ATTACHMENT B Certificate of Sufficiency



P:\GIS\Gifford Maps\Engineering\LAS-LocalAreaService_Related\SWR21-19900_36Aave\SWR21-01_19900_36Aave.mxd

ATTACHMENT B

Township of Langley

Est. 1873

CERTIFICATE OF SUFFICIENCY

LOCAL AREA PETITION

SANITARY SEWER LOCAL AREA SERVICE PROJECT:
SWR21-01 19900 BLOCK OF 36A AVENUE

Pursuant to Section 212 of the *Community Charter*, I hereby certify that the attached petition to the Township of Langley Council for Sanitary Sewer Local Area Service Project: SWR21-01 19900 Block of 36A Avenue, which includes 12 properties along 36A Avenue does meet the requirements and contains the following:

1) the petition is signed by 75% of the owners of the parcels that would be subject to the local service tax; (s.212 (3)a - at least 50% is required) and
2) the persons signing are the owners of parcels that in total do represent at least 50% of the assessed value of land and improvements that would be subject to the local service tax; (s.212 (3)b) and
3) that each page of the petition contains the necessary information as outlined in Section 212 (2) of the *Community Charter*.

The petition, having met the requirements as provided by the *Community Charter*, I declare as sufficient to proceed for the purpose of a Sanitary Sewer Local Area Service Project for the 12 properties on 36A Avenue.

Declared at Langley, British Columbia
This 24 day of September 2021.

W. Bauer
Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LOCAL AREA SERVICE BYLAW 2021 NO. 5751

EXPLANATORY NOTE

Local Area Service Bylaw 2021 No. 5751 establishes the construction of approximately 190 metres of gravity sanitary sewer on 36A Avenue, west of 200 Street as a local area service and authorizes recovery of the costs of constructing the local area service by means of a local service tax.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LOCAL AREA SERVICE BYLAW 2021 NO. 5751

WHEREAS Part 7, Division 5 of the *Community Charter*, SBC 2003, c 26 authorizes Council to, by bylaw, establish a municipal service that provides particular benefit to part of the Township of Langley and to recover the costs of establishing such service by means of a Local Service Tax;

AND WHEREAS the owners of parcels located in the Local Service Area have presented Council with a petition for the Local Area Service and the Township Clerk has certified this petition as sufficient and valid;

AND WHEREAS Council deems it desirable to establish the Local Area Service and considers that such service will provide particular benefit to the Local Service Area;

NOW THEREFORE, the Council of the Corporation of the Township of Langley in open meeting, ENACTS AS FOLLOWS:

1. This bylaw may be cited as “Local Area Service Bylaw 2021 No. 5751”.

Definitions

2. In this Bylaw:

(a) “**Council**” means the Council of the Corporation of the Township of Langley;

(b) “**Director of Finance**” means the person appointed by Council to the position having that name, his or her designates, and Township employees acting under his or her direction;

(c) “**General Manager of Engineering**” means the person appointed by Council to the position having that name, his or her designates, and Township employees acting under his or her direction;

(d) “**Interest Rate**” means 3.27%;

(e) “**Local Area Service**” has the meaning ascribed to it in Section 3 of this Bylaw;

(f) “**Local Area Service Reserve**” means the reserve fund used to fund upfront costs of capital improvement projects initiated by property owners or Council and is repayable with interest by the property owners;

(g) “**Local Service Area**” has the meaning ascribed to it in Section 3 of this Bylaw;

(h) “**Local Service Tax**” has the meaning ascribed to it in Section 10 of this Bylaw;

(i) “**Mayor**” means the Mayor of the Corporation of the Township of Langley;

(j) “**Township**” means the Corporation of the Township of Langley;

(k) "**Township Clerk**" means the person appointed by Council to the position having that name; and

(l) "**Township of Langley**" means the geographic area subject to the regulation by the Township.

Establishment and Construction of the Local Area Service

3. The Township is hereby authorized and empowered to undertake and carry out or cause to be carried out the construction of the works described in Schedule "A" attached hereto (the "Local Area Service") for the benefit of the parcels located in the area shown in bold on Schedule "B" attached hereto (the "Local Service Area").

4. The Township is hereby authorized to acquire all such real property, easements, rights-of-way, covenants, licenses, and to enter into leases and to obtain other rights and authorities as may be required or desired for or in connection with the construction of the Local Area Service.

5. The General Manager of Engineering is hereby directed to prepare the drawings and specifications required for the construction of the Local Area Service.

6. The General Manager of Engineering is hereby directed to solicit bids and prepare a contract for the construction of the Local Area Service. The Mayor and Township Clerk are hereby authorized to enter into a contract for the construction of the Local Area Service.

7. The construction of the Local Area Service shall be carried out under the supervision and according to the directions of the General Manager of Engineering.

8. The estimated project cost of the Local Area Service is $227,300. The Director of Finance is hereby authorized to appropriate the funds necessary to construct the Local Area Service from the Local Area Service Reserve, up to a maximum of $261,395 ($227,300 plus 15%).

Cost Recovery

9. The owners of parcels located in the Local Service Area shall be responsible for 100% of the actual costs of the Local Area Service.

10. The actual costs of constructing the Local Area Service shall be recovered through the imposition of a parcel tax on the owners of parcels located in the Local Service Area calculated in accordance with the *Local Area Services and Business Area Improvement Services Policy* 05-007 (the "Local Service Tax").

11. The Local Service Tax, along with the Interest Rate shall be levied annually on parcels located within the Local Service Area for a period of up to 20 years, commencing in 2023, if the Local Area Service project is completed by February 15, 2023, or in 2024 if the Local Area Service is not completed by February 15, 2023.

12. An owner of a parcel in the Local Service Area may commute, by payment, the Local Service Tax imposed upon them. The commuted value is the unamortized proportionate share of the owner's portion of the costs of the Local Area Service, plus interest, as determined by the Director of Finance.

Severability

13. If any part, section, subsection, clause or subclause of this Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, it shall be severed and the validity of the remaining provisions of this Bylaw shall not be affected.

READ A FIRST TIME the	day of	, 2021.
READ A SECOND TIME the	day of	, 2021.
READ A THIRD TIME the	day of	, 2021.
ADOPTED the	day of	, 2021.

Mayor	Township Clerk

SCHEDULE “A”

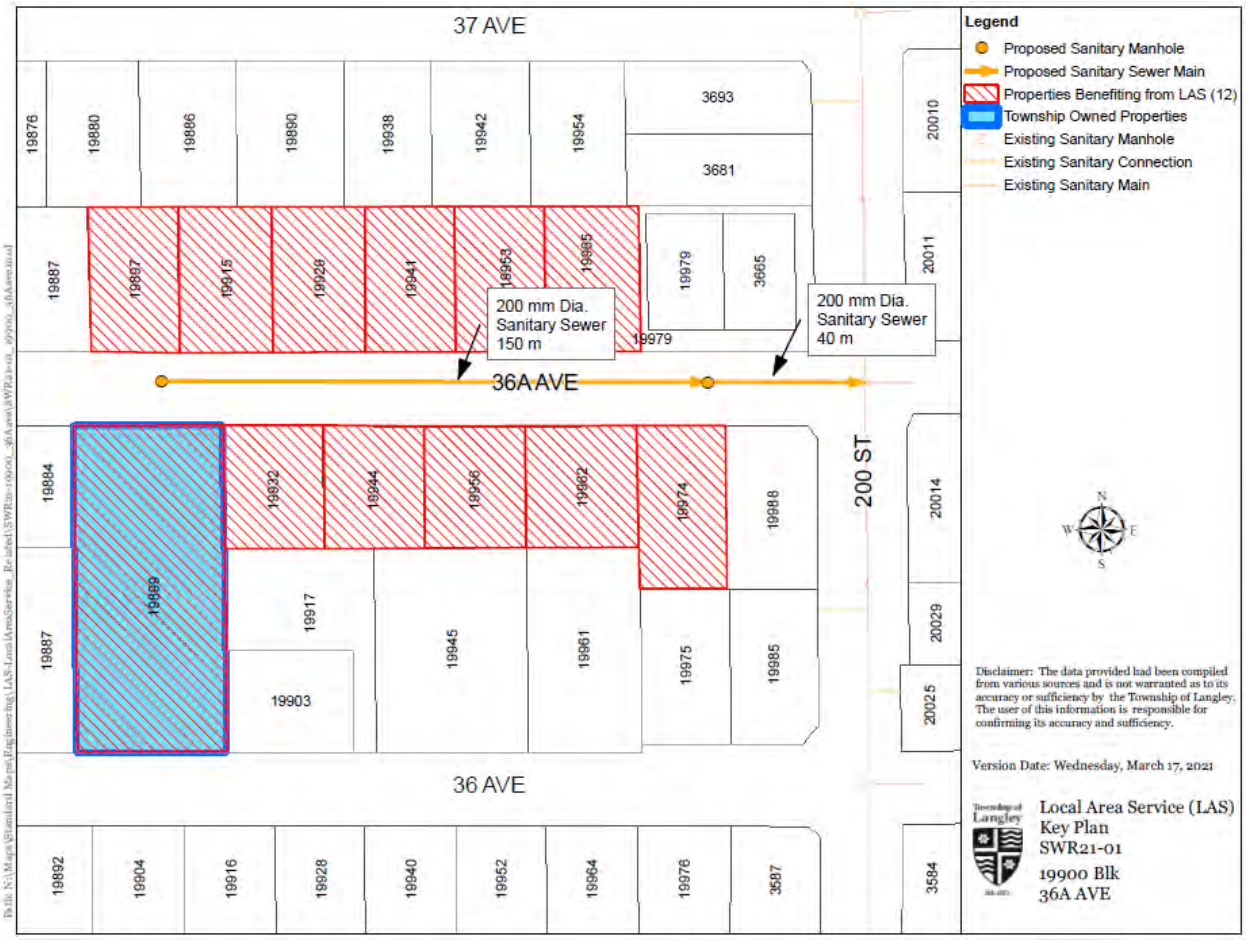
LOCAL AREA SERVICE

To extend sanitary sewer main along 36A Avenue from 200 Street westward, which consists of approximately 190m of sanitary sewer main, asociated manholes, milling and paving asphalt, and all associated labour, material, and equipment costs.

It excludes individual service connections up to the property line and any work on private property.

SCHEDULE "B"

LOCAL SERVICE AREA



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500 AMENDMENT (1230380 BC LTD. / FLAT ARCHITECTURE INC.) BYLAW 2021 NO. 5619

EXPLANATORY NOTE

Bylaw 2021 No. 5619 rezones land in the 20100 Block of 84 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-147 to facilitate the development of a 40 unit townhouse project.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1230380 BC LTD. / FLAT ARCHITECTURE INC.)
BYLAW 2020 NO. 5619

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1230380 BC Ltd. / Flat Architecture Inc.) Bylaw 2021 No. 5619".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-147" after the words "Comprehensive Development Zone CD-146"
   b. Adding to Section 110.1 after the words "CD-146" the words "CD-147 – 5000 m^2"
   c. Adding after Section 1046 "Comprehensive Development Zone CD-146" the following as Section 1047 "Comprehensive Development Zone CD-147"

1047 **COMPREHENSIVE DEVELOPMENT ZONE CD-147**

Uses Permitted

1047.1 In the CD-147 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *residential uses* in accordance with Section 1047.2

Density

1047.2 The *floor space ratio* permitted shall not be less than 0.9 *or* greater than 1.2.

Lot Coverage

1047.3 *Building* and structures shall not exceed a *lot coverage* of 49%.

Siting of Buildings and Structures

1047.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1047.5 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall not exceed three *storeys* plus a rooftop patio access and will be in accordance with a Development Permit. The *height* of *accessory buildings* and *structures* shall not exceed 3.75 metres or one *storey*, whichever is lesser.

Subdivision Requirements

1047.6 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1047.7 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1047.8 Parking and loading shall be provided in accordance with Section 107.

Age Friendly Amenity

1047.9 Age Friendly Amenity areas shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1047.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

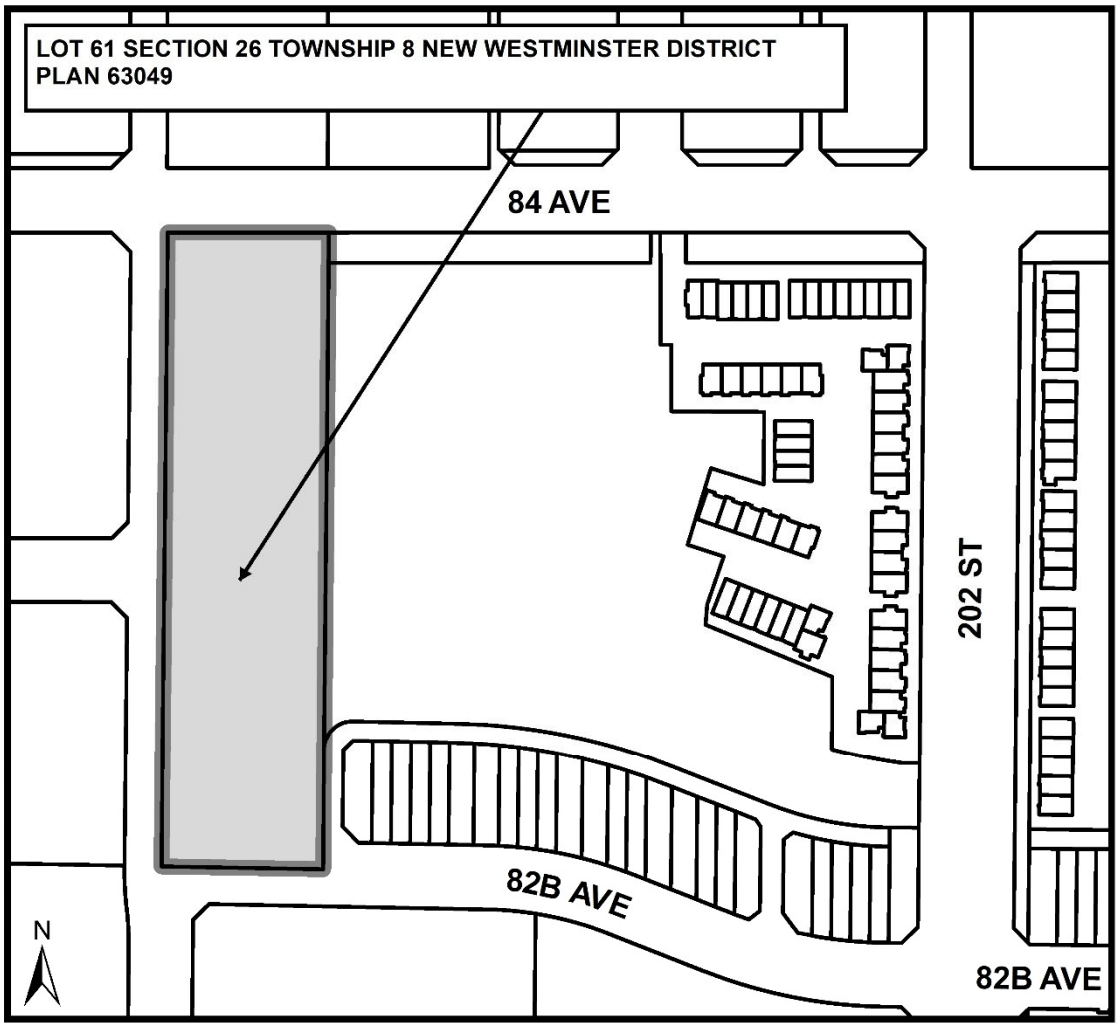
Lot 61 Section 26 Township 8 New Westminster District Plan 63049

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-147.

READ A FIRST TIME the	18	day of	October	, 2021.
READ A SECOND TIME the	18	day of	October	, 2021.
NOTICE WAS ADVERTISED the	21, 28	day of	October	, 2021.
READ A THIRD TIME the		day of		, 2021.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5619



Township of Langley
Est. 1873

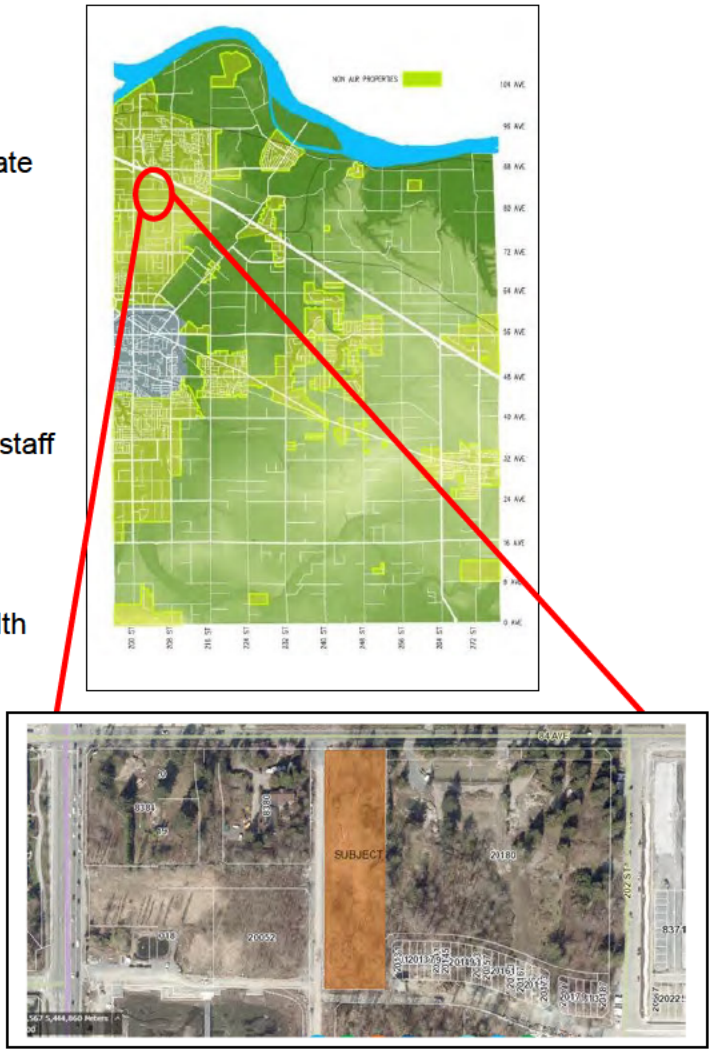
REPORT TO MAYOR AND COUNCIL

PRESENTED: OCTOBER 18, 2021 – REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: REZONING APPLICATION NO. 100556 AND DEVELOPMENT PERMIT APPLICATION NO. 101053 (1230380 BC LTD. / FLAT ARCHITECTURE INC. / 20100 BLOCK 84 AVENUE)

REPORT: 21-117
FILE: 08-26-0205

PROPOSAL:

Application to rezone approximately 1.00 ha (2.47 ac) of land located in the 20100 block of 84 Avenue to Comprehensive Development Zone CD-147, with an accompanying Development Permit application to facilitate development of 40 townhouse units.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5619 subject to eight (8) development prerequisites being satisfied prior to final reading and authorize issuance (at time of final reading of Bylaw No. 5619) of Development Permit No. 101053; and that staff be authorized to proceed with the written submission opportunity.

RATIONALE:

The proposed development is consistent with the Carvolth Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1230380 BC Ltd. / Flat Architecture Inc.) Bylaw 2021 No. 5619, rezoning 1.00 ha (2.47 ac) of land located in the 20100 Block of 84 Avenue, to Comprehensive Development Zone CD-147, to facilitate development of 40 townhouse units subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan including the north half of 83 Avenue, the east half of 201 Street and the south half of 84 Avenue;
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Approval of Rezoning Bylaw No. 5619 by the Ministry of Transportation and Infrastructure;
6. Registration of restrictive covenants:
    a. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
    c. Identifying the units (minimum 5% for townhouses) required to comply with the adaptable housing requirements;
    d. Protecting Streamside Protection and Enhancement Areas, including dedication and construction of a 9.5 metre (31 feet) wide streamside habitat corridor on the south side of 84 Avenue and along the eastern property line of the site, final acceptance of the streamside restoration and enhancement plans and details, streamside fencing and signage, and security;
7. Compliance with the Community Amenity Contributions Policy; and
8. Payment of applicable Carvolth Neighbourhood Planning Administration fees, Carvolth Greenway Amenity Zoning Policy fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at time of final reading of Rezoning Bylaw No. 5619 authorize issuance of Development Permit No. 101053 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy; and
c. All signage being in substantial compliance with Schedule "A".

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
b. On-site landscaping to be secured by letter of credit at building permit stage;
c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5619 in conjunction with the hearing for proposed Development Permit No. 101053.

EXECUTIVE SUMMARY:

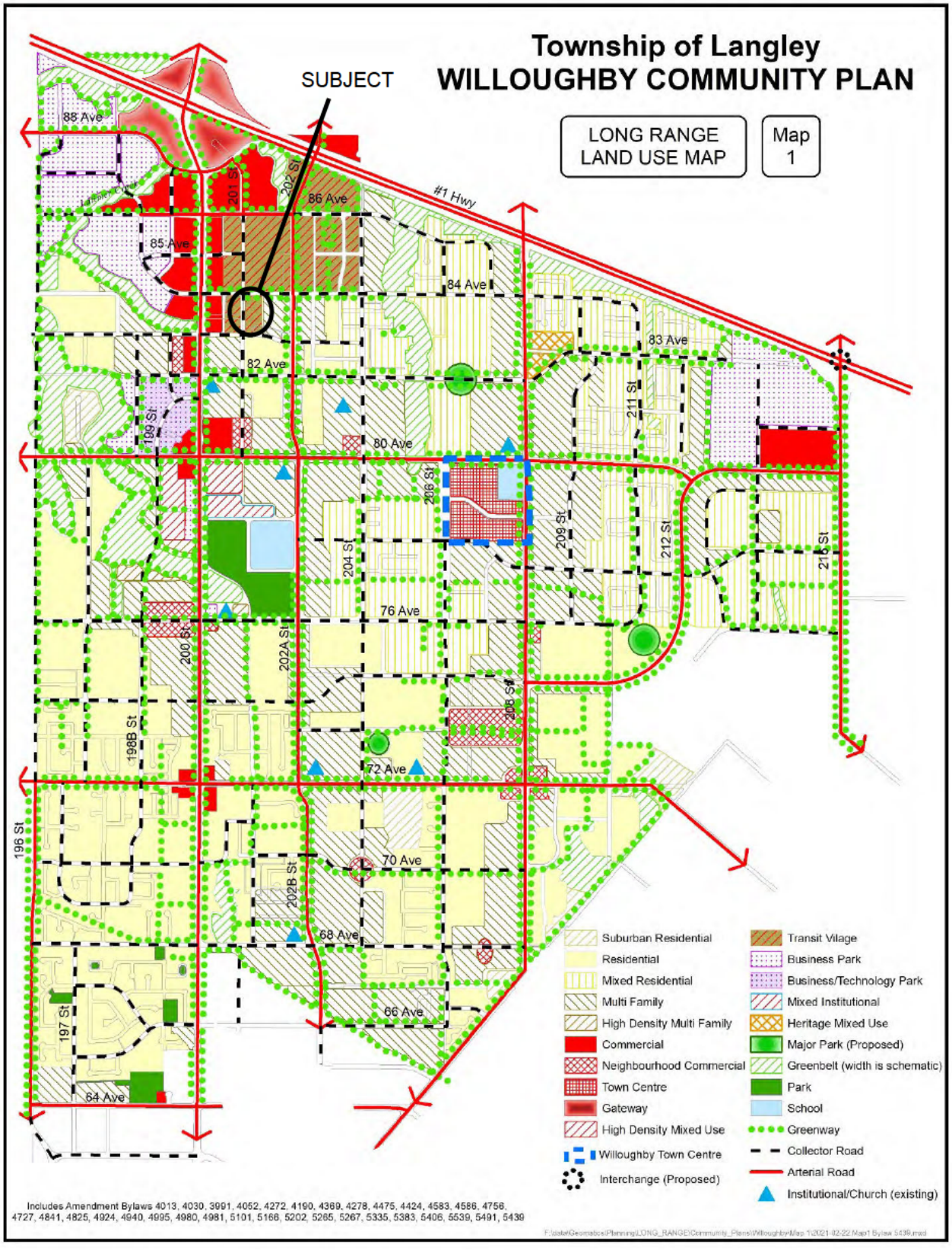
Flat Architecture Inc. has applied on behalf of 1230380 BC Ltd. to rezone 1.00 ha (2.47 ac) of land located in the 20100 Block of 84 Avenue to Comprehensive Development Zone CD-147 to facilitate a 40 townhouse development.

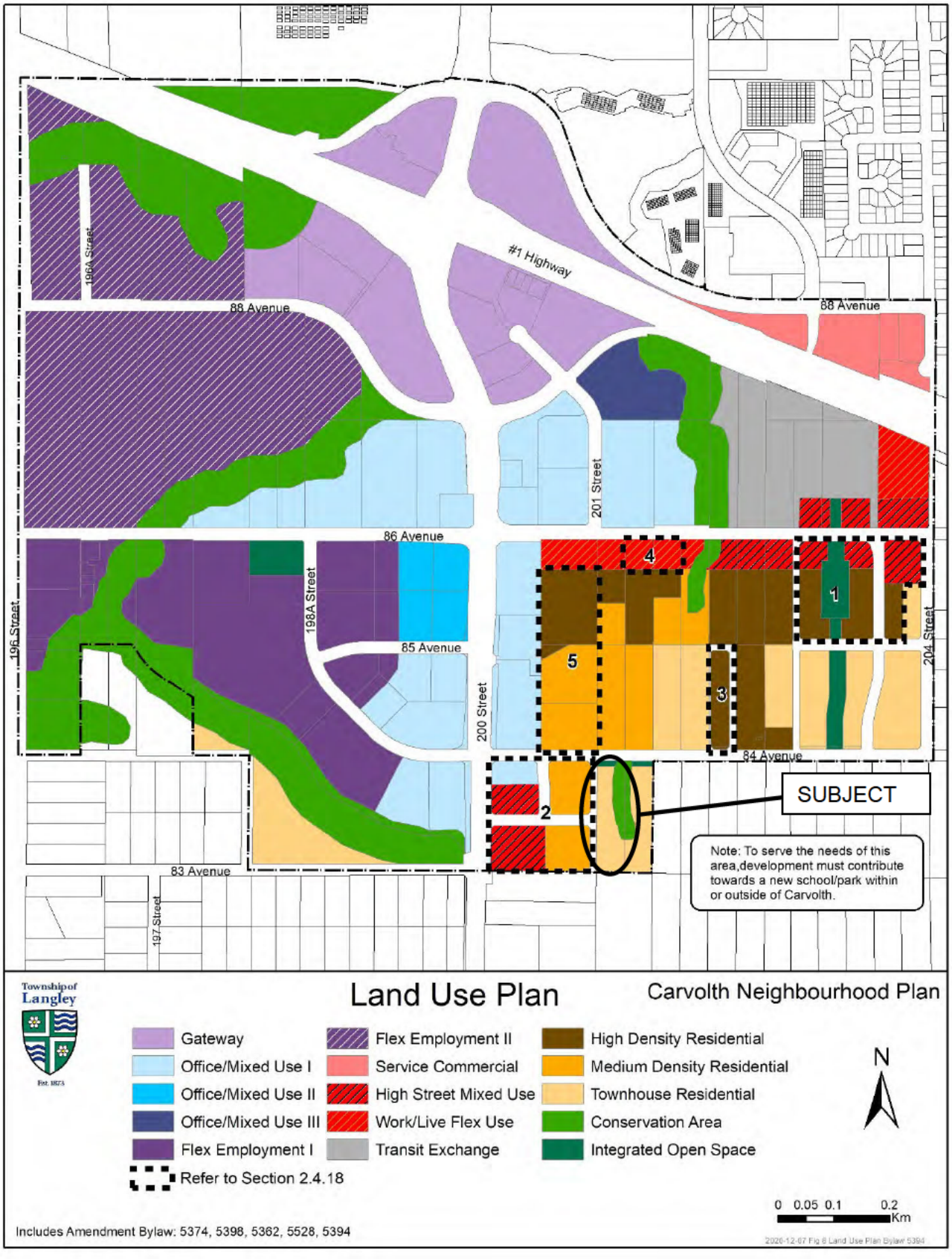
The proponent's application also includes a development permit to provide Council the opportunity to review the form, character and siting of the development. A separate delegated development permit is being processed concurrently with this application to address the Energy Conservation and Greenhouse Gas Emissions Reduction objectives of the Carvolth Neighbourhood Plan.

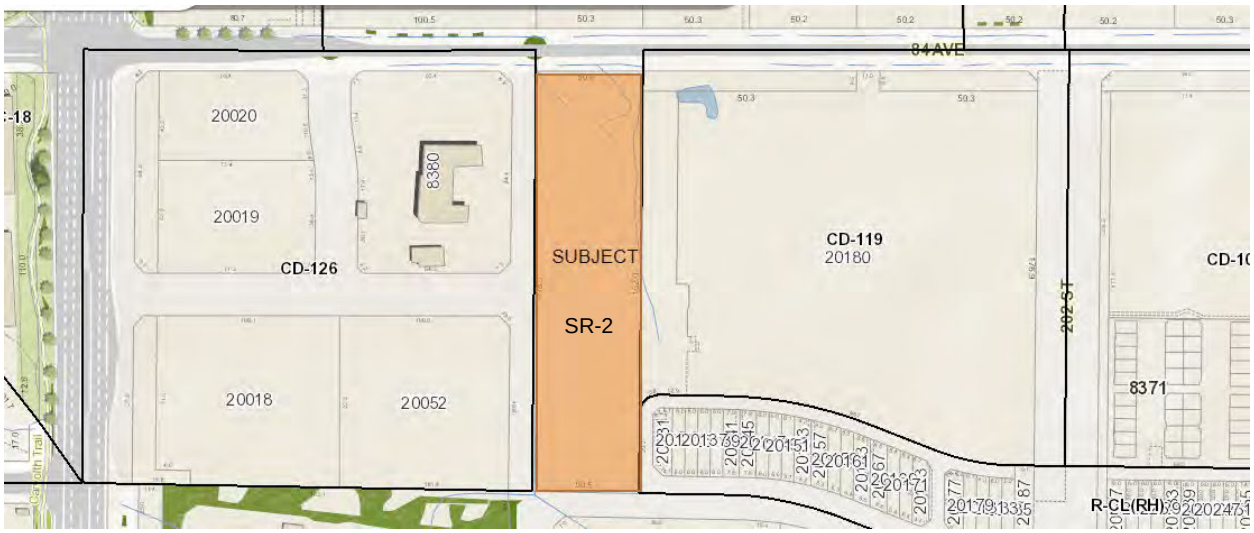
The proposal is consistent with the overall objectives of the Carvolth Neighbourhood Plan. Staff recommend that Council consider the rezoning request, subject to the completion of eight (8) development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5619) of Development Permit No. 101053.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5619, and Development Permit No. 101053.

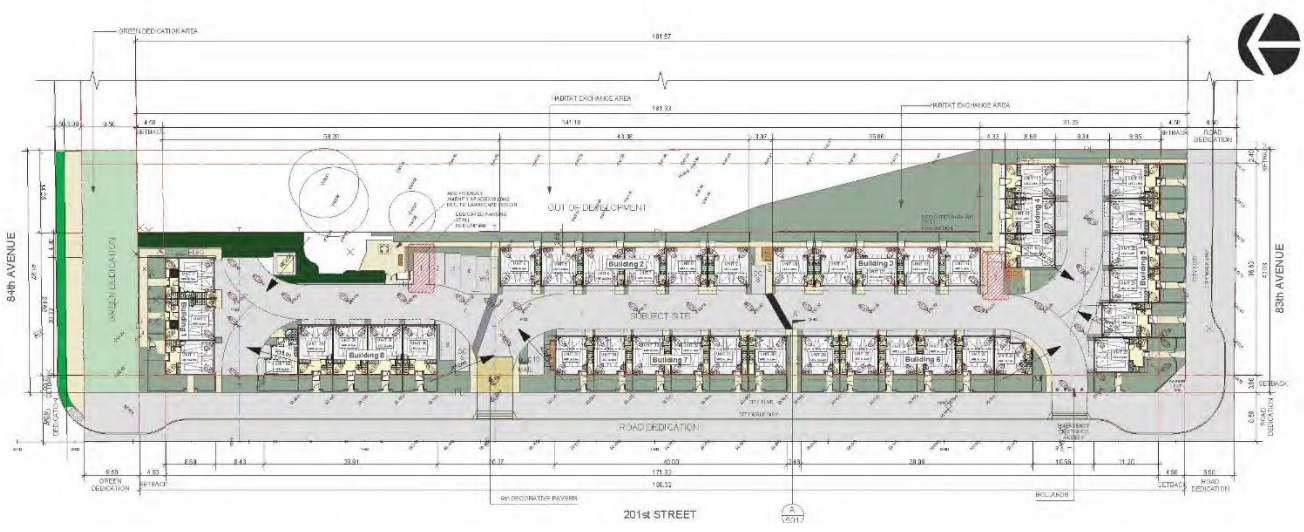

Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
199 St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Interchange (Proposed)
Transit Village
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4588, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439


#1 Highway
88 Avenue
88 Avenue
196A Street
201 Street
86 Avenue
198A Street
196 Street
85 Avenue
200 Street
204 Street
84 Avenue
83 Avenue
197 Street
1
2
3
4
5
SUBJECT
Note: To serve the needs of this area,development must contribute towards a new school/park within or outside of Carvolth.
Township of Langley
Est. 1873
Land Use Plan
Carvolth Neighbourhood Plan
Gateway
Office/Mixed Use I
Office/Mixed Use II
Office/Mixed Use III
Flex Employment I
Refer to Section 2.4.18
Flex Employment II
Service Commercial
High Street Mixed Use
Work/Live Flex Use
Transit Exchange
High Density Residential
Medium Density Residential
Townhouse Residential
Conservation Area
Integrated Open Space
N
0 0.05 0.1 0.2
Km
Includes Amendment Bylaw: 5374, 5398, 5362, 5528, 5394
2020-12-07 Fig 6 Land Use Plan Bylaw 5394



ZONING BYLAW NO. 2500





SITE PLAN– SUBMITTED BY APPLICANT

REFERENCE:

Agent:	Flat Architecture Inc. #209, 6321 King George Boulevard Surrey, BC V3X 1G1
Owner:	1230380 BC Ltd. #265, 12899 – 76 Avenue Surrey, BC V3W 1E6
Legal Description:	Lot 61 Section 26 Township 8 New Westminster District Plan 63049
Location:	20100 Block of 84 Avenue
Area:	1.00 ha (2.47 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-147
Carvolth Neighbourhood Plan:	Townhouse Residential

DISCUSSION/ANALYSIS:

Flat Architecture Inc. has applied on behalf of 1230380 BC Ltd. to rezone 1.00 ha (2.47 ac) of land located in the 20100 block of 84 Avenue to facilitate development of 40 townhouse units. A Development Permit for the site is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form, character and siting of the development.

The site is currently zoned Suburban Residential Zone SR-2 and is designated Townhouse Residential in the Carvolth Neighbourhood Plan. Five (5) watercourses exist on the site that are proposed to be protected as part of the application. The existing property is currently used for suburban residential purposes, and the overall site slopes down towards the north.

Adjacent Uses:

North:	84 Avenue, beyond which is a property designated Medium Density Residential in the Cavolth Neighbourhood Plan;
South:	83 Avenue, beyond which is the future school and park site to serve the northeast quadrant of the Latimer Neighbourhood Plan;
East:	A development composed of townhomes and rowhomes currently under construction by Vesta Properties “Vesta Phases 3 and 4” (ToL Project No. 08-26-0183); and
West:	201 Street, beyond which is a mixed-use development, composed of apartment, commercial and office space currently under construction by Vesta Properties “Vesta Phase 6” (ToL Project No. 08-26-0186).

Public Consultation:

The applicant hosted a Public Information Meeting (PIM) September 7, 2021. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment D.

Zoning Amendment:

The subject land is currently zoned Suburban Residential Zone SR-2. The Carvolth Neighbourhood Plan designates the site for "Townhouse Residential" uses which allows for development of ground-orientated housing for families with children, seniors and empty nesters in a density range of 0.9 to 1.2 FSR (floor space ratio). Bylaw No. 5619 proposes to rezone the lands to Comprehensive Development Zone CD-147 to accommodate the proposed development of 40 townhouse units.

The project complies with the provisions of the site's Townhouse Residential designations in the Carvolth NP, and with the provisions of the proposed CD-147 zoning in terms of siting, site coverage (46%), parking, height (3 storeys), use and density (0.95 FSR proposed).

Adaptable Housing:

In accordance with Section 2.4.16 of the Carvolth Neighbourhood Plan, a minimum of 5% of the units in the development shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements. Two (2) adaptable units are proposed in compliance with the Carvolth Neighbourhood Plan.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The applicant has reviewed the policy and has agreed to provide the current target contribution amounts specific to this development which are $5,776 per townhouse unit for a total of $231,040.

Ministry of Transportation and Infrastructure:

As the site is located within 800 metres of Highway 1 (a controlled access highway), Ministry of Transportation (MOTI) approval of the rezoning bylaw is required prior to final reading and is included as a condition of rezoning.

Transit:

Transit service is currently provided along 200 Street via the 501 bus route, located 200 metres west of the site.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the Official Community Plan (OCP), Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I-Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations.

Township of Langley Official Community Plan Bylaw No. 1842 Schedule 3 Development Permit Areas: Streamside Protection and Enhancement (OCP Schedule 3) was adopted to establish and maintain undisturbed naturally vegetated zones along watercourses. The required widths of these no-disturbance zones, referred to as "Streamside Protection and Enhancement Development Areas" (SPEA), follows the Township watercourse classification system (i.e. Class A, Class B, Class C) which is based on channel type, water flow and fish presence.

Five watercourses are located on, and adjacent to, the project site. A Class B (yellow-coded) constructed watercourse flows along the eastern portion of the site and drains to a Class B roadside watercourse on the south side of 84 Avenue. OCP Schedule 3 designates a 15 m (49 ft) wide SPEA adjacent to the east watercourse and a 6 m (20 ft) wide SPEA adjacent to the north roadside watercourse. Three Class C (green-coded) watercourses are located on the site; one in the southwest corner and two (2) in the north portion of the site that drain to the 84 Avenue roadside watercourse. Class C watercourses provide a drainage function and are not subject to streamside protection requirements.

Section 4.15 of OCP Schedule 3 allows for modification, or "flex", of the SPEA width to accommodate a proposed site plan. OCP SPEA flex guidelines require a SPEA reduction to be offset through an equivalent SPEA increase elsewhere on the project site and SPEA enhancements (e.g. native riparian plantings) to be completed over an area that is two times the area of SPEA reduction. To accommodate the land use and 84 Avenue road improvements, the applicant is utilizing the SPEA "flex" provision of OCP Schedule 3. The applicant's SPEA proposal includes a portion of SPEA being reduced by 316 m^2 (3,401 ft^2), a portion of SPEA being increased by 385 m^2 (4,144 ft^2) and SPEA enhancements proposed over a 686 m^2 (7,384 ft^2) area of SPEA. The SPEA proposal also includes dedication and construction of 9.5 m (31 ft) wide habitat corridor along the south side of 84 Avenue. Staff note the proposal exceeds minimum OCP Schedule requirements by providing an additional 69 m^2 (742 ft^2) of SPEA and 54 m^2 (581 ft^2) of SPEA enhancements.

Based on the results of the applicant's assessment and proposed streamside enhancements, the proposal is, in staff's opinion, consistent with the objectives of Schedule 3 of the OCP. Protection of the SPEA in a restrictive covenant and acceptance of the streamside enhancement plans, fencing, signage, and security is a development prerequisite.

Development Permit (DP101053):

The subject site is located in Development Permit Area M of the Carvolth Neighbourhood Plan as designated under Section 488 of the Local Government Act to establish objectives for:

- the form and character of development,
- to promote energy conservation,
- to promote water conservation, and
- to promote the reduction of greenhouse gas emissions.

The Carvolth Neighbourhood Plan specifies development permit area guidelines for the subject site (Attachment B). In accordance with Council policy, supporting materials have been submitted detailing the proposed development's form, character and siting. The supporting materials also address the measures implemented to promote water conservation. Proposed Development Permit No. 101053 is attached to this report (Attachment A).

The development is comprised of 40 townhouse units in eight (8) buildings consisting of two (2) to three (3) bedroom units. The units range is size from 107 m^2 (1,153 ft^2) to 162 m^2 (1,744 ft^2). An outdoor amenity space is proposed north of the site entrance along the eastern property line.

The site fronts the future 201 Street, 83 Avenue and 84 Avenue and the development includes street fronting units along all frontages with varied roof forms and a variety of colours and materials to break up the massing of the buildings and individual units.

The proposed building heights (3 storeys), site coverage (46%), parking and building siting comply with the CD-147 zoning provisions.

Landscaping:

The landscape plans propose planting trees, shrubs and groundcovers around the perimeter of the site. The streetscape landscaping includes low picket fencing for the front yards of the townhouse units to define the private and public realm.

Tree Protection/Replacement:

The tree management plans submitted by the applicant indicate that 49 significant trees exist on the subject site with three (3) trees proposed for retention. Staff note that an additional 11 trees located within the streamside protection area are to be retained, subject to detailed design. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 50 replacement trees are required and 69 replacement trees are proposed. In addition, approximately 33 street trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development approximately 116 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Enhanced Sidewalk:

The Carvolth Neighbourhood Plan identifies areas where enhanced sidewalks are required. Enhanced sidewalks are multi-use pathways that are wider than typical sidewalks and have additional landscaping on both sides. An enhanced sidewalk is required to provide public pedestrian connections on 84 Avenue. Details of the open space improvements (i.e. required landscaping and fencing including the phasing/treatment/construction) is required to be finalized prior to final reading to the acceptance of the Township.

Age Friendly Amenity Area:

Section 111.5 of the Township's Zoning Bylaw requires provision of Age Friendly Amenity areas (8 m^2 per residential unit) for townhouse developments, resulting in a requirement of 320 m^2 (3,444 ft^2) with 339 m^2 (3,648 ft^2) proposed. The amenity area is located central to the site and includes play equipment, outdoor exercise equipment and barbeque facilities for the use of residents. Final age friendly amenity area plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Access and Parking

As a development prerequisite, the applicant is required to construct portions of 83 and 84 Avenues and 201 Street fronting the site consistent with the mobility network in the Carvolth Neighbourhood Plan. Access to the site is proposed from 201 Street. An emergency only access is also available at the south end of the site to 201 Street. Pedestrian access will be provided from the sidewalks fronting the site.

A total of 89 parking spaces are proposed, which complies with the minimum requirements of the Zoning Bylaw. A summary of the proposed parking is provided below:

	Parking Spaces Required	Parking Spaces Provided
40 double wide 2 spaces required / unit	80	80
Visitor Parking Spaces (0.2 spaces required / unit)	8	9
Total	88	89

Servicing:
Prior to final reading, the applicant is required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement and utility upgrades and / or extensions to the acceptance of the Township. Road dedications, widening, and necessary traffic improvements will be required in accordance with the Subdivision and Development Servicing Bylaw and the Carvolth NP. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

School and Park Sites:

The Carvolth Neighbourhood currently falls within the catchment area of Willoughby Elementary School (located on the southwest corner of 208 Street and 80 Avenue). In the short term, elementary students from the proposed development are expected to attend Willoughby Elementary School. School District 35 has provided comments (Attachment C) and anticipates that the overall development will generate approximately 11 new students for Willoughby Elementary (located approximately 1.7 km southeast of the site), five (5) new students for Yorkson Creek Middle School (located approximately 1 km east of the site) and 10 new students for R.E. Mountain Secondary School (located approximately 1.1 km south of the site).

In addition to a future neighbourhood park south of the development at 80 Avenue and 201 Street, Willoughby Community Park is located east of the development site. Prior to final reading the proponent is also required to comply with the Township's 5% Neighbourhood Parkland Acquisition Policy.

POLICY CONSIDERATIONS:
The proposed development is located in an area designated Townhouse Residential in the Carvolth Neighbourhood Plan. The proposed development complies with the provisions of the Carvolth NP and with the proposed Comprehensive Development CD-147 zone. The overall form and character of the development and water conservation measures are in keeping with the objectives of the Carvolth NP.

Staff recommend that Council give first and second reading to Bylaws No. 5619 and authorize issuance (at time of final reading of Bylaw No. 5619) of accompanying Development Permit No. 101053 and authorize staff to proceed with the written submission opportunity.

Respectfully submitted,

Colin Moore
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101053
ATTACHMENT B	Development Permit Area M guidelines
ATTACHMENT C	School District 35 Comments
ATTACHMENT D	Public Information Meeting Summary

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101053

This Permit is issued this _____ day of _____, 2021 to:

1. NAME: 1230380 BC Ltd.

   ADDRESS: #265, 12899 – 76 Avenue
   Surrey, BC V3W 1E6

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lot 61 Section 26 Township 8 New Westminster District Plan 63049

   CIVIC ADDRESS: 20100 Block of 84 Avenue

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit and subject to the following conditions being satisfied to the acceptance of the General Manager of Engineering and Community Development:

   a. Building plans being in substantial compliance with Schedule “A”; and
   b. On-site landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy; and
   c. All signage being in substantial compliance with Schedule “A”.

   Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

   a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
   b. On-site landscaping to be secured by letter of credit at building permit stage;
   c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
   d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
   e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
   f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a schedule to this permit which shall form a part hereof.

This permit is not a building permit.

All developments forming part of this development permit shall be substantially commenced within two years after the date the development permit is issued.

This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

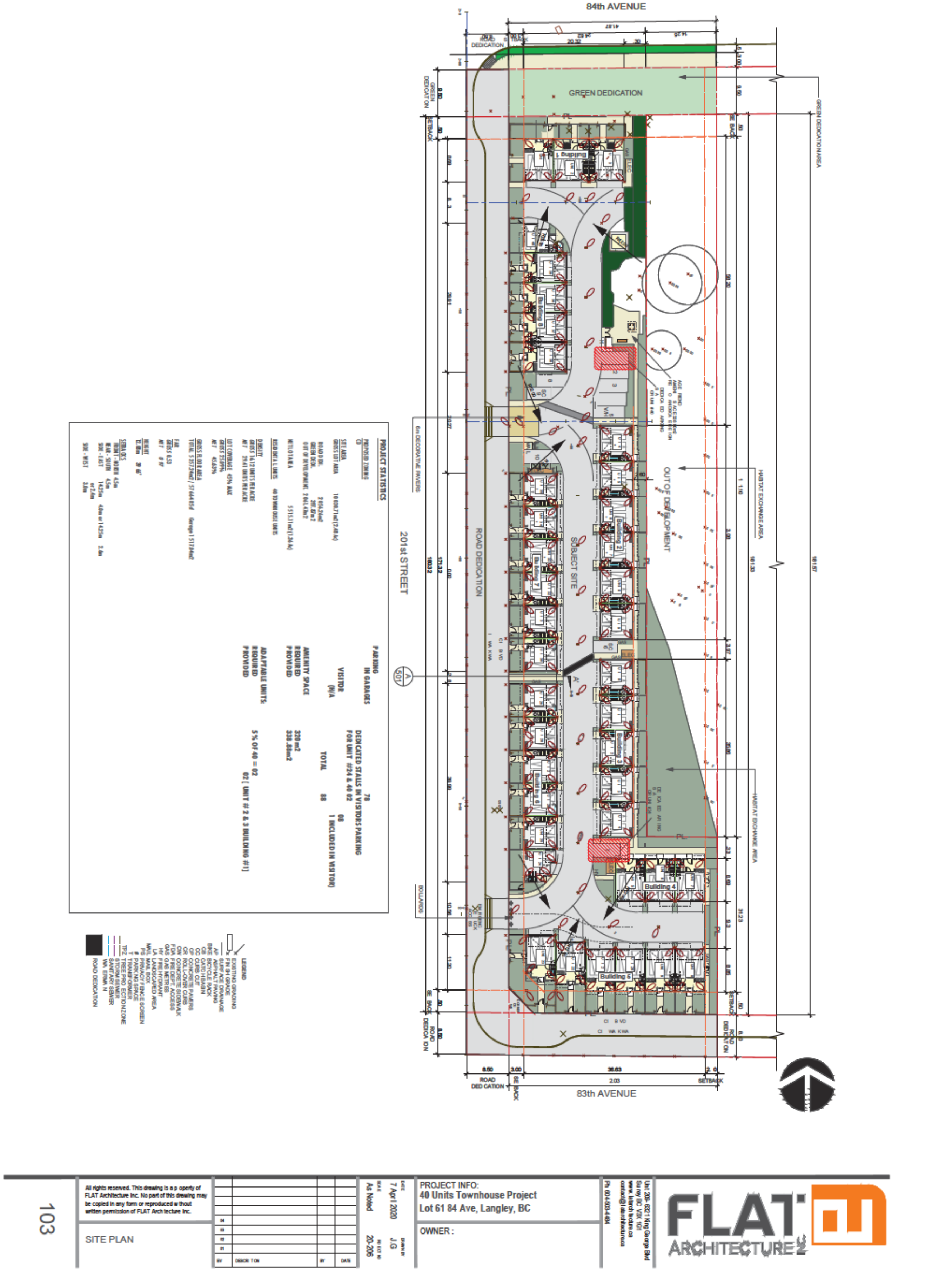
It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2021.

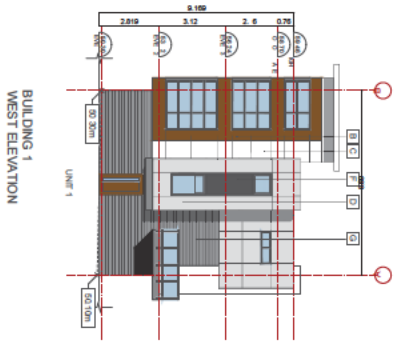
Schedule A	Architectural Drawings
Schedule B	Landscaping Drawings

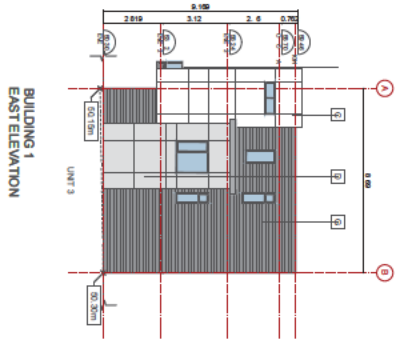
SCHEDULE A


84th AVENUE
83th AVENUE
201st STREET
GREEN DEDICATION
ROAD DEDICATION
SUBJECT SITE
OUT OF DEVELOPMENT
HABITAT EXCHANGE AREA
PROJECT STATISTICS
PARKING
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC
OWNER :
SITE PLAN
7 Apr 2020
As Noted
J.G
20-205
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FLAT ARCHITECTURE
103









COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection oil finish
- Doors & Fascia

B. ASHWANEE - CUW 1577N,RV 19
- Panels painted, General Paint

C. NIVALIS WHITE - 287 LRV 73
- Soffits & Fascia painted, General Paint

D. URBAN GREY - CL 3235 LRV 22
- Eave & Gable Panels & Board Siding Wood texture

E. ROCK BOTTOM - CL 3235 LRV22
- Garage door painted and canopy metal railing
General Paint

F. IRON GRAY - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. ESTATE - CL 3236A LRV 15
- Panels Flatpanels painted, General Paint

H. GLAZED BALCONY GUARD

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BUILDING 1
ELEVATIONS

NO.	DESCRIPTION	BY	DATE
01			
02			
03			
04			

DATE: 7 April 2020
DRAWN: J.G
SCALE: As Noted
PROJECT NO: 20-205

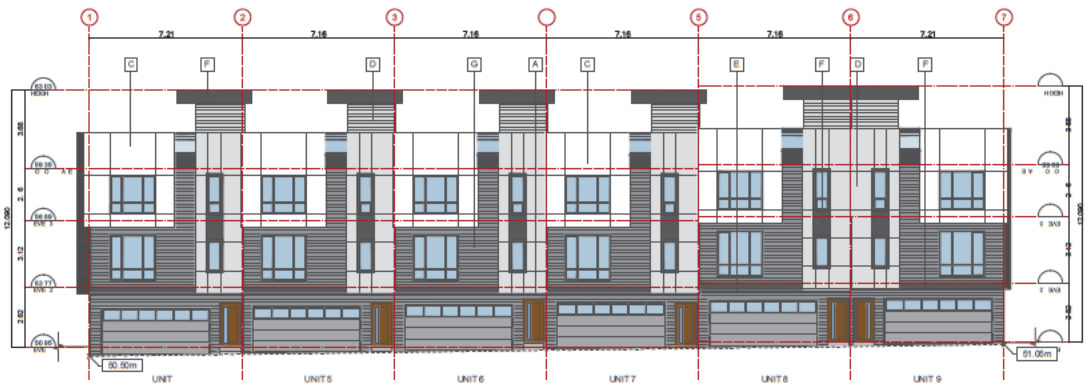
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

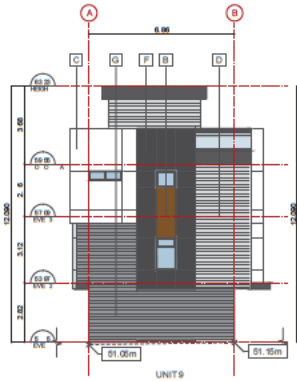
UNIT 309 - 8221 King George Blvd
Surrey BC V3W 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604.503.4484

FLAT ARCHITECTURE INC.

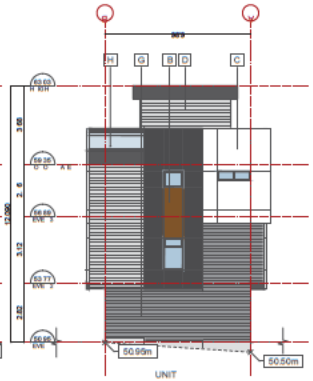
301



BUILDING 2
WEST ELEVATION



BUILDING 2
SOUTH ELEVATION



BUILDING 2
NORTH ELEVATION



BUILDING 2
NORTH ELEVATION

COLOUR SCHEME

A. NATURAL RED CEDAR - lear weather protec ion coa ing
- Doors & Fadas

B. AHWANEE - CLW 1577N LRV 19
- Panels painted, General P int

C. NAVAJO WHITE - 307 LRV 73
- Hardie Flat Panels painted, General Paint

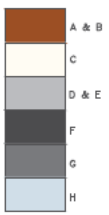
D. LIGHT GREY - prepainted
- Exte ior Walls, 6 Hardie Board Si ing w/wood texture

E. ROCK BOTTOM - CL 3235 LRV22
- Garage door p inted and canopy met l cladding
General Paint

F. IRON GRAY - prepainted
- Exte ior Walls - 6 Hardie Board Siding w/ wood texture

G. ESTATE - CL 3236A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



FLAT ARCHITECTURE
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contact@flatarch itecture.ca
Ph 604-503-4484

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

DATE 7 Apr l 2020
DRAWN BY J.G
SCALE As Noted
RD ECT NO 20-206

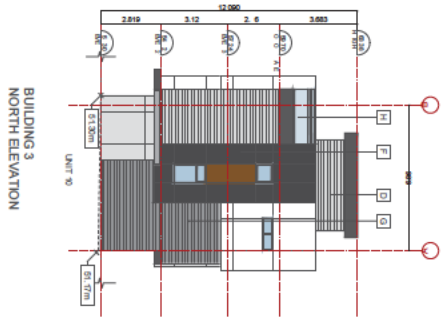
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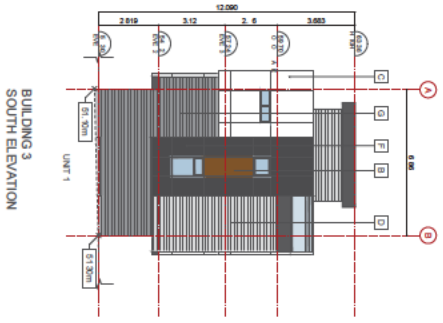
BUILDING 2
ELEVATIONS

302









COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather proofer non coating
Doors & Frames

B. APPARAISE - CLAY 1177 LRV 19
- Panels painted, Gliddon / Paints

C. NAVAJO WHITE - 3071 LRV 73
- Hardie Plet Planade p lished, General Paint

D. LIGHT GREY - prepainted
- Este lor W. ks. 6 Hardie Board Siding w/wood texture

E. ROCK BOTTOM - CL 3238 LRV 22
Gliddon / Paints painted and dahlgrn metal railing
General P int

F. IRON GRAY - IP 90 lished
- Este lor Wa le 6 Hardie Board Siding w/ wood texture

G. ESTATE - CL 3238A LRV 15
- Hardie Plet panels painted, Gliddon / Paints

H. GLAZED BALCONY GUARD

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303

BUILDING 3
ELEVATIONS

NO.	DESCRIPTION	BY	DATE
1			
2			
3			

DATE: 7 Apr 2020
DRAWN: JG
SCALE: As Noted
JB JOB NO: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

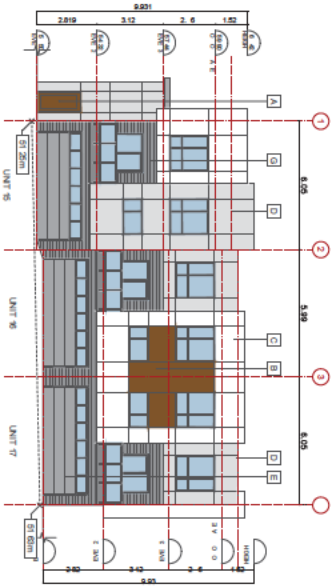
OWNER :

FLAT ARCHITECTURE INC.
Unit 209, 6321 King George Blvd
Surrey BC V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4404

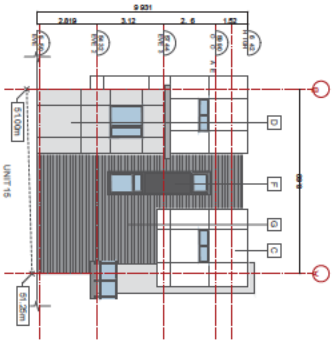
BUILDING 4
NORTH ELEVATION



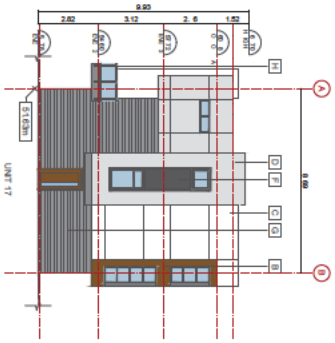
BUILDING 4
SOUTH ELEVATION



BUILDING 4
WEST ELEVATION



BUILDING 4
EAST ELEVATION



COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather proter ken cote ing
- Doors & Fascia

B. ARMENIAN - CLAY 157 HUE V 9
- Panels pain ed, General Paint

C. NAVAJO WHITE - 307 LRV 73
- Handle Flat Panels painted, General Paint

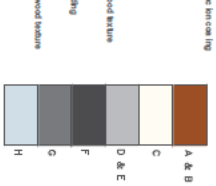
D. LIGHT GREY - prepainted
- Eide ior W Ra. 6 Hardie Board Siding w/wood texture

E. ROCK BOTTOM - CL 3233 LRV 22
- Garage door painted and canopy metal trolling
General Paint

F. IRON GRAY - prep. tinted
- Eide ior W Ra - 6 Hardie Board Siding w/ wood texture

G. ESTATE - CL 3236A LRV 15
- Handle Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



304

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BUILDING 4
ELEVATIONS

BY	DESCRIPTION	BY	DATE
H			
G			
E			

DATE: 7 Apr 2020
SCALE: As Noted
DRAWN BY: J.G
REVISION: 20-306

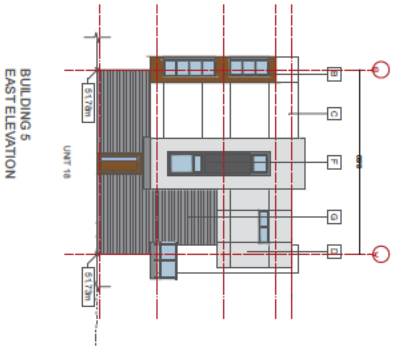
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

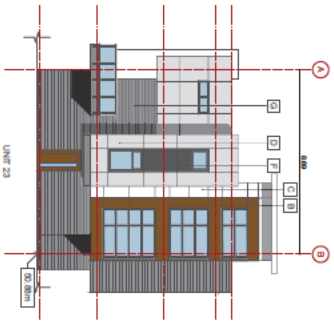
OWNER :

FLAT ARCHITECTURE Inc.
Unit 330 - 8231 King George Blvd
Surrey BC V3W 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604 503 4494









COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection oil
- Doors & Fa ias

B. ARMANNE - CUW-15771N-LRV 19
- Panels painted, General Paint

C. NAVAJO WHITE - 307 LRV 70
- Hardie Hatt Panels painted, General Paint

D. LIGHT GREY - prepainted
- Ex s ter Walls & Hardie Board Siding w/wood texture

E. ROCK BOTTOM - CL 3226 LRV22
- Garage door painted and canopy metal - loading
General Paint

F. RON GRAY - prepainted
- Exterior Walls - 8 Hardie Board Siding w/ wood texture

G. ESTATE - CL 3236A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD

H
G
F
D & E
C
A & B

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305

BUILDING 5
ELEVATIONS

NO.	DESCRIPTION	BY	DATE
04			
03			
02			
01			

DATE: 7 Apr 2020
SCALE: As Noted
DRAWN BY: J.G
JOB NUMBER: 20-306

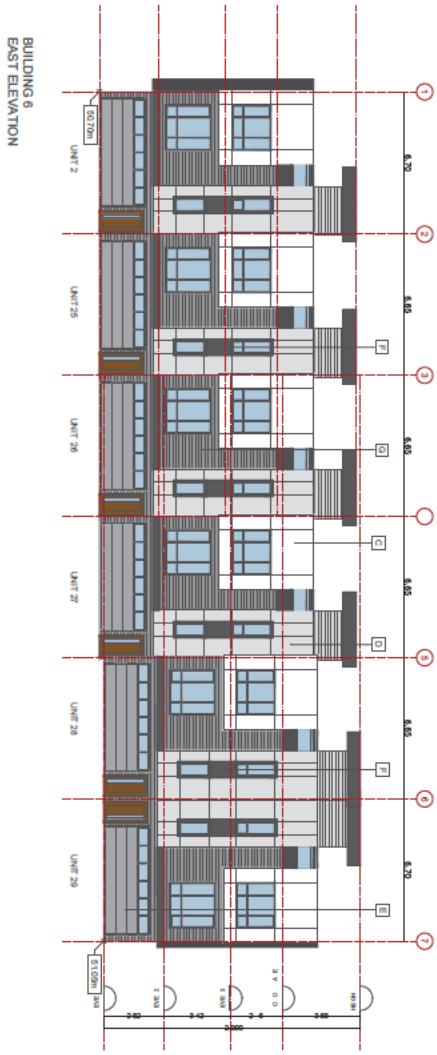
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

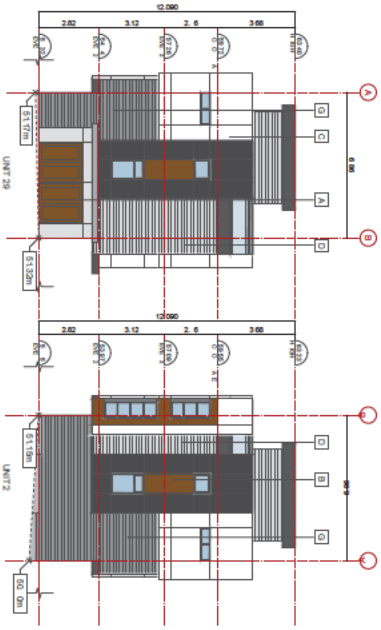
OWNER :

Unit 1305-8321 Hwy George Blvd
Surrey BC V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4484

FLAT ARCHITECTURE







COLOUR SCHEME

A. NATURAL RED CEDAR - tear weather protection coa ing
- Dacon & Penofin
B. ARMANEE - CUW 9577NU RV 19
- Ranelle painted, General P int
C. NAVAJO WHITE - 307 LRV 73
- Hardie Plank Panels painted, General Paint
D. LIGHT GREY - prepainted
- Este ior Walls, 6 Hardie Board Sh ing Wwoodtexture
E. ROCK BOTTOM - CIL 3235 LRV 27
- Garage door p Wood and cathopy mat l siding
General Paint
F. IRON GRAY - prepainted
- Este ior Walls - 6 Hardie Board Siding w wood texture
G. ESPRITE - CIL 3236 LRV 35
- Hardie Plank panels painted, General Paint
H. GLAZED BALCONY GUARD

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306

BUILDING 6
ELEVATIONS

4			
3			
2			
1			
BY	DESCRIPTION	BY	DATE

DATE: 7 Apr 2020
DRAWN BY: JG
SCALE: As Noted
PROJECT NO: 20-306

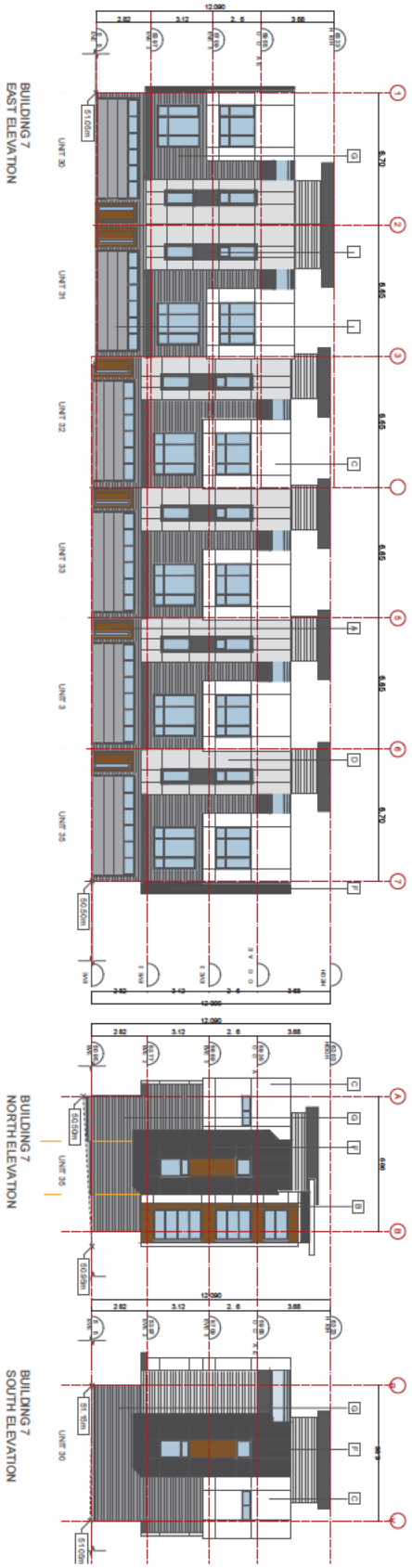
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

Unit 209, 6321 King George Blvd
Surrey BC V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4404

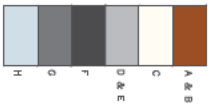
FLAT ARCHITECTURE Inc.





COLOUR SCHEME

A: NATURAL RED CEDAR - tear weather protection coating
- Duron & Pretex
B: ARMANEE - CUW-W77NL-RV-19
- Pratts painted, General P Int
C: NANAIMO WHITE - 307, LRV 73
- Hardie Plank Panels painted, General Paint
D: LIGHT GREY - prepainted
- Este or Vista 8 Hardie Board Sl ing w/wood texture
E: ROCK BOTTOM - CL 3236, LRV 27
- Garage door painted and canopy mat. t labelling
General Paint
F: IRON GRAY - prepainted
- Este or Vista - 6 Hardie Board Siding w/ wood texture
G: ESPRITE - CL 3236A, LRV 15
- Hardie Plank panels painted, General P Int
H: GLAZED BALCONY GUARD



307

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BUILDING 7
ELEVATIONS

BY	DESCRIPTION	BY	DATE

DATE: 7 April 2020
DRAWN: J.G
SCALE: As Noted
PROJECT NO: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

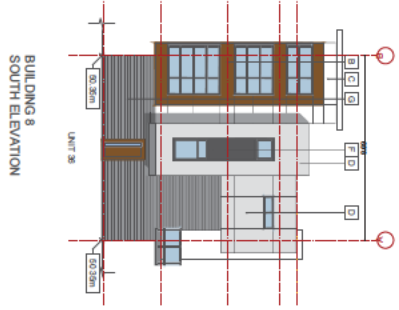
OWNER :

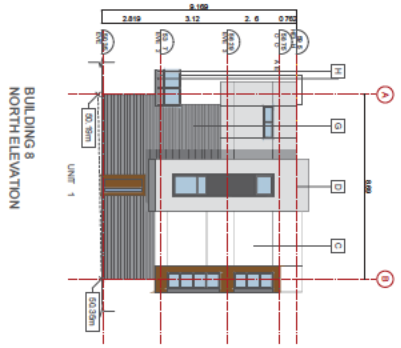
Unit 209- 6321 King George Blvd
Surrey BC V3W 1G1
www.flatarch tecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4404

FLAT ARCHITECTURE INC



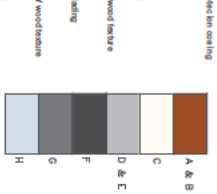






COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather proofer bin cedar lap
- Doors & Fascias
B. AWNANEE - CLW 1577N, LRV 19
- Panels painted, Garner 1 Paint
C. NAVAJO WHITE - 307 LRV 73
- Fascia, Pail, Panels p' inted, General Paint
D. LIGHT GREY - prep. inted
- Brie kr Vie k, 6 Fascia Board Siding w/wood texture
E. ROCK BOTTOM - CL 3250 LRV 22
- Garage door painted and canopy metal cladding
General P int
F. IRON GRAY - prepainted
- Brie kr Vie k - 6 Fascia Board Si ing w/ woodtexture
G. BISTRE - CL 3256A LRV 15
- Fascia, Pail, panels painted, Garner 1 Paint
H. GLAZED BALCONY GUARD



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BUILDING 8
ELEVATIONS

BY	DESCRIPTION	BY	DATE

SCALE: As Noted
DATE: 7 Apr 2020
DRAWN: JG
PL REVISION: 20-206

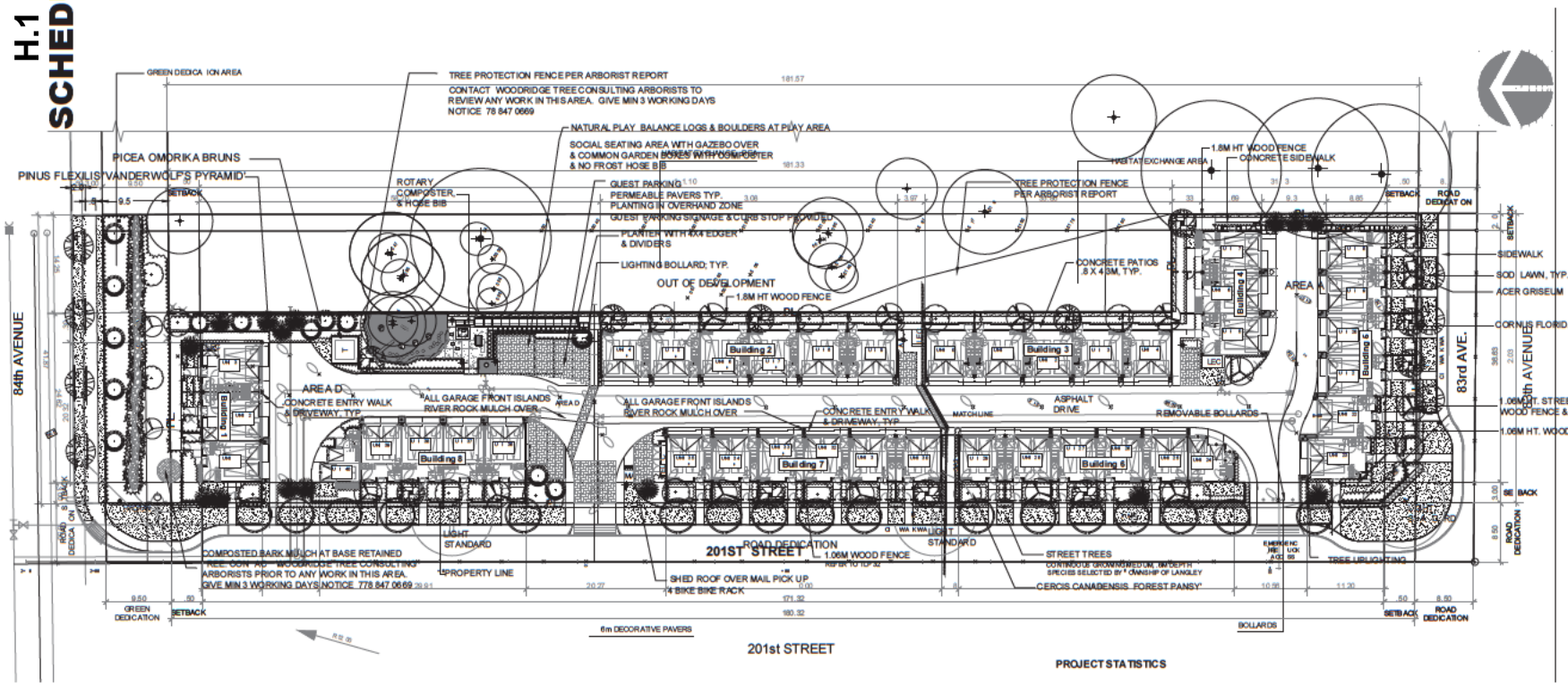
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

Unit 200- 6321 King George Blvd
Surrey BC V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4494

FLAT ARCHITECTURE INC

308




LITHONIA LANDSCAPE UPLIGHTING


LITHONIA LANDSCAPE LIGHTING BOLLARD

Lighting Legend

Symbol	Model
	LITHONIA POWDERCOATED LIGHTING BOLLARD KBR8 LED 30K PE DDBXD
	LITHONIA POWDERCOATED SPOTLIGHT FOR UPLIGHTING LANDSCAPE ELEMENTS: OLBF 30K DDB

TREE SCHEDULE

PMG PROJECT NUMBER: 18-146

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
ACE	8	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL; 1.8M STD; B&B
CER	10	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL; 1.5M STD; B&B
COR	7	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	6CM CAL; 1.5M STD; B&B
MAL	11	MALUS 'DOLGO'	CRABAPPLE	5CM CAL; 1.5M STD; B&B
PIN	13	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S PYRAMIDAL LIMBER PINE	2.5M HT; B&B
PSE	7	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2.5M HT; B&B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANTING REQUIREMENTS. * SEARCH AND REVIEW: MINE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREAS OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. * THE SPECIFIED MATERIAL UNAPPROVED SUBSTITUTIONS ARE SUBJECT TO REJECTION. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BCLANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIOSOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

REPLACEMENT TREES REQUIRED 39
6 REPLACEMENT TREES PROVIDED; 26 DECIDUOUS, 20 CONIFERS

PROJECT STATISTICS

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SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
9	20MAY 8	UPDATE RENEW ITEM	CG
8	8 OCT 17	UPDATE RENEW ITEM	CG
7	8 JUN 16	UPDATE RENEW ITEM	CG
6	8 JUN 14	UPDATE RECOMMENTS ISSUE FOR DEC	CG
5	8 JUN 17	UPDATE FOR ARCHITECT	CG
4	8 JUN 14	CO OR INATE WITH ARCHITECT	CG
3	8 JUN 13	UPDATE RENEW ITEM	CG
2	15MAY 30	UPDATE FOR ISSUE	CG
1	8 MAR 16	NEW ITEM	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

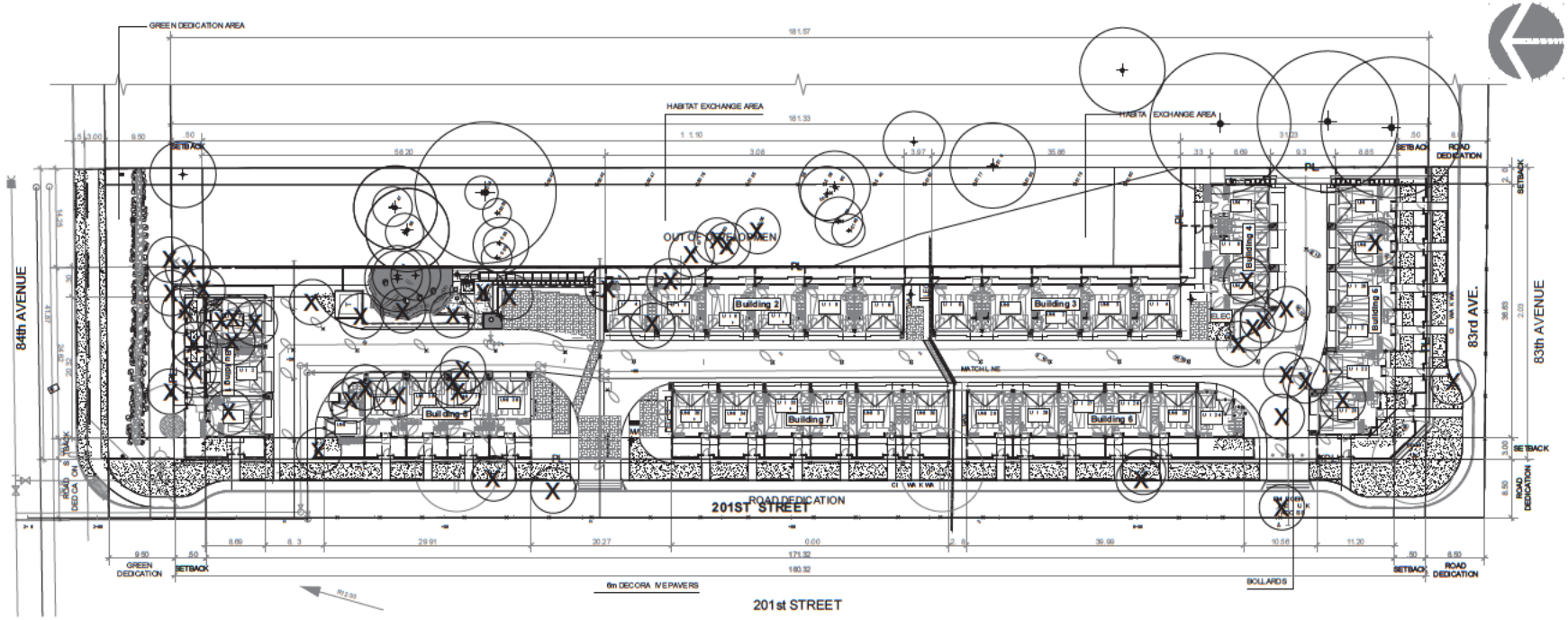
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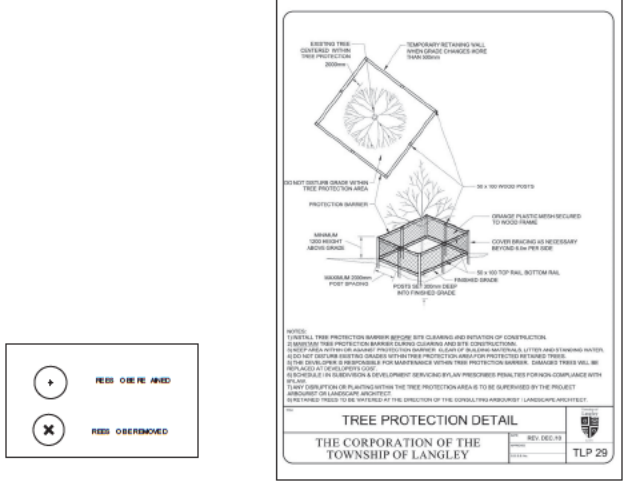
LANDSCAPE TREE PLAN

DATE:	18.SEPT.17	DRAWING NUMBER:	
SCALE:	1:300		L1
DRAWN:	MM		
DESIGN:	MM		
CHK'D:	PCM		OF 8

18146-9.ZIP

PMG PROJECT NUMBER: 18-146





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8	30 OCT 18	UPDATE PER NEW ITEP AM	CG
7	1 JUN 18	UPDATE PER NEW ITEP AM	CG
6	1 JUN 18	UPDATE PER COMMENTS ISSUED FOR DEC	CG
5	1 JUN 17	UPDATED PER ARCH ITEP AM	CG
4	1 JUN 16	CODE INFO. ADDED TO ARCH PLAN	CG
3	1 JUN 16	UPDATE PER NEW ITEP AM	CG
2	15MAY 16	UPDATED PER ITEP AM ISSUE	CG
1	30 MAR 16	NEW ITEP AM	MM

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PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

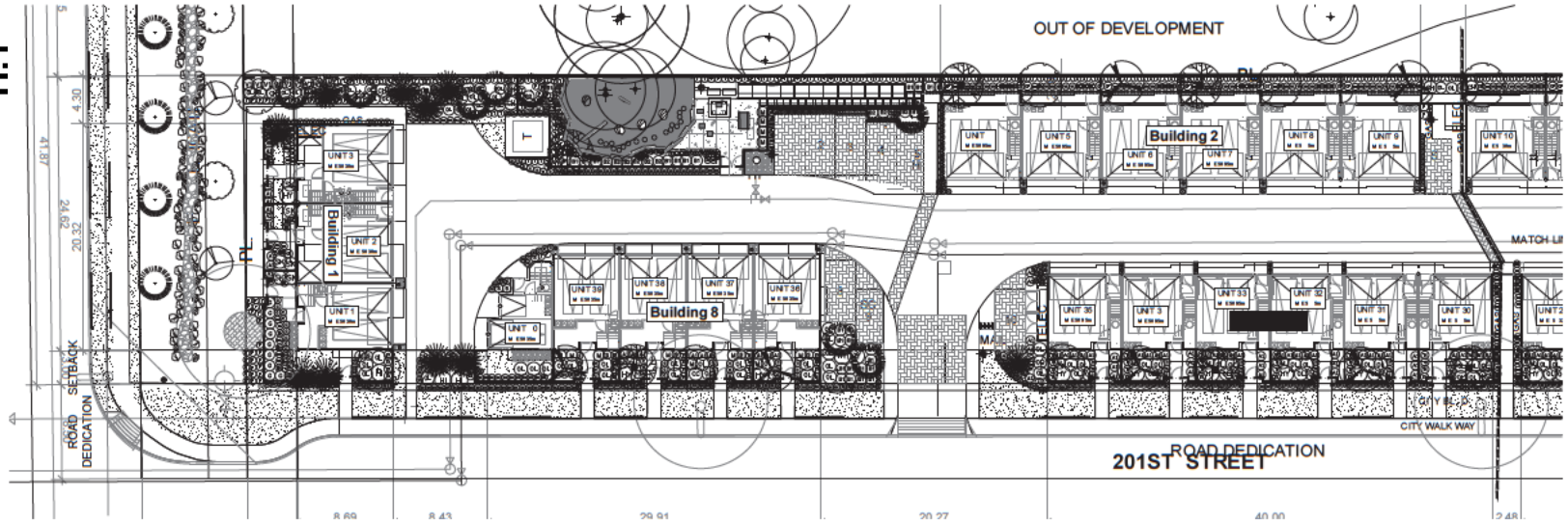
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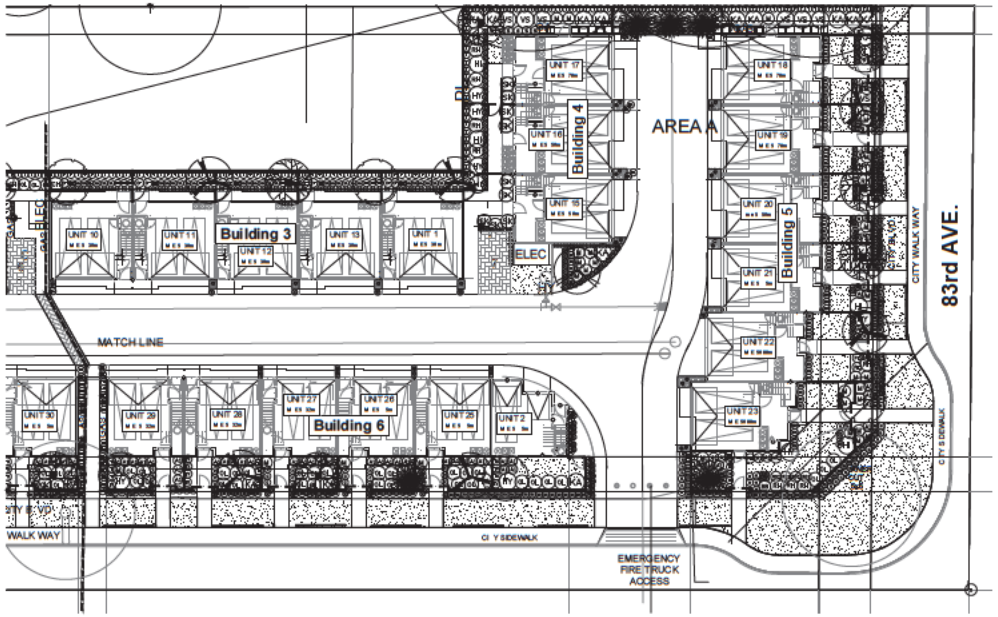
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SCALE:	1:300		**L2**
DRAWN:	MM		
DESIGN:	MM		
CHK'D:	PCM		OF 8

PMG PROJECT NUMBER: **18-146**

18146-9.ZIP





PLANT SCHEDULE

PMG PROJECT NUMBER: 18-146

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	12	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL; 1.8M STD; B&B
	1	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL; 1.5M STD; B&B
	11	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	6CM CAL; 1.5M STD; B&B
	1	MALUS 'DOLGO'	CRABAPPLE	5CM CAL; 1.5M STD; B&B
	15	PINUS FLEXILIS 'VANDERWOLFS PYRAMID'	VANDERWOLF'S PYRAMIDAL LIMBER PINE	2.5M HT;B&B
	8	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2.5M HT; B&B
SHRUB				
	130	AZALEA JAPONICA 'HINO CRIMSON'	AZALEA; SINGLE DEEP CRIMSON	#2 POT; 25CM
	399	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLE LEAF BOX	#3 POT; 0CM
	1	CARYOPTERIS x CLANDONENSIS 'DARK KNIGHT'	BLUEBEARD	#2 POT; 30CM
	9	CHAENOMELES JAPONICA	FLOWERING QUINCE	#2 POT; 30CM
	8	HIBISCUS SYRIACUS 'OISEAU BLEU'	BLUE ROSE OF SHARON	#3 POT; 50CM
	21	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA; LIMEGREEN PINK	#3 POT; 80CM
	20	KALMIA LATIFOLIA 'BULLSEYE'	MOUNTAIN LAUREL	#3 POT; 50CM
	128	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	#2 POT; 30CM
	11	RHODODENDRON 'RAMAPO'	DWARF RHODODENDRON;	#3 POT 0CM
	5	ROSA MEIDELAND 'SONICA'	MEILAND ROSE; PINK	#2 POT; 0CM
	17	SKIMMIA JAPONICA (10% MALE)	JAPANESE SKIMMIA	#2 POT; 30CM
	23	SPIRAEA JAPONICA 'GOLDMOUND'	DWARF GOLDMOUND SPIREA	#2 POT 30CM;
	72	TAXUS X MEDIA 'HICKSII'	HICKS YEW	1.2M B&B
	327	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.5M HT; B&B
	28	VACCINIUM 'NORTHCOUNTRY'	BLUEBERRY	#3 POT; 60CM
	11	VACCINIUM 'NORTHLAND'	BLUEBERRY	#3 POT; 60CM
	69	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	#2 POT; 50CM
	9	VACCINIUM OVATUM 'THUNDERBIRD'	EVERGREEN HUCKLEBERRY	#3 POT; 60CM
	13	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT; 60CM
GRASS				
	1 2	CAREX 'ICE DANCE'	FROSTED SEDGE	#1 POT
	35	HAKONECHLOA MACRA 'AUREOLA'	GOLD VARIEGATED JAPANESE FOREST GRASS	#1 POT
	51	MISCANTHUS SINENSIS 'MORNING LIGHT'	MORNING LIGHT GRASS	#1 POT
	3	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	#1 POT
PERENNIAL				
	35	CIMICIFUGA RACEMOSA	BLACK SNAKEROOT	15CM POT
	35	COREOPSIS VERTICILLATA 'MOONBEAM'	THREADLEAF COREOPSIS; YELLOW	15 CM POT
	63	HELLEBORUS x HYBRIDUS	LENTEN ROSE; COLOUR MIX	15CM POT
	1	HOSTA 'PAL RIO'	HOSTA; GREEN AND WHITE VARIEGATED	#1 POT; 1 EYE
	13	LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER; PURPLE	#1 POT
	1	MONARDA 'COURAN RED'	BEE BALM; RED	15CM POT
	100	NEPETA x JR WALKER'	DWARF CATMINT	15 CM POT
	1	PEROVSKIA A. RIPLICIFOLIA	RUSSIAN SAGE	15CM POT
	3	RUDBECKIA FULGIDA VAR SULLIVANTII 'GOLDSTURM'	CONEFLOWER; YELLOW	15CM POT
	12	SALVIA SYLVESTRIS 'BLUE HILL'	BLUE HILL SAGE	15 CM POT
	7	SEDUM ALBUM VAR. MEGANTHUM 'CORAL CARPET'	CORAL CARPET STONECROP	15CM POT
GC				
	12	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
	59	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM
	216	RUBUS CALYCINOIDES	CREEPING RASPBERRY	#1 POT; 10CM HT.
	21	VACCINIUM VITIS-IDAEA	LINGONBERRY	#1 POT; 15CM

NOTES: * PLANT SIZES WITHIN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW WHERE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL; UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * SOILS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

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p. 604 927 0011 ; f. 604 927 0022

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NO.	DATE	REVISION DESCRIPTION	DR.
9	20MAY 19	UPDATE PER NEW SITE PLAN	CG
8	30 OCT 18	UPDATE PER NEW SITE PLAN	CG
7	1 JUN 18	UPDATE PER NEW SITE PLAN	CG
6	1 JUN 18	UPDATE PER COMMENTS ISSUED	CG
5	1 JUN 17	UPDATED PER ARCHITECT PLAN	CG
4	1 JUN 16	CODE CHANGES; REMOVED ARCHITECT PLAN	CG
3	1 JUN 13	UPDATE PER NEW SITE PLAN	CG
2	15MAY 30	UPDATED SITE PLAN ISSUE	CG
1	30 MAR 30	NEW SITE PLAN	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

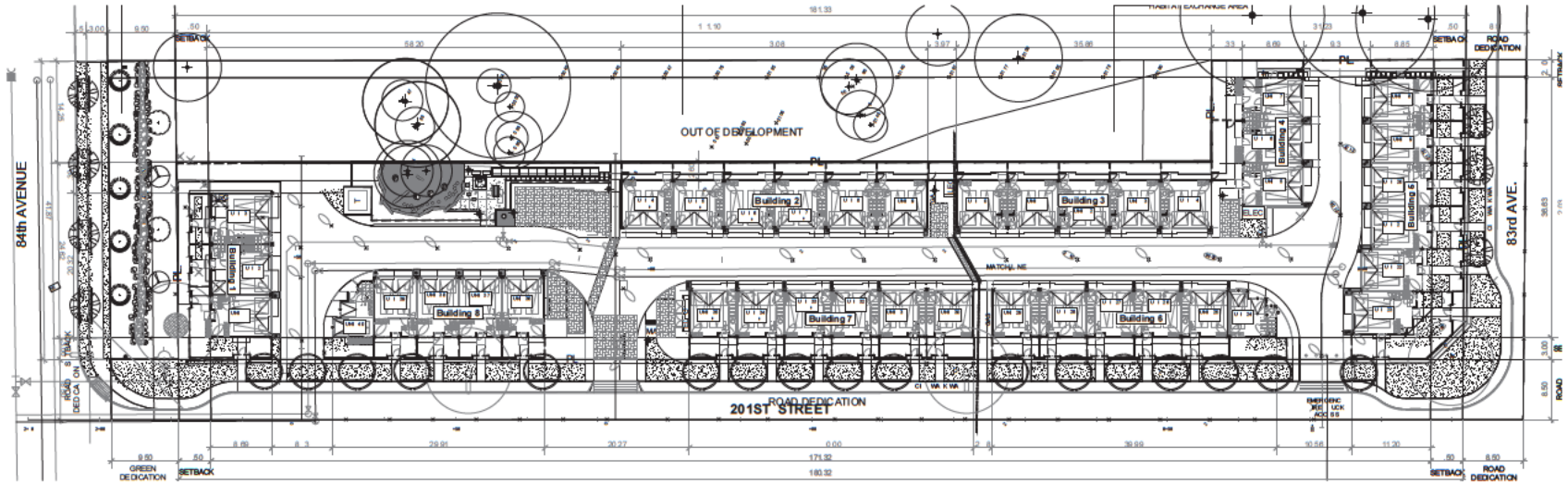
DRAWING TITLE:

LANDSCAPE SHRUB PLAN

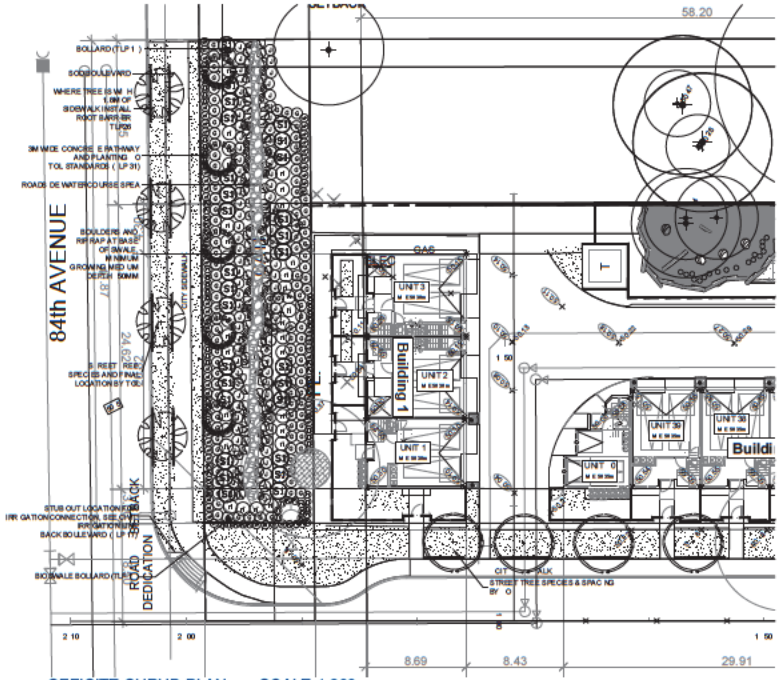
DATE:	18.SEPT.17	DRAWING NUMBER:	
SCALE:	1:200		L3
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DESIGN:	MM		
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18146-9.ZIP

PMG PROJECT NUMBER: 18-146



OFFSITE TREE PLAN SCALE 1:300



OFFISITE SHRUB PLAN SCALE 1:200

NOTES:
A. LANDSCAPE DRAWING AND CIVIL DRAWINGS SHALL BE COORDINATED
B. LANDSCAPE FORMWORK LAYOUT TO BE REVIEWED AND CONFIRMED BY GREEN INFRASTRUCTURE SERVICES STAFF (TEL: 60 533.603) PRIOR TO INSTALLATION OF CONCRETE.
C. LAYOUT, MATERIALS AND CONSTRUCTION OF MUNICIPAL GREENWAYS SHALL BE TO THE SATISFACTION OF MANAGER OF GREEN INFRASTRUCTURE SERVICES.

OFF SITE WALKWAY NOTE:
THE LOCATION OF OFF SITE WALKWAYS, BENCHES AND STREET TREES TO BE CONFIRMED THROUGH ON SITE FIELD REVIEWS WITH GREEN INFRASTRUCTURE SERVICES AND THE PARKS DEPARTMENT.

PLANT SCHEDULE - WATERCOURSE RESTORATION PMG PROJECT NUMBER: 18-146

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	2	ACER CIRCINATUM	VINE MAPLE	2.5M HT; B&B; 3 STEM CLUMP
	2	ACER GLABRUM VAR. DOUGLASII	DOUGLAS MAPLE	2.0M HT; B&B
	5	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2.5M HT; B&B
SHRUB				
	32	RIBES SANGUINEUM	RED FLOWERING CURRANT	#2 POT; 60CM
	28	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 30CM
GRASS				
	58	CAREX PLACCA	BLUE SEDGE	#1 POT
	62	JUNCUS EFFUSUS	COMMON RUSH	#1 POT
GC				
	71	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	9CM POT
	111	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS. SANDCO HERE PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUESTED SUBSTITUTIONS. ALL SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

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9	19MAY 10	UPDATE PER NEW ITEPLAN	CG
8	30 OCT 13	UPDATE PER NEW ITEPLAN	CG
7	1 JUN 26	UPDATE PER NEW ITEPLAN	CG
6	1 JUN 24	UPDATE PER COMMENTS ISSUED FOR DEVELOPMENT PERMIT	CG
5	1 JUN 17	UPDATED PER ARCHITECTURAL ITEPLAN	CG
4	1 JUN 14	CODE UPDATE (EMAIL RECEIVED FROM ARCHITECTURAL ITEPLAN	CG
3	1 JUN 13	UPDATE PER NEW ITEPLAN	CG
2	15MAY 30	UPDATED PER ITEPLAN REVISED ISSUE	CG
1	30 MAR 14	NEW ITEPLAN	MM

CLIENT :

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

DRAWING TITLE:

OFFSITE LANDSCAPE PLAN

DATE:	18.SEPT.17	DRAWING NUMBER:	
SCALE:	AS NOTED		**L6**
DRAWN:	MM		
DESIGN:	MM		
CHK'D:	PCM		OF 8

18146-9.ZIP

PMG PROJECT NUMBER: **18-146**

3.2 JUSTIFICATION AND INTENT

The broad intent of these design guidelines is to help shape and support high quality, attractive, functional urban design and a unique sense of place in the various Carvolth character areas. Specifically, the intent of the Carvolth Design Guidelines is:

- To emphasize building and open space design that enhances pedestrian activity, amenities, and safety.
- To encourage energy efficiency and low carbon building and neighbourhood design.
- To foster transit oriented design.
- To guide development of the Carvolth Neighbourhood as a major urban gateway to the Township with a high quality of design and a unique identity and sense of place.

The Carvolth Design Guidelines translate Township objectives and policies and into a set of design strategies and approaches to help guide the development review process for both private and public realm development.

3.3 DESIGNATION

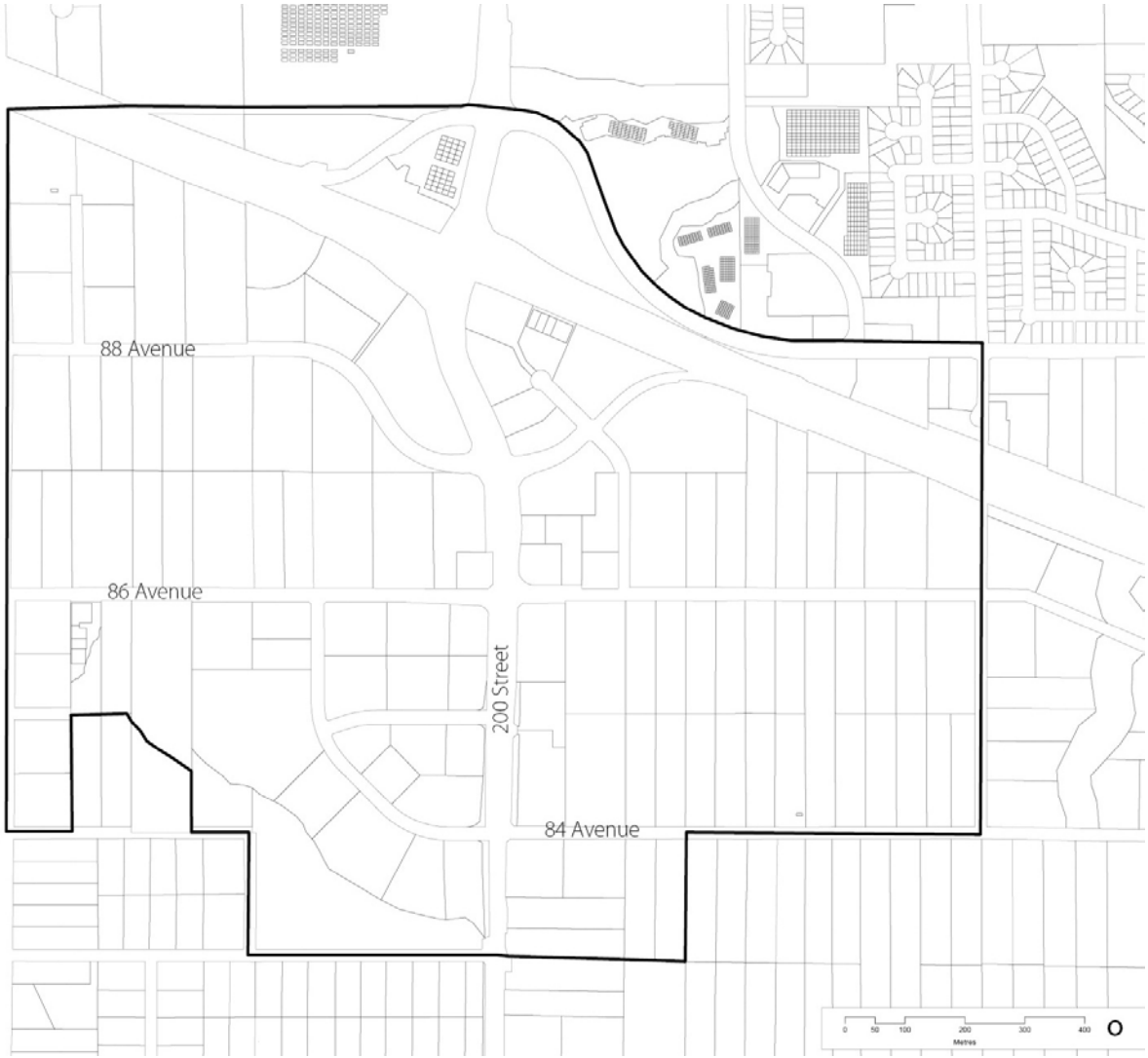
The Carvolth Development Permit Area is identified in the Willoughby Community Plan as Development Permit Area “M”. The lands identified on Figure 42: Carvolth Development Permit Area are designated under the following sections of the Local Government Act:

- 919(1) (e) establishment of objectives for the form and character of intensive residential development.
- 919(1) (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
- 919(1) (h) establishment of objectives to promote energy conservation.
- 919(1) (i) establishment of objectives to promote water conservation.
- 919(1) (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

These sections of the Local Government Act allow regulation respecting the character of development within the Development Permit Area, including landscaping, and the siting, form, exterior design and finish of buildings and other structures, as justified by the special conditions and objectives in Section 3.2 of this Plan.

In addition, Development Permit Area “F” - Agricultural Land Reserve, as identified in the Willoughby Community Plan, also applies to the Carvolth Neighbourhood Plan area. See Section 4.3.2 of the Willoughby Community Plan for details.

Figure 42. Carvolth Development Permit Area.



3.4 GENERAL GUIDELINES

The general guidelines described below will apply to all new development in the Carvolth area. They are premised on urban design principles that will create a vibrant and accessible urban environment that promotes pedestrian activity and street life.



Figure 43. Mid-block pedestrian pathways increase connectivity.

3.4.1 Connectivity

The intent of these guidelines is to ensure a highly connective street and open space network that creates more route options for pedestrian and bicycle traffic traveling to, from and within the downtown, and direct connections to key amenities and destinations within and adjacent to Carvolth.

- Look for opportunities to create additional mid-block pedestrian pathways to increase the number of pedestrian connections within and through the site.

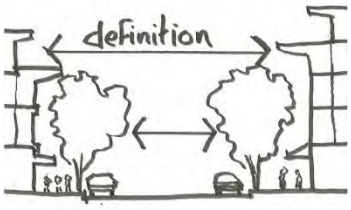


Figure 44. Buildings and street trees can be used to create "street definition".

3.4.2 Street Definition

The intent of these guidelines is to site and design buildings to positively frame and define streets and other public open spaces, and to ensure a positive response to specific site conditions and opportunities.

- Minimize the distance buildings are set back from the sidewalk to create good street definition and a sense of enclosure.
- Build ground floor commercial uses up to the front property line to maintain a continuous commercial street frontage and positive street definition. A setback may be considered where there is a courtyard or other feature that benefits the pedestrian experience or responds to the building setback of an adjacent property.
- New developments with tall buildings (over 4 storeys in height) should incorporate a base building or street-wall at a scale similar to adjacent buildings and appropriate to the street width.
- Buildings should be sited and designed to create the following general building height to street width proportions:
  - » 1:1 - 1:5 for mews or courtyards.
  - » 1:2 - 1:3.5 for residential and commercial streets.
  - » 1:3 - 1:5 for squares, plazas or wide boulevards.

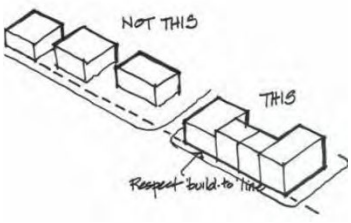


Figure 45. Use a common "build to line" to create a street definition and a sense of enclosure.

3.4.3 Height and Massing

The intent of these guidelines is to reduce the visual mass of large buildings, and ensure the sensitive transition from new development or redevelopment to existing adjacent buildings and open spaces.

- Site and design buildings to respond to specific site conditions and opportunities, including: prominent intersections, corner lots, steep topography, natural features, prominent open spaces and views.
- New development should reflect significant natural topographic features. Buildings should be designed to step down hillsides to accommodate significant changes in elevation and to connect with and transition well to the sidewalk and street.
- Break up the visual mass of large buildings to reduce their visual impact on the pedestrian realm and create variation along the street. Limit the visual mass of building facades to lengths of 40m or less.
- Buildings over 3 storeys in height shall have a maximum frontage length of 80m.
- Buildings 3 storeys in height or lower shall have a maximum frontage length of 40m.
- Buildings up to 4 storeys in height should step back the top storey back by a minimum of 1.5m.
- Building of 5 to 6 storeys in height should step back the top two storeys by a minimum of 1.5m.
- Minimize impacts from sloping sites on neighbouring development. Examples of treatments to minimize impacts include using terraced retaining walls of natural materials, or stepping a building to respond to the slope.

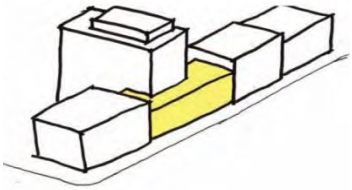


Figure 46. The base massing of this taller building should complement setbacks and heights of adjacent buildings.



Figure 47. Step buildings down to respond to the natural topography of the site.

3.4.4 Active Frontages

The intent of these guidelines is to ensure buildings are sited and designed to be welcoming, and encourage street vitality, visual interest, and safety.

- Site and orient buildings to overlook public streets, parks, walkways and communal spaces.
- Incorporate frequent entrances into commercial frontages facing the street with a maximum spacing of 15m. Ensure that these are active entrances. A maximum spacing of 10m for entrances is desired along retail high streets.

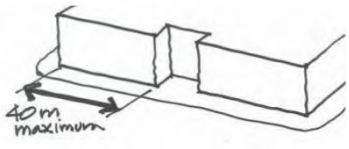


Figure 48. Limit the visual mass of building façades to lengths of 40 m or less.

- Recess building entrances by a minimum of 0.6m to provide for door swings, weather protection and to visually emphasize the building entrance.
- Large floor plate commercial developments shall respond to the prevailing street character along all commercial streets by incorporating small, transparent storefronts with frequent entrances.
- Large format commercial buildings with compatible uses should incorporate smaller shops wrapped around outside edges to better integrate these buildings and uses and make them more compatible with the desired character of the Carvolth area.
- Avoid expansive blank walls (over 5m in length) and retaining walls adjacent to public streets. When blank walls and retaining walls are unavoidable, use design treatments to break up the visual impact such as:
  - » A vertical trellis with climbing vines or other plant materials.
  - » Wall setbacks to provide room for planters.
  - » Wall murals, mosaics or other artistic features.
  - » Quality materials of different colours and textures.
  - » Special lighting, canopies, awnings, horizontal trellises or other human-scale features.
- Provide pedestrian access to buildings from the adjacent public street, and orient upper-storey windows and balconies to overlook adjoining public open spaces.
- On corner sites, develop street-facing frontages for both streets and design front elevations with pronounced entrances oriented to the corner and/or primary streets.
- Maintain site lines from inside the buildings to public open space to allow for casual surveillance of the street and sidewalk.
- Ensure a minimum glazing area of 75% for frontages at grade along all commercial streets.



Figure 49. Vertical setbacks break up the visual mass of buildings.



Figure 50. When unavoidable, blank walls should be screened to make it more visually interesting.

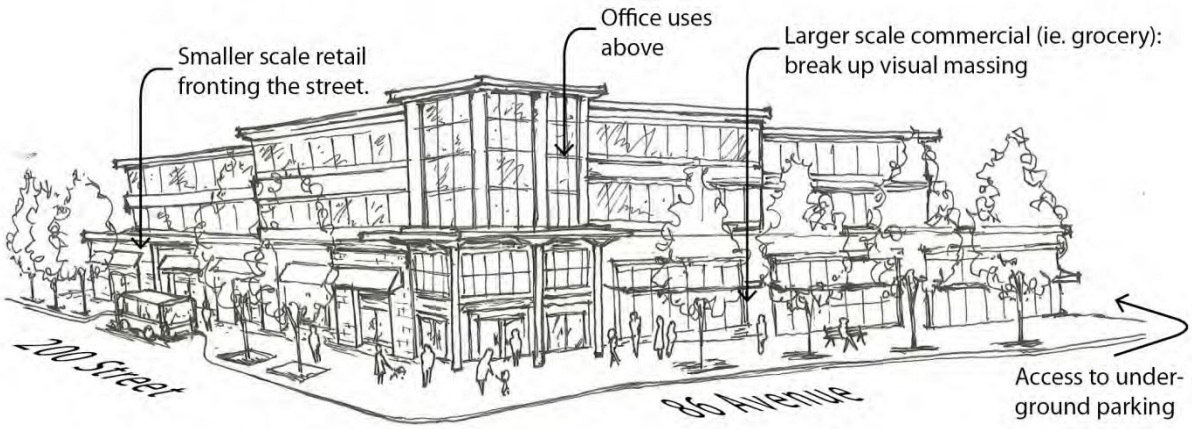


Figure 51. Orient buildings to, and provide direct pedestrian access from, the adjacent public street/sidewalk.



3.4.5 Weather Protection

The intent of these guidelines is to provide comfort for pedestrians and enhance the pedestrian function of public streets through the provision of weather protection.



- Provide continuous weather protection along building frontages immediately adjacent to public streets, sidewalks or open space.
- Ensure that the depth, height and angle of weather protection are adequate to protect pedestrians from rain or snow that may be blown by the wind.
  - » The width to height ratio should be 1:1 to 1:1.4.
  - » The minimum height should be 2.5 m.
- Where sloping sidewalks occur, break up awnings and canopies into modules, and terrace them down to follow the profile of the street.
- Design canopies extending over building frontages greater than 30 m to reduce their apparent scale and length by, for example, breaking up the canopy to reflect the architecture and fenestration pattern of the building facade.

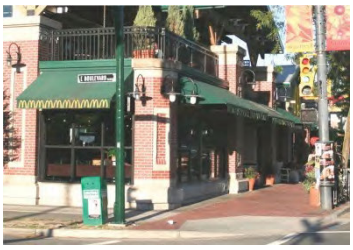


Figure 52. Weather protection to enhance pedestrian comfort.



Figure 53. Canopies provide weather protection over a large area in front of buildings.

3.4.6 Green Development

The intent of these guidelines is to encourage building design and site planning that maximizes livability, daylight access, and energy efficiency and reduces the overall "ecological footprint" (energy use, waste, and pollution) of development.

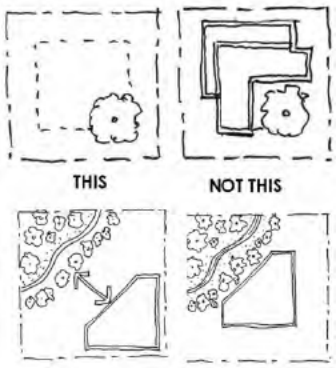


Figure 54. Retain existing trees and buffer ecologically sensitive areas.

Site Design

The intent of these guidelines is to preserve or enhance the natural habitat, energy performance and ecosystem processes of the site and the neighbourhood.

- Creating sustainable buildings starts with proper site selection. The location of a building affects a wide range of environmental factors such as ecosystem function, energy consumption and mobility. If possible, locate buildings in areas of existing development to concentrate development and take advantage of existing infrastructure. Consider conserving resources by renovating existing building for new uses. Maximize the restorative impact of site design. Additional guidelines related to landscaping and stormwater control can be found in Section 3.4.11 and 3.4.12 respectively.
- Minimize site disturbance during construction and retain or enhance existing vegetation where possible, particularly remnant riparian zones, watercourses, and urban forests.
- Enhance habitat, biodiversity and ecosystem processes through plant selection and landscape design. Include native or adaptive plant species.
- Minimize impervious surfaces such as roads, parking lots and sprawling buildings and infiltrate rainwater on-site using retention and infiltration best management practices as appropriate (bioswales, infiltration trenches, rain gardens, etc.).
- Incorporate green roofs, where appropriate, to help absorb stormwater, improve thermal efficiency, and provide outdoor amenity space for residents and workers.
- Improve service, minimize light pollution and maximize energy efficiency through the use of full cut-off lighting (avoiding light reflectance) and by directing lighting downwards. Exceptions may be made for signage and architectural lighting.

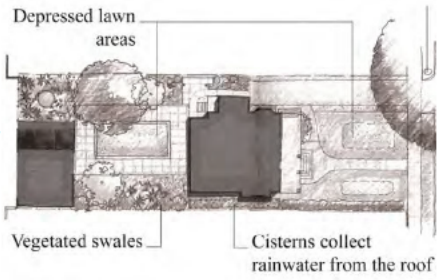


Figure 55. Landscape design can contribute to local ecosystem health.

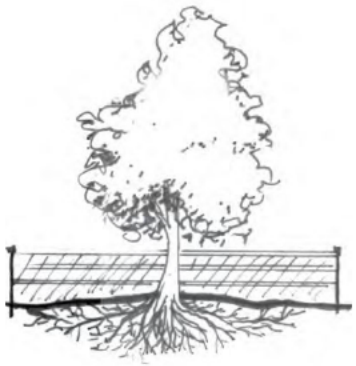


Figure 56. Protective barriers around existing trees.

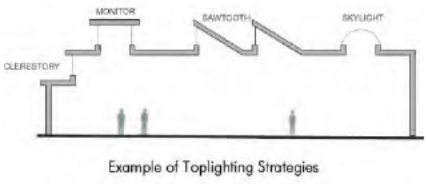


Figure 57. Roof openings can provide lighting where typical side lighting is restricted.

- Where possible, locate new buildings within a five minute walk (400 metres) of frequent public transit and provide alternative transportation incentives such as bike storage, change rooms and priority parking for bicycles, carpool vehicles or alternative fuel vehicles.
- Retrofit existing building where possible and look for opportunities to intensify use adjacent to existing infrastructure.

Energy Performance

The intent of these guidelines is to optimize building energy performance and where possible use energy from renewable sources.

- In this section it is important to balance complementary and competing priorities for passive design (efficiency, heating, cooling, daylighting and ventilation) to optimize energy performance and cost. Consider site and building constraints and the specific commercial, residential and institutional application in building design.
- Orient buildings to optimize passive solar energy potential. Most solar energy gain can be achieved when facing within around 20 degrees of solar south. For single loaded buildings, orient the building on an east-west axis and/or ensure a south facing roof aspect. For buildings that are double loaded, consider orienting the building on a north-south axis to ensure that units on both sides of the building receive some amount of solar exposure.
- To cost-effectively limit heat loss, limit fenestration to 40% of the total facade area (window to wall ratio). If higher fenestration ratios are desired, compensate with highly efficient windows. Fenestration should be emphasized on southern and western exposures and be minimized on northern and eastern exposures.
- Maximize daylight penetration by locating windows high on walls or by using clerestories and light shelves.
- Ensure solar shading with an emphasis on those buildings with high window to wall ratios. The benefits of reducing solar gains in summer should be balanced with the benefit of solar gains in the winter by taking advantage of the different seasonal sun angles. External shading such as recessed balconies, overhangs, and louvers are preferable over internal shading such as internal blinds.

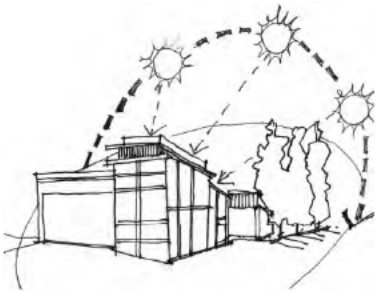


Figure 58. Buildings oriented to maximize use of solar energy.

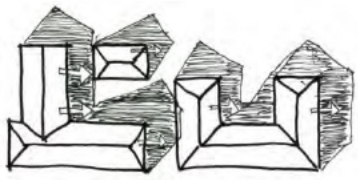


Figure 59. Corner and through units facilitate natural ventilation and daylight access.

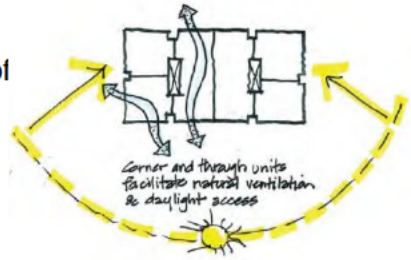


Figure 60. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open

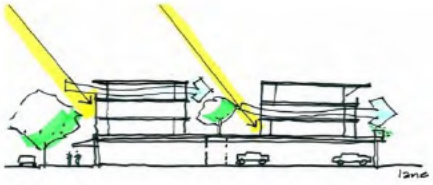


Figure 61. Through units allow for natural ventilation and increased daylight access.

- Balance narrow floor plans that increase the potential for cross ventilation and penetration of daylight into the building with minimizing the envelope to floor area ratio to optimize thermal efficiency.
- Design with greater floor-to-ceiling heights to increase the amount of interior space that can be lit from windows.
- Buildings should be narrow to increase the amount of interio space with access to day-lighting and winds for passive ventilation. Buildings with through units (i.e., units with exterior walls on at least two sides) can be created by incorporating a mews or central courtyard into the form and design of low rise buildings or into the base massing of tall buildings.
- Design residential buildings to receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, dwellings should have a choice of aspect: front and back, or on two sides (for corner units).
- Ensure that the siting, form, and scale of buildings do not block significant views and solar access from existing or anticipated development, and that shadowing impacts on adjacent residential buildings and usable open spaces are minimized. Proposals for new projects should include sun/shade diagrams of the subject development and the surrounding properties at the following times:
  - » Equinox: 8 a.m., 12 noon, 4 p.m.
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.
- Incorporate courtyards and greenways in residential and mixed-use projects to maximize the amount of direct sunlight received.
- Landscaping and building design should ensure solar access in winter and in summer provide shading of afternoon sun and reduce the urban heat island effect. Provide deciduous landscaping and/or shading devices on southern and western exposures.
- For all outdoor lighting, use efficient lighting design such as LEDs and motion or photo-sensitive lighting.
- Use energy efficient fixtures and design lighting for specific needs to reduce ambient lighting requirements.

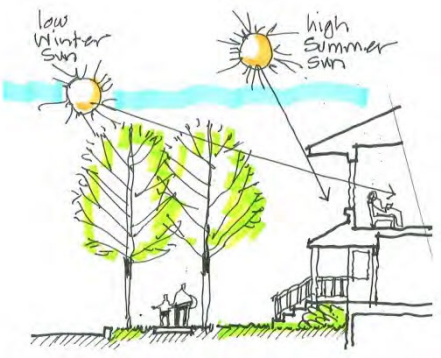


Figure 62. Ensure light penetration into interior living spaces in winter, and protection from direct sunlight in the afternoon hours of summer.

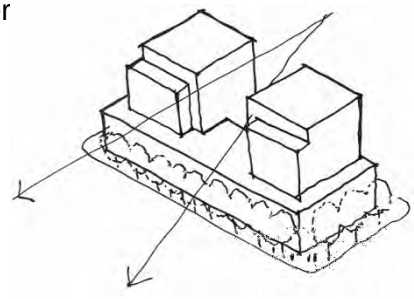


Figure 63. Slender building forms enhance daylight penetration and cooling through cross ventilation.



Figure 64. Sun shading devices reduce lighting and cooling demands and protect the building envelope from pre-mature aging.

- Acquire at least 5% of the building's total energy through the use of on-site renewable energy systems with an emphasis on heating and cooling systems such as geo-exchange, air-source heat pumps, heat recovery from wastewater, biomass, or solar thermal. If a District Energy system is established in Carvolth, connection to the system could be considered to meet this guideline.



Figure 65. Shared composting facilities.

Water

The intent of these guidelines is to protect and conserve fresh water resources.

- Limit or eliminate the use of potable water for landscape irrigation by using high-efficiency irrigation technology, captured rain or recycled site water and/or drought tolerant plant species.
- Design landscaping and select plants that are appropriate for the local climate, minimizing irrigation needs.
- Design lawns for residential and commercial use, rather than aesthetics, minimizing unnecessary irrigation.
- Reduce the generation of wastewater and potable water demand by using captured rainwater for sewage conveyance or by treating wastewater on site to tertiary standards.
- Employ water efficiency strategies such as water-conserving plumbing fixtures, appliances and control technologies.

3.4.7 Public Realm

The intent of these guidelines is to ensure that the design of streets and open spaces creates visual interest, comfort and safety for pedestrians and contributes to a unique local identity and sense of place.

- Provide a continuous planting of street trees along both sides of streets in residential, commercial and office neighbourhoods.
- Provide a zebra- or ladder-painted crosswalks, or crosswalk made of special paving materials, at all key pedestrian crossings to increase driver awareness.
- Curb to curb widths of local streets should be as narrow as practical to accommodate expected traffic and services.
- Incorporate corner bulges into streetscape design to enhance pedestrian crossings and provide space for landscaping, stormwater management, seating and public art.
- Ensure a continuous public sidewalk on both sides of the street throughout the Carvolth area.



Figure 66. Buildings should be designed and oriented to encourage casual surveillance and "eyes on the street."

- Provide street furnishings, including transit shelters, benches, lighting, and waste receptacles to enhance the public realm.
- Cafes are permitted and encouraged on public sidewalks in commercial areas provided that safe passage for pedestrian and emergency services is maintained.
- Pedestrian-oriented lighting should be provided throughout residential, commercial and office areas.
- Distinctive bus shelters or deep canopies should be provided along major transit routes to provide comfort for transit users.
- Hydro kiosk/utility boxes to be incorporated wherever possible into landscape areas to reduce visual impact.

3.4.8 Safety, Security and Accessibility

The intent of these guidelines is to enhance personal safety and security through building siting, orientation, and design, and to ensure buildings and open spaces accommodate and provide access for all users and abilities.



Figure 67. Buildings oriented to the street with clear definition of the transition from public to private realm help to promote neighbourhood safety and security.

- Ensure the design of new development increases “eyes on the street” with the placement of windows, balconies and street-level uses, and allows for casual surveillance of parks, open spaces, and children’s play areas.
- Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.
- Incorporate the creative use of ornamental grilles over ground-floor windows or as fencing, as necessary/appropriate.
- Provide adequate lighting along streets and at entrances to enhance the sense of personal safety and security.
- Design parking areas to allow natural surveillance by retaining clear lines of sight to and between public sidewalks and building entrances for those who park there and for users of nearby buildings.
- Ensure CPTED principles are adhered to with respect to landscape design and construction.
- Ensure all pedestrian routes including those leading to building entrances are safe and easy to use by a wide range of pedestrian abilities. Generally, such routes should be direct, level, obstacle-free, easily identifiable and clearly separated from vehicular routes.

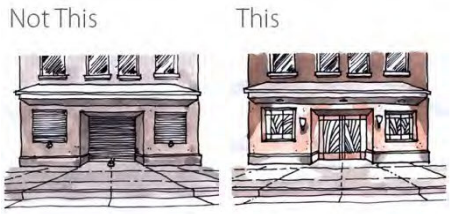


Figure 68. Security grilles can be incorporated in an attractive way.

3.4.9 Tall Buildings

The intent of these guidelines is to encourage siting, massing and design that minimizes negative impacts on views, privacy, and solar access for individual units, reduce the perceived bulk of tall buildings, and minimize impacts of tall buildings on adjacent public streets and open spaces.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. In addition to the preceding general guidelines (Sections 3.1 - 3.12), the following tall building guidelines are applicable to development proposals that include buildings over 6 storeys in height.

- An open spacing of tall buildings should be maintained to ensure adequate light, air, access and views for residents.
- The minimum facing distance between tall buildings should be 40 m.
- The placement of tall buildings should achieve a diagonal spacing to avoid tall buildings looking directly into each other.
- Tall buildings should have a maximum floor plate size of 700 sq. m.
- Tall buildings should have a maximum floor plate width of 24 m.
- The bulk of towers should be minimized using vertical and horizontal articulation, for example, by incorporating changes of plane, stepped terraces or modulated plan and facade forms.
- Tall buildings should have a maximum height of 50 m, excluding appurtenances and mechanical equipment.
- Tall buildings should generally be aligned parallel to the street in a north-south direction.
- New developments with tall buildings should incorporate a base building sited and scaled to complement adjacent buildings and to create a strong street edge definition. (See section Street Definition Guidelines, section 3.3).
- Tall buildings should incorporate ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.
- Tall buildings should be set back a minimum of 5 m from the fronting public street or open space, while still achieving good address on the fronting public street or open space.

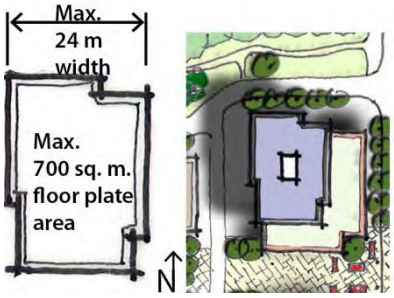


Figure 69. Tall buildings.

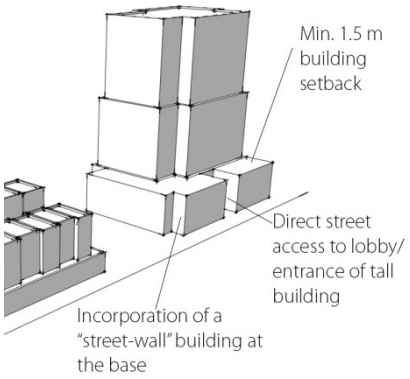


Figure 70. Ensure vertical and horizontal articulation.

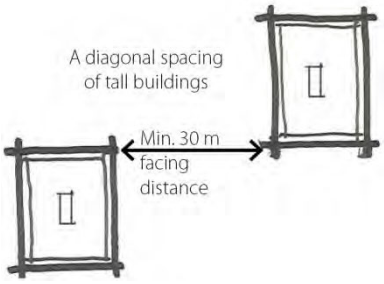


Figure 71. Spacing of tall buildings.

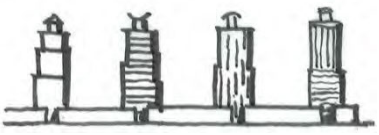


Figure 72. Variation in tower form and design should be achieved.

- Tall building address should be achieved by stepping back the base building (podium) at the primary entrance of tall buildings to allow the tall building to meet the street and by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, plaza or other open space.
- An interesting and varied roof form should be achieved, for example, by incorporating a top pent house or amenity space to conceal appurtenances and mechanical equipment.

3.4.10 Master Planning Tall Buildings and Large Sites

The intent of these guidelines is to ensure the integration of larger sites and sites with tall buildings with adjacent areas.

Proposals for Large Sites and sites with Tall Buildings should include a master plan. Master planning will enable tall buildings to be sited and organized in a way that provides desirable transitions to adjacent areas and ensures appropriate tall building separation. More broadly, a master planning process will help knit the public realm into a single, cohesive whole as demonstrated by the illustrative concept plan and encouraged by the design guidelines.

A Master Plan is to be provided at both the neighbourhood scale and the site or block scale and should reflect the intent of the Integrated Area Concept Plan (Figure 7) and Design Guidelines.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. Large Sites are defined as those over 5000 sq. m in size. However, the Township may, at its discretion, identify other sites with special characteristics or conditions where master plans will be required. A Master Plan for Large Sites and sites with Tall Buildings should describe in drawings and words for the site and its context the following issues:



Figure 73. Master planning should reflect the pattern of streets, open spaces and built form described in this plan.

- The location and dimensions of public streets, parks and accessible open spaces.
- General location and dimensions of pedestrian circulation and relationship to pedestrian sidewalks and paths, transit stops and shelters.
- General location of building footprints - base buildings and taller buildings.
- General layout and dimensions of setbacks from streets, parks and open spaces, as well as dimensions between base and tall buildings on the same site.
- General location of building entrances for each building.
- General location and dimensions of site access, service areas, ramps, drop-off and parking for each building.
- The location of watercourses including non-disturbance areas.
- Phasing plan and schedule.
- Perspective showing important views.

- Shadowing impacts on adjacent buildings and open spaces using sun/shade diagrams at the following times:
  - » Equinox: 8 a.m., 12 noon, 4 p.m.
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.

3.4.11 Parking, Servicing and Access

The intent of these guidelines is to ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the pedestrian realm.

- Structured underground or “tuck-under” parking is preferred over off-street surface parking.
- Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side street.
- Off-street parking located between the front face of a building and the public sidewalk is not permitted.
- If surface parking is located beside the building and adjacent to the public sidewalk, screen these areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote passive surveillance.
- Locate public on-street parking at the curb to provide convenient and easy access to commercial/residential entrances.
- In general, vehicular access should be from the lane. Where there is no lane, and where the reintroduction of a lane is not possible, access may be provided from the street, provided that:
  - » The street is not a primary retail high street.
  - » Access is from the long face of the block.
  - » There is no more than one interruption per block face and only one curb cut on the street.
- Any vehicular entrance and its associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize the visual impact.
  - » Avoid ramps located directly off the street or lane.
  - » Use treatments such as screening, high-quality finishes, sensitive lighting and landscaping to minimize the visual impact of parking ramps and entrances.
- Incorporate pedestrian pathways and landscaping into surface parking areas. Pedestrian sidewalks should be incorporated into islands to minimize conflict with vehicles.

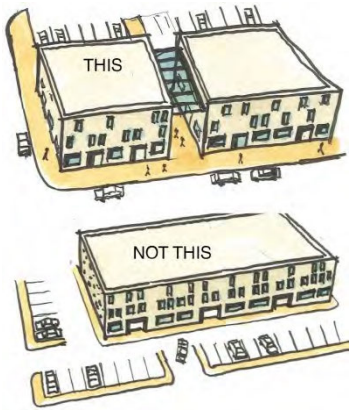


Figure 74. Off-street parking uses should not be located between the front of a building and the public sidewalk.



Figure 75. Access to underground parking should be architecturally integrated to minimize the visual impact.



Figure 76. Screen surface parking using a trellis, landscaping, or climbing vines that maintain site lines.

- Bicycle parking should be located in a visible, active and well lighted area convenient to primary building access and bike route access.

3.4.12 Lighting

The intent of these guidelines is to contribute to the overall quality, character and safety of the Carvolth area.

- Illuminate building facades and features by providing architectural lighting on the face of commercial and office buildings and at the main entrances to multi-family residential buildings to help create a sense of safety and intimate space around the building.
- Light paths and entry areas sufficiently to ensure pedestrian comfort and safety while avoiding visible, glaring light sources.



Figure 77. A combination of wall-mounted lights and up lighting animate the building façade and adjacent pedestrian areas.

3.4.13 Landscaping

The intent of these guidelines is to contribute to the overall quality, character and ecological function of the Carvolth area.

- Use landscaping to create a positive interface between buildings and streets by using perennials, shrubs, and trees to soften buildings where appropriate.
- Use hard landscape features such as terraced retaining walls and planters to transition between grades.
- Provide a continuous planting of street trees along both sides of all public streets with a maximum tree spacing of 10 meters.
- Use native or adaptive plant species to enhance ecological function and reduce the need for external inputs such as additional watering and fertilizers.
- Irrigate landscape material during plant establishment.
- Existing healthy trees should be preserved where possible.

3.4.14 Stormwater Source Control

The intent of these guidelines is to provide guidance and inspiration on innovative means of achieving stormwater management objectives.

Absorbent Landscape:

- Maximize the area of absorbent landscape on site and conserve as much existing vegetation and undisturbed soil as possible.
- Disconnect impervious areas (such as roofs and parking lots) from the storm sewer system and have them drain into an absorbent landscape.
- Maximize the vegetation canopy cover over the site and provide multi-layered canopies where possible.
- Ensure adequate growing medium depth for horticulture and stormwater needs: a minimum of 150 mm for lawn areas, and 450 mm for shrub/tree areas.

Infiltration Swale:

- Flow to the swale should be distributed sheet flow (i.e., travelling through a grassy filter area). Provide pre-treatment and erosion control to avoid sedimentation in the swale.
- Provide a 25 mm drop at the edge of paving to swale soil surface.
- Provide longitudinal slope of 1-2% and ensure side slopes are not more than 3 (horizontal): 1 (vertical).
- Provide weirs or check dams to slow water flow with a maximum ponding level of 150 mm.

Infiltration Rain Garden:

- At point source inlets, install non-erodible material, sediment cleanout basins, and weir flow spreaders; install a non-erodible outlet or spillway to discharge overflow.
- Soil depths of 450 mm to 1200 mm are desirable; use soils with a minimum infiltration rate of 13 mm/hour.
- Surface planting should be primarily trees, shrubs, and groundcovers, with planning designs respecting the various soil moisture conditions in the garden.
- Drain rock reservoir and perforated drain pipe may be avoided where infiltration tests by a design professional show subsoil infiltration rate that exceeds the inflow rate.



Figure 78. Stormwater infiltration as an amenity for residents.

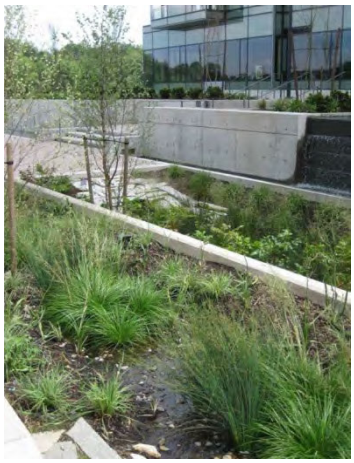


Figure 79. Weirs and check-dams help to slow the flow of water and facilitate infiltration.



Figure 80. Storm water source controls like these rain gardens reduce pollutant run-off.

Pervious Paving:



- Ensure protection of pervious paving from sedimentation during and after construction.
- Surface slow should be at least 1% to avoid ponding and related sedimentation of fine particulate matter.
- Wrap paver bedding material with geotextile filter cloth on bottom and sides to maintain water quality performance.

Extensive Green Roof



- Ensure at least 2% slope for drainage.
- Avoid monocultures to increase success of establishing a self-maintaining plant community.
- Provide plan free zones along the perimeter, adjacent facades, expansion joints, and around each roof penetration.
- Ensure intensive maintenance during establishment (2 years).

Infiltration Trench

- Locate infiltration trenches at least 3.0 m from any building.
- Provide access for periodic inspection and clean-out.
- Install the infiltration trench in native ground, and avoid over-compaction of the trench sides and bottom.

3.5 CHARACTER AREA GUIDELINES

The character area guidelines described below will provide additional detail about the unique character and urban design of the various character areas in Carvolth. These guidelines are intended to supplement the general design guidelines described in the previous section.

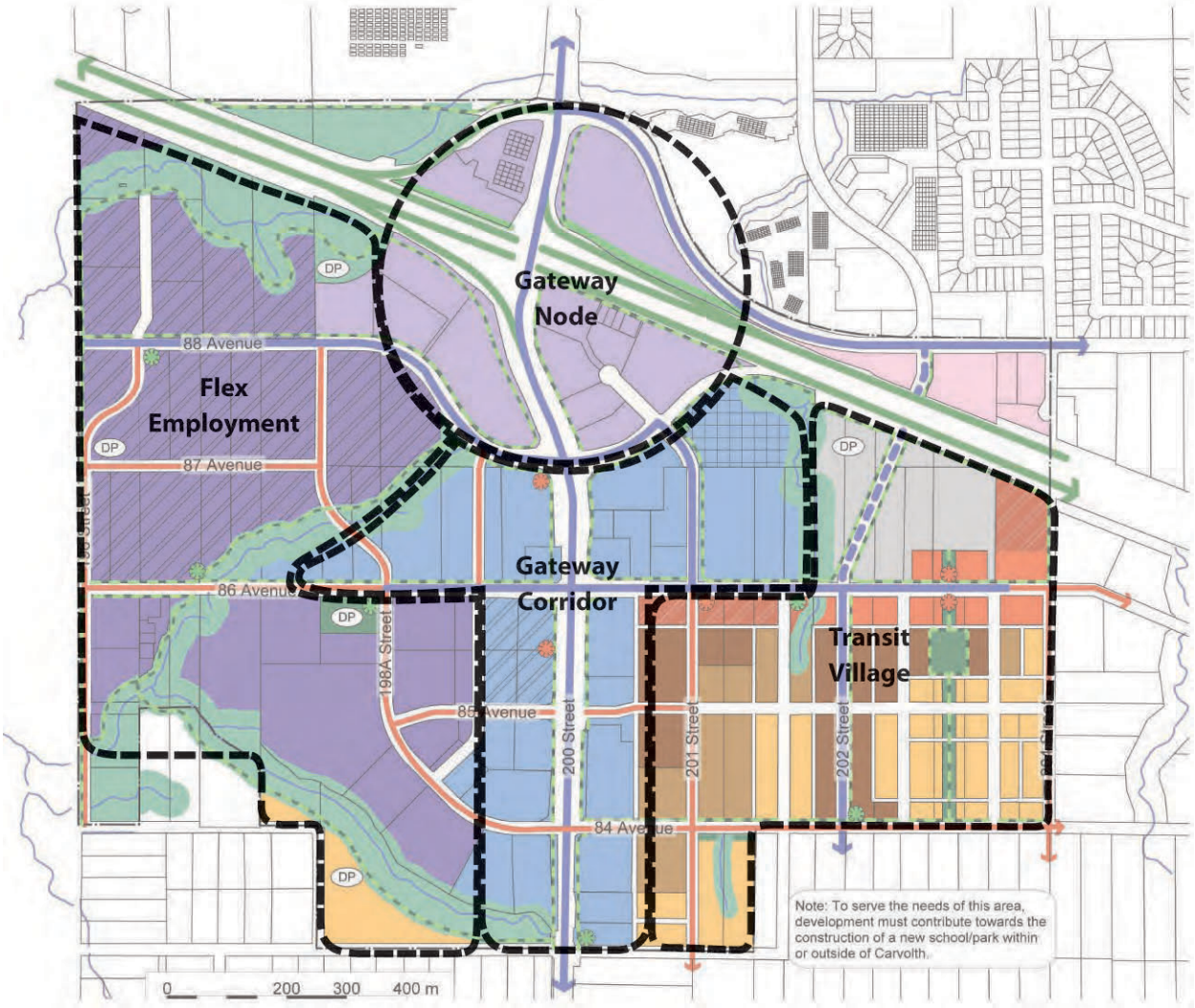


Figure 81. Map of Character Areas.

Figure 82. Illustrative Concept Plan: Gateway Node.





Figure 83. View of Carvolth Gateway Looking West From Highway 1.

3.5.1 Gateway Node

The subject planning area, or 'node', is comprised of properties adjacent to the 200 Street Interchange at Carvolth. The location presents a significant opportunity to evoke a strong sense of arrival to this emerging community within the Township of Langley BC. The vehicle interchange is a strategic access point to the Township from the regional transportation network. Approximately 80,000 vehicles travel through this interchange every day and for many visitors it is their first impression of the community.

It is intended that the area adjacent to the roadway interchange be developed as an urban Gateway. It will serve as a landmark that builds anticipation and celebrates arrival at Carvolth. Thoughtful urban design can improve the quality of experience and convenience of a street and a district. It can establish the physical character of Carvolth as a unique and definable place. Its image and identity can be partially formed by the placement, scale and architectural design of the buildings, open spaces and streetscapes.

The composition and aesthetics of these elements can visually communicate the transition from highway to urban community. Along with individual expressive components overlaid on the buildings and spaces, the initiatives and activities of the people living and working Carvolth will animate the place and provide visual cues to motorists of a vital commercial, cultural and pedestrian- friendly precinct.

To achieve the visual qualities and experience of an urban gateway, start with the following:

- Site prominent buildings with signature architecture in areas of key visibility. Design gateway buildings to emphasize the focal nature of these locations.
- Maintain a minimum facing distance between tall buildings of 35 m to ensure adequate light, air and views.
- Orient buildings so that they present an attractive facade toward the highway.
- Utilize buildings and landscaping to effectively screen large parking areas, service and loading areas.
- Where possible buildings should be aligned parallel to the street. At intersections, buildings should be placed at or near the sidewalk of both streets to "hold the corner."
- Provide visual design cues to motorists that they are entering an area with higher pedestrian activity (i.e., change in paving patterns, narrower lane $_{\text{widths}}$, street trees etc.).

Figure 84. Illustrative Concept Plan: Gateway Corridor.





Figure 85. View of Carvolth Gateway Corridor along 200 Street.

3.5.2 Gateway Corridor

The 200 Street corridor between 88 Avenue and 83 Avenue is intended to be a high quality employment node and urban gateway into the Township of Langley. It is intended as part of a major transit oriented, high density, mixed use corridor along 200 Street, building on the existing office mixed use developments already located here and the status of 200 Street as part of TransLink's Frequent Transit Network.

The gateway corridor will allow corporate headquarters and business and professional offices to locate in a contemporary business park with complimentary commercial facilities and other amenities that support the employment area. It will be a high quality, well designed business park at this major gateway that will stimulate and promote economic growth in the Township.

Office-Mixed Use Design Guidelines

- Provide a high standard of building and site design appropriate for a prestigious business park.
- Promote a development form which is sensitive to the natural environment and creates new natural features which can become part of the parks and open space network.
- Create visually attractive streetscapes and views along 200 Street.

Figure 86. Illustrative Concept Plan: Transit Village.







3.5.3 Transit Village

The Carvolth Transit Village is comprised of a compact mix of housing, local shops and services, parks and plazas. An interconnected network of pathways, pedestrian streets and greenways creates safe, attractive and accessible pedestrian and cycling connections to the Carvolth Transit Exchange, local shops and services, and the employment node/Frequent Transit Corridor along 200 Street.



Residential Buildings:

- Site and orient townhouses and apartments to overlook public streets, parks, walkways, and communal spaces, while ensuring the security and privacy of residents.
- Ground floor residential uses should emphasize ‘doors on the street’ by incorporating individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street activity and walking, and enhances safety.
- Residential entries should be clearly visible and identifiable from the fronting public street to make the project more approachable and create a sense of association amongst neighbours.
- Set back residential buildings on the ground floor by a minimum of 2 m and a maximum of 4 m, and elevate by a minimum of 0.6 m to create a semi-private entry or transition zone to individual ground floor units. For these units, ensure an alternate access point that is accessible by wheelchair (as required by the B.C. Building Code).
- A landscaped transition zone in between the entryway and public sidewalk should be considered on streets with high traffic volumes.



- Apartment lobbies and main building entries shall be clearly visible from the fronting street with direct sight lines into them. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.
- Lobbies and main building entries should be clearly visible from the street, and have direct sight lines into them. Seating in the lobby should be provided to ensure people with mobility issues have a comfortable secure place to sit while waiting for rides.
- Incorporate lobbies with multiple access points to enhance building access and connectivity with adjacent open spaces.

Human Scale:

- The design of new buildings and renovated existing buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments (for example, by articulating façades into a series of intervals).
- Design buildings to express their internal function and use.
- Incorporate into building façades a range of architectural features and design details that are rich and varied to create visual interest when approached by pedestrians.
- Examples of architectural features include:
  - » Building height, massing, articulation and modulation.
  - » Bay windows and balconies.
  - » Corner features accent, such as turrets or cupolas.
  - » Decorative rooflines and cornices.
  - » Building entries.
  - » Canopies and overhangs.
- Examples of architectural details include:
  - » Treatment of masonry (ceramic tile, paving stones, brick patterns, etc.).
  - » Treatment of siding (for example, the use of score lines, textures, and different materials or patterning to distinguish between different floors).
  - » Articulation of columns and pilasters.
  - » Ornament or integrated artwork.
  - » Integrated architectural lighting.
  - » Detailed grilles and railings.
  - » Substantial trim details and moldings.
  - » Trellises and arbors.



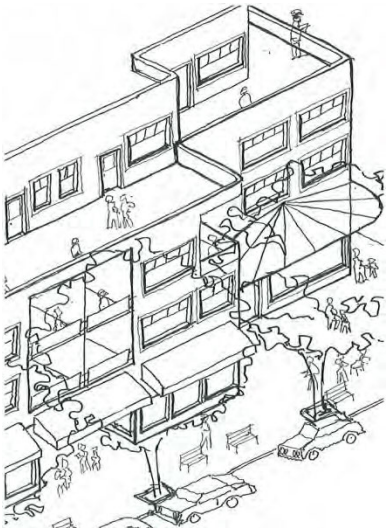


Figure 87. Architectural details and features help to create visual interest when approached by pedestrians.



Figure 88. Architectural features and details combined in a simple and pleasing composition.

- Locate and design entrances to create building identity and to distinguish between individual commercial and/or residential ground floor units. Use a high level of architectural detail and, where appropriate, landscape treatment to emphasize primary entrances and to provide “punctuation” in the overall streetscape treatment.
- Design balconies as integral parts of buildings and to maximize daylight access into dwellings through the use of glazed or narrow metal spindle guardrails.
- Clearly distinguish the roofline from the walls of buildings (for example, through the use of a cornice, overhang, or decorative motif).



Windows and Doors

- Windows can be used to reinforce the human scale of architecture by incorporating individual windows in upper storeys that:
  - » Are vertically proportioned and approximately the size and proportion of a traditional window.
  - » Include substantial trim or molding.
  - » Are separated from adjacent windows by a vertical element.
  - » Are made up of small panes of glass.
  - » Are separated with moldings or jambs but grouped together to form larger areas of glazing.
- The use of figured or frosted glass or tinted glazing is discouraged for windows facing the street except for compatible use of stained glass or where figured or frosted glass comprises a maximum 20% of the glazing. This creates a welcoming, visually interesting and transparent street frontage.

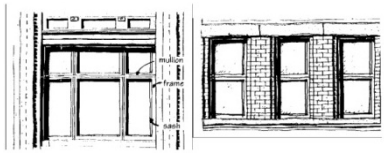


Figure 89. Punched windows with vertical proportions create variation and texture in the façade and help achieve a human scale.



Exterior Materials

- A key objective is to encourage the use and expression of wood as a renewable resource. This can be achieved through the use of wood in façade design and the architectural expression of buildings.
- In general, new buildings should incorporate natural building materials into façades to avoid a “thin veneer” look and feel, incorporated with more modern treatments, including glass curtain walls for office buildings.

The following materials are recommended, acceptable, or discouraged for use:

- Recommended:
  - » Natural wood materials, including:
    - Milled and un-milled timbers.
    - Window and door trim.
    - Canopy structures and signage.
  - » Brick masonry, glazed tile, stone, concrete (painted).
  - » Flat profile “slate” concrete tiles.
  - » Glass and wood for window assemblies.
  - » Standing seam metal roofing.
- Acceptable:
  - » Pre-finished metal, non-corrugated type, emphasizing either vertical or horizontal arrangements but not both.
  - » Limited amounts of stucco.
- Discouraged:
  - » Vinyl siding or window frames.
  - » Swirl Type Stucco.

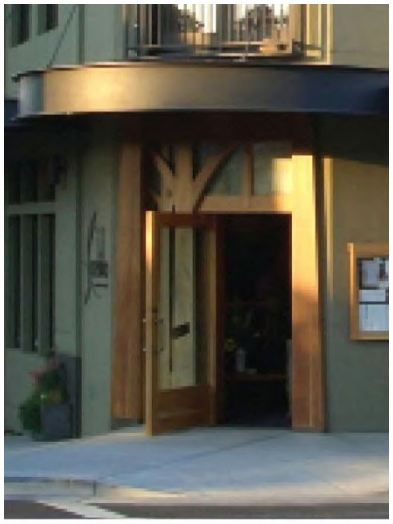


Figure 90. Tasteful use of timbers integrated with a range of complimentary colours and materials.



Landscaping

- Landscaping should be used to create a positive interface between buildings and streets by using perennials, shrubs, and trees to soften buildings, where appropriate.
- Hard landscape treatments such as terraced retaining walls and planters should be used to transition between grades, where necessary. The following are preferred approaches for achieving this guideline:
  - » Incorporate a planter guard or low planter wall as part of the building design.
  - » Use distinctive landscaping in open areas created by building articulation.
  - » Include a special feature such as a courtyard, fountain, or pool.
  - » Emphasize entries with special planting in conjunction with trellises, decorative paving and/or lighting.

Langley Schools

7 May 2019

Colin Moore
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Development Application Project 08-26-0205/1111737 BC LTD/WG Architecure

CIVIC: 20100 Block of 84 Avenue

LEGAL: Lot 61 Section 26 Township 8 NWD Plan 63049

We have reviewed the above proposal.
We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Townhouses	**40**	**11**	**5**	**10**

Given the current school catchments this development would impact Willoughby Elementary School, Yorkson Creek Middle School and R.E. Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

FLAT ARCHITECTURE INC.
www.flatarchitecture.ca

Jaswinder Gadri Architect AIBC
Principal
Unit 209, 6321 King George Blvd
Surrey BC V3X 1G1
Ph: 778-891-0167
jaswinder@flatarchitecture.ca

28th September, 2021

Township of Langley
Planning & Development
20338 65 Avenue
Langley, BC V2Y 3J1

Planner: Colin Moore

Attention: Colin,

Re: Public Information Meeting for 20100 Block 84 Avenue. Application # 08-26-0205

On Tuesday, September 7th 2021 a virtual Public Information Meeting was held for the above-mentioned development proposal. Notification letters were emailed out to the surrounding residents, as prescribed by the Township of Langley. In addition, ads were placed on August 12th and August 19th in the Langley Advance Times to announce the event. The proposed development requires a rezoning application.

For the virtual meeting, a website was created which had all the information regarding the proposed project. In the attendance were the developer's representatives (Malkeet Saran and Manmohan Jawandha), Applicant (Jaswinder Singh from Flat Architecture) and City Staff (Colin Moore).

No members of the public have engaged in the virtual public information meeting .We have only received one query from Kiara Smyth regarding the landscaping proposal and tree retentions. We have responded back to the query and sent the relevant information required. For reference, I am attaching the query we have received.

Best Regards,

Flat Architecture Inc.

Manmeet Mann

From: Jaswinder Gabri
Sent: September 7, 2021 9:17 AM
To: Manmeet Mann
Subject: FW: Enquiry From Sunny Side Willoughby

Fyi.....for todays PIM.

-----Original Message-----
From: info@sunnysidewilloughby.ca <info@sunnysidewilloughby.ca>
Sent: September 7, 2021 9:15 AM
To: Jaswinder Gabri <Jaswinder@flatarchitecture.ca>
Subject: Fwd: Enquiry From Sunny Side Willoughby

-------- Original Message --------
Subject: Enquiry From Sunny Side Willoughby
Date: 2021-08-31 20:53
From: FOIPPA s.22(1)
To: info@sunnysidewilloughby.ca
Reply FOIPPA s.22(1)

Name: FOIPPA s.22(1)
Email_Id: FOIPPA s.22(1)
Mobile: FOIPPA s.22(1)
Message: Would like to see landscaping proposal and buffers between existing developments (any tree retention? etc).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DRAINAGE DEVELOPMENT WORKS AGREEMENT

(MITCHELL WILLIAMS POND DWA INC.)

BYLAW 2021 NO. 5624

EXPLANATORY NOTE

Bylaw 2021 No. 5624 authorizes the execution of a Development Works Agreement between the Township of Langley and Mitchell Williams Pond DWA Inc. for the provision of Drainage Works in the Williams Neighbourhood Plan area of the Township of Langley and the imposition of a charge on the owners of parcels of land within the specified area benefiting from the said works.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DRAINAGE DEVELOPMENT WORKS AGREEMENT

(MITCHELL WILLIAMS POND DWA INC.)

BYLAW 2021 NO. 5624

A Bylaw to enter into a development works agreement;

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Drainage Development Works Agreement (Mitchell Williams Pond DWA Inc.) Bylaw 2021 No. 5624".

2. Appendix "A" is a copy of the Development Works Agreement.

3. If any section, subsection, sentence, clause or phrase of the Bylaw is for any reason held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the holding invalidity shall not affect the validity of the remainder of the Bylaw.

4. The Township enters into, and Mayor and Corporate Officer are authorized to, execute that certain form of development works agreement attached to and forming part of this bylaw as Appendix "A".

5. This Bylaw is repealed 15 years after the date of its adoption.

READ A FIRST TIME the	18	day of	October	, 2021
READ A SECOND TIME the	18	day of	October	, 2021
READ A THIRD TIME the	18	day of	October	, 2021
ADOPTED the		day of		, 2021

_____ Mayor _____ Township Clerk

APPENDIX "A" TO
BYLAW 2021 NO. 5624

DEVELOPMENT WORKS AGREEMENT
FOR DRAINAGE WORKS

Project No. 08-25-0098

THIS AGREEMENT dated for reference the _____ day of _____, 2021

BETWEEN:

THE CORPORATION OF THE TOWNSHIP OF LANGLEY, a municipal corporation under the Municipal Act of the Province of British Columbia and having its offices at 20338 – 65 Avenue, Langley, BC V2Y 3J1

(the "Township")

OF THE FIRST PART

AND:

MITCHELL WILLIAMS POND DWA INC. a body corporate, duly incorporated under the laws of the Province of British Columbia, having its place of business at Suite 200 – 17650 66 Avenue, Surrey, BC V3S 4S4

(the "Developer")

OF THE SECOND PART

A. WHEREAS real property within a drainage catchment area of the Williams Neighbourhood Plan is identified in Schedules "A" and "B" attached hereto.

B. AND WHEREAS a storm sewer and related appurtenances as described in Schedule "C" attached hereto is required to be constructed for the development of lands owned by the Developer within the Benefiting Area.

C. AND WHEREAS the Works are not currently scheduled for construction by the Township.

D. AND WHEREAS certain portions of the Works are included within the Township's Development Cost Charge program.

E. AND WHEREAS the Developer has agreed to construct the Works.

F. AND WHEREAS the Works may benefit the development of other lands within the Benefiting Area.

G. AND WHEREAS Section 570 of the Act authorizes the Township to enter into an agreement with the Developer for the provision of the Works and the allocation of all or part of the cost to construct the Works amongst lands within the Benefiting Area.

H. AND WHEREAS Section 565 of the Act states:

"(3) "Despite a development cost charge bylaw, if a work required to be provided under a development works agreement under section 570 (2) [municipal agreements with private developers] is included in the calculations used to determine the amount of a development cost charge, the applicable amount calculated under subsection (4) or (5) is to be deducted from the development cost charge that would otherwise be payable for that class of work."

(4) For a development cost charge payable by a developer for a work provided by the developer under the agreement, the amount deducted under subsection (3) is to be calculated as

(a) the cost of the work

less

(b) the amount to be paid by the municipality to the developer under section 570 (3) (b), other than an amount that is an interest portion under section 570 (6) (c).

(5) For a development cost charge payable by a person other than the developer referred to in subsection (4), the amount deducted under subsection (3) is to be calculated as

(a) the amount charged under section 570 (2) (b) to the owner of the property

less

(b) any interest portion of that charge under section 570 (6) (c)."

I. AND WHEREAS the Township and the Developer have entered into this Agreement to provide for the construction of the Works, the allocation of the costs thereof throughout the Benefiting Area and the collection and remittance of the Specified Charges imposed pursuant to the Development Works Agreement Bylaw.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the sum of ONE $1.00 DOLLAR of lawful money of Canada and other good and valuable consideration now paid by each of the parties hereto, to each of the other parties hereto, the receipt whereof is hereby acknowledged, the parties hereto hereby covenant, promise and agree with each other as follows:

1. DEFINITIONS

In this Agreement and in the recital above:

"**Act**" means the Local Government Act, R.S.B.C. 2015, Chapter 1, as revised, re-enacted or consolidated from time to time and any successor statute;

"**Actual Capital Cost of the Works**" means the actual Capital Cost of the Works as described in Section 4(d);

"**Agreement**" means this agreement and all Schedules attached hereto, which form part of the agreement;

"**Benefiting Area**" means the real property described in Schedule "A" attached hereto;

"**Benefiting Parcel**" means the parcels of land situated in the Benefiting Area as of the date of this Agreement and described in Schedule "A" and any subdivided portion thereof;

"**Capital Cost**" means the cost to design, engineer and construct the Works excluding Goods and Services Tax;

"**Council**" means the elected Council of the Township;

"**DCC Drainage**" means that portion of the Works which is included in the Township's DCC program ($7,146,365.49);

"**Developer**" means Mitchell Williams Pond DWA Inc;

"**Development Cost Charge**" and "**DCC**" means a charge imposed pursuant to the Township's Development Cost Charge Bylaw;

"**Development Cost Charge Bylaw**" means the Township's Development Cost Charge Bylaw 2020, No. 5555, enacted by the Township under the Act as revised, re-enacted or consolidated from time to time and any successor bylaws;

"**Development Works Agreement Bylaw**" means Bylaw 2021 No. 5624 enacted by the Township under the Act as such bylaw is revised, re-enacted or consolidated from time to time;

"**Estimated Cost of the Works**" means the estimated Capital Cost of the entire Works. The Estimated Cost of the Works for Bylaw 2021 No. 5624 is $34,403,842.19;

"**General Manager of Engineering**" means the General Manager of Engineering for the Township or his designate;

"**Owner**" and "**Owners**" means each of the registered owners from time to time of a Benefiting Parcel;

"**Servicing Agreement**" means a servicing agreement in form and substance acceptable to the General Manager of Engineering executed by the Developer with respect to the construction and provision of the Works;

"**Specified Charge**" means $566,255.41 per Net Developable Hectare for each Benefiting Parcel located within the Benefiting Area, plus interest calculated in accordance with Section 5;

"**Term**" means the period of time that this Agreement is in effect as specified in Section 6;

"**Works**" means the Drainage Works including the DCC portion and related appurtenances described in Schedule "C".

2. AREA SUBJECT OF AGREEMENT

The Benefiting Area is the subject of this Agreement

3. CONSTRUCTION OF DRAINAGE

The Developer shall, at its sole cost and expense, construct and provide the Works in accordance with the Servicing Agreement.

4. DRAINAGE COSTS

(a) Upon development of a Benefiting Parcel during the Term, the Owner of that Benefiting Parcel shall pay to the Township the Specified Charge payable with respect to that development;

(b) The Specified Charge shall be payable to Township in accordance with the terms of the Development Works Agreement Bylaw;

(c) If a Specified Charge is payable, Council, an Approving Officer, a building inspector or other municipal authority may, but is not obligated to, approve a subdivision plan, strata plan, building permit, development permit, development variance permit or zoning bylaw necessary for the development of a Benefiting Parcel, or do any other thing necessary for the development of a Benefiting Parcel until the Specified Charge has been paid;

(d) After completion of the construction of the Works and in accordance with the Servicing Agreement and to the satisfaction of the General Manager of Engineering, the Developer’s engineer or an engineer appointed by the Township shall calculate and submit to the General Manager of Engineering for approval, the Actual Capital Cost of the Works.

(e) The Township is not responsible for financing any part of the design or construction of the Works;

(f) In consideration of the satisfactory completion of the construction of the Works by the Developer, to the acceptance of the General Manager of Engineering without incurring any cost to the Township, the Township agrees to collect from each Owner of a Benefiting Parcel the Specified Charges levied in accordance with the terms of the Development

Works Agreement Bylaw;

(g) Subsequent to the completion of the construction of the Works in accordance with the Servicing Agreement to the acceptance of the General Manager of Engineering and the approval of the Actual Capital Cost of the Works, the Township shall pay to the Developer, at the beginning of the next calendar year and each calendar year thereafter, the Specified Charges collected from the previous year in respect of the development of Benefiting Parcels. The Township, at its sole discretion, may make partial payments at any time during a calendar year. The Township shall have no further obligation to the Developer to make any other payment pursuant to this Agreement. The Developer agrees that any interest earned by the Township on Specified Charges from the date of their collection to the date of their payment to the Developer shall be retained by the Township in consideration of the Township costs of administering this Agreement. If the said payments are returned to the Township unclaimed by the Developer and if the Township is unable to locate the Developer after all reasonable efforts, then the Township shall hold all monies collected until the expiry of this Agreement. After the expiry of this Agreement, all such unclaimed funds shall be retained forever by the Township; and

(h) In the event of the assignment or transfer of the rights of the Developer under Section 4(g), the Township shall pay any benefits accruing thereunder, after notice, to such successor of the Developer as the Township, in its judgment, deems entitled to such benefits; and in the event of conflicting demands being made upon the Township for benefits accruing under this Agreement, then the Township may at its option commence an action in interpleader joining any party claiming rights under this Agreement, or other parties which the Township believes to be necessary or proper, and the Township shall be discharged from further liability upon payment to the person or persons whom any court having jurisdiction of such interpleader action shall determine, and in such action the Township shall be entitled to recover its legal fees and costs, which fees and costs shall constitute a lien upon all funds accrued or accruing pursuant to this Agreement.

5. INTEREST

(a) Interest will be calculated from the later of the date the construction of the Works is completed and one year after the adoption of this bylaw to the date the Specified Charge is paid at a rate of 3.95% per annum calculated annually in advance.

6. TERM

(a) The term of this Agreement shall commence upon the adoption of the Development Works Agreement Bylaw and shall expire on the earlier of:

i) fifteen (15) years from the date of the adoption of the Development Works Agreement Bylaw; and
ii) upon the Developer receiving the maximum Specified Charges imposed upon the Benefiting Area pursuant to the Development Works Agreement Bylaw;

(b) The Developer covenants and agrees that no Specified Charges shall be due and payable to the Developer subsequent to the expiration of the Term.

The benefits and obligations of this Agreement shall come into force upon the adoption of the Development Works Agreement Bylaw.

7. LATECOMER CHARGES

(a) The Developer covenants and agrees that it will not apply for nor enter into any latecomer agreements with the Township with respect to the Works and the Developer hereby releases and discharges the Township, its officers, employees, servants and agents and covenants and agrees to indemnify and save harmless the Township, its officers, employees, servants and agents from and against all damages, losses, costs, actions, causes of action, claims, demands and expenses (including legal fees and litigation) which may arise or accrue to any person, firm or corporation against the Township, its officers, employees, servants and agents for which the Township, its officers, employees, servants and agents may pay, incur, sustain or be put to by reason of the application of Section 507 of the Local Government Act as amended from time to time to the Works.

8. INDEMNITY

The Developer covenants and agrees to indemnify and save harmless the Township against:

(a) all actions and proceedings, costs, damages, expenses, claims and demands whatsoever and by whomsoever brought by reason of the construction, installation, maintenance or repair of the Works; and

(b) all expenses and costs which may be incurred by reason of the construction, installation, maintenance or repair of the Works.

9. MUNICIPAL COSTS

The Developer shall pay to the Township, by cash or bank draft, prior to the Township executing this Agreement, a fee of $15,000 for the preparation, registration and administration of this Agreement.

10. NOTICES

(a) Any notice, demand, acceptance or request required to be given hereunder in writing shall be deemed to be given if either personally delivered or mailed by registered mail, postage prepaid (at any time other than during a general discontinuance of postal services due to a strike, lockout or otherwise) and addressed to the Developer at the following address:

Mitchell Williams Pond DWA Inc.
Suite 200 – 17650 66 Avenue
Surrey, BC V3S 4S4

and to the Township as follows:

The Corporation of the Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1
Attention: Manager of Development Engineering

Or such change of address as the Township has, by written notification, forwarded to the other parties.

(b) Any notice shall be deemed to have been given to and received by the party to which it is addressed:

i) if delivered, on the date of delivery; or
ii) if mailed, then on the fifth (5^{th}) day after the mailing thereof.

11. BINDING ON SUCCESSORS

(a) It is hereby agreed by and between the parties hereto that this Agreement shall be enforceable by and against the parties, their successors and assigns.

(b) The Developer shall not assign or transfer their interest in this Agreement without the prior written consent of the Township which consent may be arbitrarily withheld.

12. ENTIRE AGREEMENT

This Agreement constitutes the entire Agreement between the parties hereto with respect to the subject matter hereof and supersedes any prior Agreements, undertakings, declarations or representations, written or verbal, in respect thereof.

13. LAWS OF BRITISH COLUMBIA

This Agreement shall be interpreted under and is governed by the applicable laws of Canada and the Province of British Columbia.

14. SCHEDULES

The Schedules attached hereto, which form part of this Agreement, are as follows:

(a) Schedule "A" – List of Benefiting Parcels;
(b) Schedule "B" – Map of Benefiting Area;
(c) Schedule “C” – Description of the Works;

IN WITNESS WHEREOF the parties hereto have executed this contract the day and year first above written.

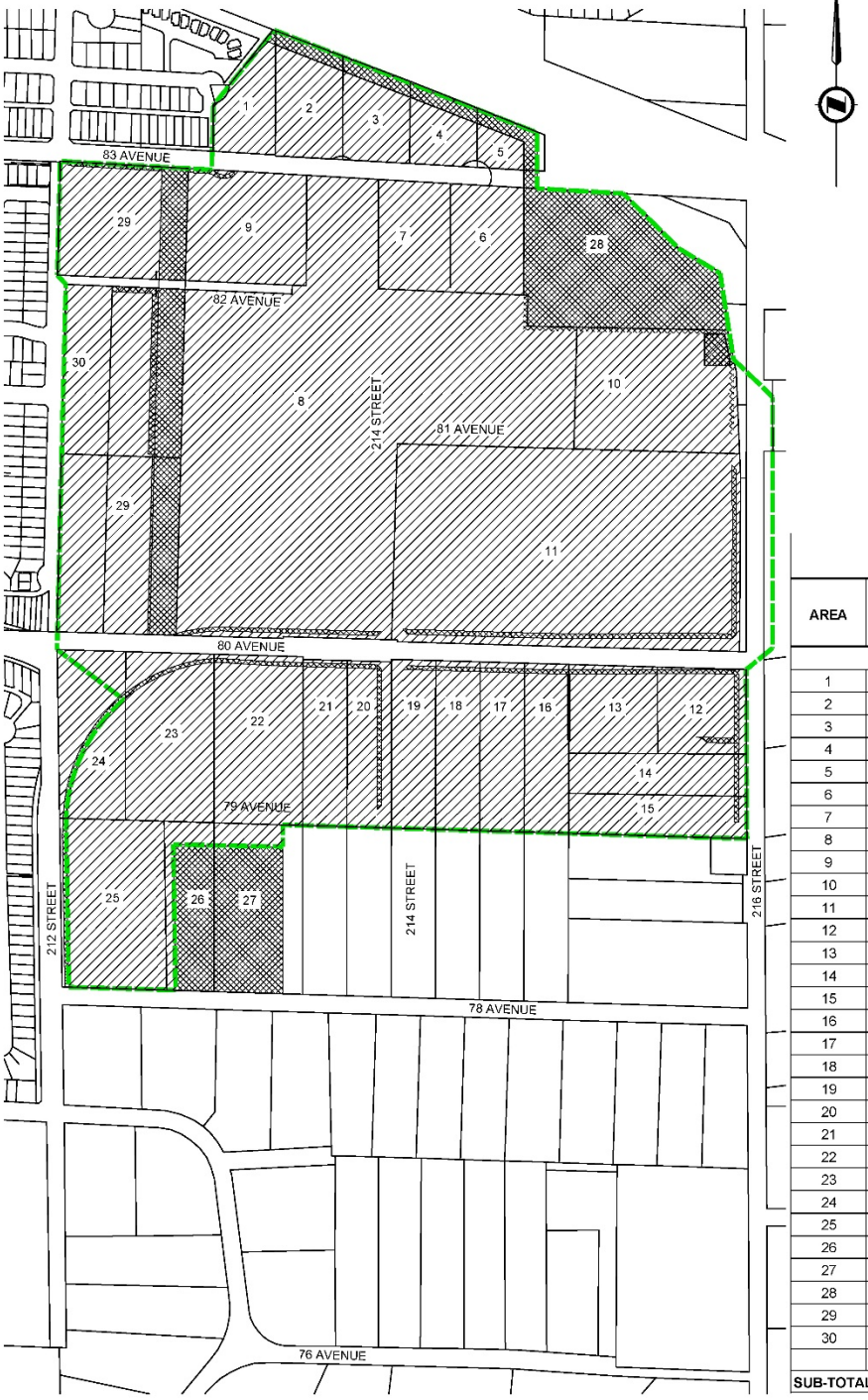
FOR CORPORATE BODY	SIGNED BY:	)
		)
	_____	)
		)
	In the presence of:	)
	(witness):	)
	Signature _____	)
	Name _____	)
	Address _____	)
	Occupation _____	)
FOR THE CORPORATION OF THE TOWNSHIP OF LANGLEY	SIGNED BY GENERAL MANAGER, ENGINEERING & COMMUNITY DEVELOPMENT For and on behalf of THE CORPORATION OF THE TOWNSHIP OF LANGLEY	))))))
	_____	)
	GENERAL MANAGER, ENGINEERING & COMMUNITY DEVELOPMENT	))
		)
	SIGNED BY TOWNSHIP CLERK For and on behalf of THE CORPORATION OF THE TOWNSHIP OF LANGLEY	))))))
	_____	)
	TOWNSHIP CLERK	)
		)
	In the presence of: (as to both Township signatures)	)))
	_____	)
	Name: Address: Occupation:	)))

SCHEDULE "A"
LIST OF BENEFITING PARCELS

Map ID	PID	Civic	Short Legal	Net Dev Ha.
1	027-538-516	21305 83 AVENUE	LT 17, SEC 25, TWP 8, NWD, PL BCP36639	0.68
2	001-801-350	21341 83 AVENUE	LT 12, SEC 25, TWP 8, NWD, PL NWPNWP2758	0.86
3	009-275-622	21373 83 AVENUE	SEC 25, TWP 8, NWD, PL NWP23602	0.68
4	015-022-366	21427 83 AVENUE	LT V, SEC 25, TWP 8, NWD, PL NWP23602	0.49
5	002-412-110	21443 83 AVENUE	LT W, SEC 25, TWP 8, NWD, PL NWP23602	0.33
6	010-733-159	21476 83 AVENUE	SEC 25, TWP 8, NWD, PL NWPNWP2758	1.01
7	010-733-191	21422 83 AVENUE	SEC 25, TWP 8, NWD, PL NWPNWP2758	1.01
8	031-144-721	N/A	LT 3, SEC 25, TWP 8, NWD, PL EPP86150	13.85
9	031-144-713	N/A	LT 2, SEC 25, TWP 8, NWD, PL EPP86150	1.68
10	031-144-756	N/A	LT 5, SEC 25, TWP 8, NWD, PL EPP86150	2.30
11	031-144-730	N/A	LT 4, SEC 25, TWP 8, NWD, PL EPP86150	8.51
12	011-971-762	7993 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.88
13	011-971-771	21536 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.93
14	011-826-771	7941 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.91
15	011-971-801	7913 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.91
16	011-971-746	21480 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.93
17	011-971-738	21456 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
18	011-971-720	21446 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
19	011-971-690	21406 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
20	018-450-245	21392 80 AVENUE	LT A, SEC 24, TWP 8, NWD, PL LMP12423	0.85
21	018-450-253	21350 80 AVENUE	LT B, SEC 24, TWP 8, NWD, PL LMP12423	0.92
22	004-989-376	21314 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP12105	1.87

Map ID	PID	Civic	Short Legal	Net Dev Ha.
23	004-399-501	21264 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP12105	1.87
24	006-154-492	21216 80 AVENUE	LT 1, SEC 24, TWP 8, NWD, PL NWP1098	0.55
25	011-992-867	21247 78 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	2.18
26	011-992-875	21277 78 AVENUE	LT 15, SEC 24, TWP 8, NWD, PL NWP1098	0.46
27	002-618-249	21321 78 AVENUE	LT 14, SEC 24, TWP 8, NWD, PL NWP1098	0.28
28	031-144-764	N/A	LT 6, SEC 25, TWP 8, NWD, PL EPP86150	N/A
29	031-144-705	N/A	LT 1, SEC 25, TWP 8, NWD, PL EPP86150	4.18
30	000-655-112	21214 82 AVENUE	LT 24, SEC 25, TWP 8, NWD, PL NWP68078	1.01

SCHEDULE "B"
MAP OF BENEFITING AREA



BENEFITING AREAS

AREA	ADDRESS	NET DEVELOPABLE AREA (Ha)
1	21305 83 Avenue	0.68
2	21341 83 Avenue	0.86
3	21373 83 Avenue	0.68
4	21427 83 Avenue	0.49
5	21443 83 Avenue	0.33
6	21476 83 Avenue	1.01
7	21422 83 Avenue	1.01
8	031-144-721	13.85
9	031-144-713	1.68
10	031-144-756	2.30
11	031-144-730	8.51
12	7993 216 Street	0.88
13	21536 80 Avenue	0.93
14	7941 216 Street	0.91
15	7913 216 Street	0.91
16	21480 80 Avenue	0.93
17	21456 80 Avenue	0.94
18	21446 80 Avenue	0.94
19	21406 80 Avenue	0.94
20	21392 80 Avenue	0.85
21	21350 80 Avenue	0.92
22	21314 80 Avenue	1.87
23	21264 80 Avenue	1.87
24	21216 80 Avenue	0.55
25	21247 78 Avenue	2.18
26	21277 78 Avenue	0.46
27	21321 78 Avenue	0.28
28	POND	2.90
29	031-144-705	4.18
30	21214 82 Avenue	1.01
SUB-TOTALS		55.85

DWA CATCHMENT AREAS

LEGEND

- CATCHMENT BOUNDARY
- EXCLUDED LANDS (GREENWAY, ETC)
- FRONT ENDER'S LANDS
- BENEFITING LANDS

McElhanney
SUITE 2300 - CENTRAL CITY TOWER
13450 102 AVENUE, SURREY, BC
V3T 5X3
P: 604-596-0391
F: 604-584-5050

This drawing and design is the property of McElhanney Consulting Services Ltd. and shall not be used, reused or reproduced without the consent of the said company. McElhanney Consulting Services Ltd. will not be held responsible for the improper or unauthorized use of this drawing and design.

Scale: 1:5000
Date: Oct. 07, 2021
Job No.: 2111-03116-02
TOL Project No.: 08-25-0098

SCHEDULE "C"
DESCRIPTION OF THE WORKS

Construction of a community stormwater detention facility of approximately 34,000 m^3 over a lot area of approximately 2.9 ha., with related stormwater mains, manholes, and other appurtenances, including a 3.6 m x 3.6 m concrete box flow control chamber, having an estimated cost of approx. $34 million (including land), all in accordance with the Township of Langley Subdivision and Development Servicing Bylaw, per design drawings numbered

- 2111-03116; sheets 1 to 8 inclusive, prepared by McElhanney Consultants Ltd. dated October 2019.

- 19-163 sheets L1 to L6 inclusive, prepared by PMG Landscape Architects dated February 11, 2021.

Applicable DCC Project ID Number from Development Cost Charge Bylaw 2020 No. 5555 related to the works is as follows:

DCC Project ID Number	Description
18 D 049	Detention Pond

RECEIVED
OCT 18 2021
MAYOR'S OFFICE

Legion
BRITISH COLUMBIA/YUKON COMMAND

Royal Canadian Legion
Aldergrove Branch #265
Box 145
26607 Fraser Highway
Aldergrove, BC V4W 2T7
Office: Tel/Fax: (604) 856-8814
Lounge: 604-856-5423
E-mail: rcl265@hotmail.com
aldergrovelegion.ca

Mayor and Council
The Corporation of the Township of Langley
20338 65 Avenue
Langley BC V2Y 3J1

Dear Sirs/Madams:

The Aldergrove branch of the Royal Canadian Legion #265 requests permission to hold its annual Remembrance Day Poppy Campaign from October 29 to November 10, 2021 in the Aldergrove, Murrayville, Walnut Grove, and Fort Langley areas.

Fraternally,

Madeline Roach

Madeline Roach
Secretary Manager
R.C.L. #265

Township of Langley
Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

October 13, 2021 at 7:00pm
Via Zoom

MINUTES

Present:
E. Erickson (Community Co-Chair)
Councillor E. Woodward (Council Co-Chair)

M. Jackstien, K. Ludlam, and J. Wilkins

School Board Representative:
D. Tod

Staff:
R. Stare, Deputy Director, Parks and Recreation
P. Tulumello, Director, Arts, Culture, and Community Initiatives
V. Sunada, Project Manager, Engineering
K. Stepto, Recording Secretary

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – October 13, 2021

Moved by M. Jackstien,
Seconded by K. Ludlam,
That the Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the October 13, 2021 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – September 8, 2021

Moved by M. Jackstien,
Seconded by K. Ludlam,
That the Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the September 8, 2021 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Council Co-Chairperson's Report

Councillor Woodward reported that Council had a strategic planning session with a consultant to discuss 2022 budget priorities.

E. Erickson reported that he attended a few events at the Aldergrove Arena and that operations seem to be running smoothly.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Heritage Centre Update

V. Sunada, Project Manager, provided an update on the Salishan Place by the River project. He provided the following information:

The project will include:

- Community Museum;
- Indigenous Museum;
- Gallery/Temporary Exhibition Spaces;
- Archive and Research Facilities;
- Gift Shop and Café;
- Printmaking and Classroom facilities;
- Reception Hall with kitchen;
- Presentation Theatre;
- Outdoor Spaces including an amphitheatre, interpretive gardens, and rooftop patio; and
- Community Library.

Construction began in June 2021 on the foundation and footings. Depth excavation has been completed and drilling has begun for the geothermal pipe installation. Some of the trees that were removed will be used for furniture and benches on the site. Occupancy is scheduled for October 2022 with the Grand Opening to the public on July 1, 2023.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Museum Advisory Group Update

K. Ludlam reported that the MAG has been providing input on the development of new exhibits at the museum. They are also reviewing the Museum's Mission Statement, Values, and Mandate to ensure diversity and inclusion are included. This is a requirement to receive Provincial and Federal funds for operating

2. Committee Application Process 2022

Members of the Recreation, Culture, and Parks Advisory Committee whose terms are expiring in December 2021 are welcome to re-apply at www.tol.ca/committee. Application deadline is October 22, 2021.

3. Committee Succession Planning

Members were asked to encourage community members to apply for the committee from all areas of interest including sports groups, performing art groups etc.

I. NEXT MEETING

Date: November 10, 2021
Location: via Zoom
Time: 7:00 pm

J. TERMINATE

Moved by J. Wilkins,
Seconded by K. Ludlam,
That the meeting terminate at 8:00pm.
CARRIED

CERTIFIED CORRECT:

_____ _____

Community Representative Co-Chair Council Representative Co-Chair

Township of Langley
Est. 1873

TREE PROTECTION ADVISORY COMMITTEE

October 19, 2021 at 7:00pm
via Zoom

MINUTES

Present:
A. Stewart, Community Co-Chair
B. Whitmarsh, Council Co-Chair
P. Arnason, Council Co-Chair (Alternate)

C. Bishop, J. Evanochko, C. Grey, A. Neufeld, and H. Sakurai

Guest:
A. Needoba, Diamond Head Consulting

Staff:
T. Buckner, Manager, Parks Operations
J. Chu, Manager, Community and Policy Planning
E. Fong, Superintendent, Trees, Trails, Horticulture, and Natural Areas
A. Jensen, Planner, Community and Policy Planning
K. Stepto, Recording Secretary

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Tree Protection Advisory Committee – October 19, 2021

Moved by C. Grey,
Seconded by H. Sakurai,
That the Tree Protection Advisory Committee approve the agenda and receive the agenda items of the October 19, 2021 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Tree Protection Advisory Committee – September 21, 2021

Moved by A. Neufeld,
Seconded by C. Grey,
That the Tree Protection Advisory Committee adopt the minutes of the September 21, 2021 meeting, as amended.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Waste Biomass Utilization

Item deferred to the next TPAC meeting.

D. REPORTS

1. Tree Protection Bylaw (Status Report)

E. Fong provided an update on tree cutting applications since the implementation of the amended Tree Protection Bylaw. The following information was provided:

- There are 19 outstanding tree cutting applications that are instream under the Tree Protection Bylaw before it was amended. Of those, five (5) have multiple tree removal requests. One application is under review for 205 tree removals. The rigors of the newly amended bylaw will take effect after the backlog of outstanding applications are completed.
- There are 553 inspections to conduct – 73 have been completed.
- 20 new applications have been received since the amended bylaw was put in place but none have yet been reviewed. Reduction of applications may be a result of a number of reasons: unlawful tree removals may be occurring, the public may still be wary of the new restrictions and are holding off, and willingness to risk paying penalties.
- The Township should consider creating a hot line for unlawful tree removals or Bylaws staff available to answer complaints. There is a Bylaws phone number that people can contact.
- Staff are also reviewing 15 development applications. Six have been reviewed with no tree removals to report.
- Biggest challenge for Urban Forestry staff when reviewing building permit applications is what to do with neighbouring trees with branches and roots encroaching onto adjacent properties. Staff are seeking legal advice as to what takes precedence, right of property owner to use and enjoy their property versus the Tree Protection Bylaw.
- There is an arborist vacancy to be filled to help ease the inspections backlog and other tree related matters.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Draft Community Forest Management Strategy

A. Needoba, Diamond Head Consulting, provided an overview of the revised draft Community Forest Management Strategy which incorporated the comments received from the committee members during the last month.

F. WORK PROGRAM

The committee provided the following further comments/questions:

- Why was the year 2060 chosen instead of 2050 like Metro Vancouver?
    - Trees take a long time to grow – usually have a 40-year growing timeframe.
    - Could adjust to have synergy with the Metro Vancouver 2050 Plan.
- Metro Vancouver's goal is 40% Canopy Cover which may be challenging. Should the Township have two targets – one for ALR land and one for all other lands?
    - This is a reasonable suggestion. The current divide is by Urban Containment Boundary and everything else. This could be changed to ALR land and everything else instead.
- The stability of tree canopy in Brookswood/Fernridge is challenging. This needs to be looked at and possibly adjusted because of development.
- Canopy cover by land use and canopy cover targets are great additions.
- The photos that are in the document may need review as some of trees look dead or diseased.
- Substantial Stands – it would be good to explain where these come from.
- Street trees (Rights-of-way) – 20%. This target could be increased.
- Suburban residential and single family – these targets are very high and are a large jump from their current canopy.
- Will this document roll out to the community exactly as is or will there be a more understandable format for residents?
    - This can be considered if there is time in our contract.
    - The key points will be summarized by staff for engagement purposes.
- Connectivity – Could the TOL work towards more incentives for connectivity between forests?
- An Appendix on how the target percentages were come up with would be helpful.

The committee was asked to provide any further comment to staff by November 2. A revised draft will be available on November 16 in preparation for discussion at the November 23 meeting.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

I. NEXT MEETING

Date: November 23
Location: via Zoom
Time: 7:00 pm

J. TERMINATE

Moved by C. Grey,
That the meeting terminate at 9:00pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

SENIORS ADVISORY COMMITTEE

Wednesday, October 20, 2021 at 8:00pm
Via Zoom

MINUTES

Present:
E. Brett, Community Co-Chair
Councillor P. Arnason, Council Co-Chair
Councillor S. Ferguson, Council Co-Chair

C. Eaton, L. George, M. Gill, S. Hedao, S. Martin, and G. Wong

Guest:
P. Fassbender, Christian Life Assembly Housing Society and Langley Memorial Hospital Foundation

Staff:
A. Penner, Community and Policy Planner
C. Quin, Recording Secretary
P. Ward, Strategic/Social Planner

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Seniors Advisory Committee – October 20, 2021

Moved by G. Wong,
Seconded by L. George,
That the Seniors Advisory Committee approve the agenda and receive the agenda items of the October 20, 2021 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Seniors Advisory Committee Minutes – September 15, 2021
Dementia-friendly Task Force Notes – September 15, 2021

Moved by L. George,
Seconded by S. Martin,
That the Seniors Advisory Committee adopt the Minutes of the September 15, 2021 Seniors Advisory Committee meeting and receive the Notes of the September 15, 2021 Dementia-friendly Task Force meeting (Attachment A).
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Local Housing Projects

P. Fassbender, Christian Life Assembly (CLA) Housing Society and Langley Memorial Hospital Foundation, provided a presentation on two projects in Langley Township providing affordable housing.

The CLA Housing Society project has received funding from BC Housing and is planned to provide 98 affordable rental units. The project is in the final stages of a rezoning application. The Murrayville Rental Housing project will provide 148 seniors-oriented rental units, including 44 affordable units on Langley Memorial Hospital Foundation land. The project, which is under construction, will support the Foundation's charitable mission.

P. Fassbender noted that the Township has supported both projects, through the development application process and waiver of Development Cost Charges. P. Fassbender further reported that the main challenge for affordable housing is obtaining land at an affordable price. Through discussion, it was suggested that a workshop could be convene to bring different stakeholders together to generate ideas and develop partnerships.

D. REPORTS

1. Co-Chair Reports

Councillor Ferguson:

- reported that Council will soon engage in budget meetings
- reminded members of the Seniors Advisory Committee whose terms are expiring about the October 22 application deadline
- reflected on the National Day for Truth and Reconciliation

E. CORRESPONDENCE

F. WORK PROGRAM

1. Provincial Accessibility Legislation

P. Ward reported that the Province recently passed accessibility legislation to support people with disabilities to meaningfully participate in their communities. The Act allows the provincial government to establish accessibility standards aimed at identifying, removing, and preventing barriers to accessibility and inclusion. The Act further allows the provincial government to prescribe organizations that will be required to develop an accessibility plan and establish an accessibility committee. Although the Province has not yet identified the prescribed organizations, staff anticipate that local governments will be prescribed, and, as such, may soon need to establish an accessibility committee and prepare an accessibility plan. Through provincial consultation opportunities,

F. WORK PROGRAM

staff have indicated that provincial accessibility goals are generally in keeping with Township policy that supports accessibility and inclusion, and have recommend that provincial support accompany any regulatory changes to mitigate resource implications for local governments.

2. November Meeting Presentation Topics – Transportation

E. Brett reported that transportation-related presentations are in the process of being scheduled for the November 17 Seniors Advisory Committee meeting. Committee members were invited to suggest local stakeholders that may be interested in attending the presentations as guests.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Committee Application Process 2022

Members of the Seniors Advisory Committee whose terms are expiring in December 2021 are welcome to re-apply at www.tol/committee. Application deadline is October 22, 2021.

I. NEXT MEETING

Date: November 17, 2021
Location: Zoom
Time: 7:00pm

J. TERMINATE

Moved by S. Hedao,
Seconded by C. Eaton,
That the meeting terminate at 9:00pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

TOWNSHIP OF LANGLEY
AGE- AND DEMENTIA-FRIENDLY ACTION PLAN

DEMENTIA-FRIENDLY TASK FORCE MEETING #7

Wednesday, September 15, 2021 from 7:00pm to 8:30pm via Zoom

In Attendance:

Cllr. P. Arnason, S. Aziz, E. Brett, K. Brown, C. Eaton, Cllr. S. Ferguson, L. Gates, L. George, M. Gill, S. Hedao, C. Munnalall, R. Oren, and G. Wong

Facilitators:

M. Larson, Consultant; A. Penner, Community and Policy Planner; P. Ward, Strategic/Social Planner

Summary Notes:

1. Welcome and project update

M. Larson welcomed everyone to the meeting and provided an update of the work that has taken place since the June meeting.

2. Draft Action Plan (introduction and context sections)

M. Larson reviewed the introduction and context sections of the draft Action Plan. Discussions ensued and the following comments were provided:

- Impressed with the amount of work that has been put into this.
- Excellent amount of information.
- Some of the finer points have been acknowledged.
- Meeting the domains of the World Health Organization.
- Brings awareness, education, and respect within communities.
- Could strengthen the connection to caregivers; understanding the need for support and respect.
- Should emergency preparedness be highlighted?
- Draft would benefit from more information about the different levels of government; who is responsible for what?
- Challenges with promoting and engaging on the Action Plan; need to acknowledge the challenges with engaging people living with dementia as part of this project.

3. Draft Action Plan framework

M. Larson provided a presentation on the emerging action ideas for the Action Plan. The action ideas were presented within the context of the following age- and dementia-friendly community domains:

- Civic Participation and Employment
- Communication and Information
- Places and Mobility
- Community Support and Health
- Social Connection and Participation

Discussions ensued and the following comments were provided:

- What are the limitations of available resources of the local, provincial and federal governments?
- The Action Plan should be framed as a “living document.”
- Each community is different; important to identify what resources are available and where there are gaps.
- How might the Township support innovation in the area of respite?
- Media could be involved with promoting awareness of the Plan.

4. Community feedback approach

M. Larson noted that a next step for the project involves community feedback on the draft Action Plan. M. Larson asked the Task Force for input on the most important information to communicate publicly, and how the Township might reach people for feedback. The following comments were provided:

- Share enough information to inform and not overwhelm.
- There could be a small page with key points.
- Post on the Township website.
- Provide information where people congregate (e.g. churches, legions, seniors centres, libraries, coffee shops).
- Consider bus shelter posters and other community boards.
- Reach out to middle-age demographics and caregivers.

5. Next Steps

Refine the draft Action Plan for community feedback.

Next Meeting

October 20, 2021

Township of Langley
Est. 1873

COUNCIL PROCESS COMMITTEE

Monday, October 25, 2021 at 10:00am
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

MINUTES

CHAIR: Councillor M. Kunst

PRESENT:
Councillors P. Arnason, D. Davis, S. Ferguson, B. Long, B. Whitmarsh, and E. Woodward

M. Bakken and J. Winslade

W. Bauer, S. Little, and K. Stepto

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Council Process Committee Agenda – October 25, 2021

Moved by Councillor Ferguson,
Seconded by Councillor Whitmarsh,
That the Council Process Committee approve the agenda and receive the agenda items of the October 25, 2021 meeting.
CARRIED

B. ITEMS FOR DISCUSSION

1. In-person and Online Participation in Council Meetings

Motion referred from the July 12, 2021 Regular Council Meeting:

Moved by Councillor Long,
Seconded by Councillor Arnason,
Whereas the State of Provincial Emergency over the COVID pandemic has been lifted; and

Whereas the Township of Langley will need to adjust its bylaw in regards to Council meeting procedures;

Be it resolved that staff look at our procedural bylaws to allow in-person and online participation from the public, staff, and Council members - suggest amendments to bring back to Council for consideration so that new procedures can be implemented as soon as practical.

B. ITEMS FOR DISCUSSION

Discussion ensued regarding having the public participate in Public Hearings via Zoom. The following comments were provided:

- The Council Procedure Bylaw has been amended to permit Council members to attend Council meetings electronically in extenuating circumstances.
- The Community Charter has been updated to allow municipalities to set their own parameters regarding electronic participation in Public Hearings.
- The Township's current practice is to have in-person and written submissions for Public Hearings.
- The Council Procedure Bylaw would need to be amended to include electronic participation in Public Hearings.
- Most Metro Vancouver communities are moving back to in-person meetings as the preferred format.
- This topic should be discussed in the spring after COVID has potentially settled down.
- Should pre-recorded submissions from the public be considered?
- If online participation is approved, perhaps pre-registration is needed and should conclude at 11:00am to help avoid "Zoom Bombing".
- A pre-recorded submission would be considered the same as a written submission. All electronic submissions would need to be allowed until the conclusion of the Public Hearing.
- Pre-recorded submissions would be very time consuming for staff as each one would need to be previewed ahead of the meeting to ensure no offensive language is used etc. It is much easier to quickly scan a written submission.
- As we have already had an online Public Hearing during COVID, could we just not continue with this practice? We want to make it as easy as possible for resident to provide input.

MOTION
Moved by Councillor Long,
Seconded by Councillor Arnason,
That staff look at our procedural bylaws to allow in-person and online participation from the public, staff, and Council members, and that staff be required to bring back amendments to the Council Procedure Bylaw;

That if Public Hearing submissions are to include online participation, that the deadline to pre-register for the speaker's lists be 11:00am on the day of the meeting.
CARRIED

B. ITEMS FOR DISCUSSION

2. Council Procedure Bylaw 2016 No. 5199

Discussion regarding Councillor Richter's proposed amendments was deferred to a meeting when she is in attendance.

MEETING RECESSED
The meeting recessed at 10:48am.

MEETING RECONVENED
The meeting reconvened at 11:01am.

The CPC items list was provided on table and emailed to the committee to discuss potentially re-prioritizing the items.

Discussion ensued and the following comments were provided:

- Should more items be added to the agenda that are not specific Councillor requests, so that it doesn't matter if the Councillor is there or not?
- Should we have longer, or more frequent, meetings to get through the list of topics and complete them?
- Should CPC meetings be scheduled at the beginning of the year, like Council meetings, and then cancelled if they are not needed?
- Should the Council Procedure Bylaw be amended to give Council members the power to call a CPC meeting?
- Should a Councillor have to be present to discuss their items?
    - Reconsideration is often a result of motions that are passed when the Councillor who forwarded the item to CPC is not present.
- Should CPC items be prioritized with those that have a finite ending scheduled first and topics that are ongoing, such as the Council Procedure Bylaw, being scheduled later?
- Should CPC meetings take priority over Council workshops?
- Should CPC meetings be scheduled on the Mondays when the Public Hearing is cancelled due to lack of agenda items?

MOTION
Moved by Councillor Long,
Seconded by Councillor Ferguson,
That a Council Process Committee meeting be scheduled in November 2021, for up to six hours.

AMENDMENT
Moved by Councillor Woodward,
Seconded by Councillor Whitmarsh,
That a meeting be scheduled in November 2021, December 2021, and January 2022 for up to six hours to clear the list of items on the Council Process Committee list.
CARRIED

B. ITEMS FOR DISCUSSION

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED

C. OTHER BUSINESS

D. TERMINATE

Moved by Councillor Long,
Seconded by Councillor Davis,
That the meeting terminate at 12:03pm.
CARRIED

CERTIFIED CORRECT:

_____
Chair

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-120
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6540-04
SUBJECT:	DRAFT METRO 2050 REGIONAL GROWTH STRATEGY UPDATE		

RECOMMENDATION:

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

EXECUTIVE SUMMARY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) initiated an update to Metro 2040, the current regional growth strategy (RGS). A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development by addressing matters of regional significance. A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP).

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050") to member jurisdictions for comment (see Attachment A). For Council's consideration, staff have prepared comments on draft Metro 2050 (see Attachment B). Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Staff have also identified some specific items with particular implications for the Township.

Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw and adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

PURPOSE:

This report provides an overview of the regional growth strategy update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District.

BACKGROUND/HISTORY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) Board passed a resolution to initiate an update to the current regional growth strategy, Metro Vancouver 2040: Shaping our Future ("Metro 2040"). Metro 2040, was accepted by the Township on March 7, 2011 and adopted by the MVRD Board on July 29, 2011.

Pursuant to the Local Government Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development in the region by addressing matters of regional significance.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP). The RCS must identify the relationship between the OCP and the goals, strategies and actions identified in the RGS and, if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

Over the past two years, Metro Vancouver staff have worked with staff from member jurisdictions, including the Township, to identify opportunities to enhance the RGS and address policy gaps. Between January and May 2021, Township staff participated on the Metro 2050 Intergovernmental Advisory Committee to review and provide feedback on early draft content for Metro 2050.

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050" – Attachment A) to member jurisdictions for comment. On September 20, 2021, Metro Vancouver staff presented an overview of draft Metro 2050 to Council. Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021.

DISCUSSION/ANALYSIS:

According to Metro Vancouver, the purpose of the RGS update is to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink's Transport 2050 planning process (the update to the regional transportation strategy).

Overview of Draft Metro 2050 Content:

Draft Metro 2050 (Attachment A) has nine (9) sections. The overview below highlights the more pertinent sections and proposed updates in terms of policy and procedural implications for the Township, based on staff's review and analysis.

<u>Section D: Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections</u>

Section D includes the descriptions of the core policy tools in the regional growth strategy including:

- The Urban Containment Boundary
- The six regional land use designations (i.e. General Urban, Industrial, Employment, Rural, Agricultural, and Conservation and Recreation)
- The five regional overlays (i.e. Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Trade-Oriented Lands, and Natural Resource Areas)

The Urban Containment Boundary is a long-term, regionally defined area for urban development. The regional land use designations describe the intended land uses. Where they apply, the regional overlays provide additional land use policies that are meant to be interpreted in conjunction with the land use designations. These policy tools are the basis of the regional land use framework and inform the review and acceptance of RCSs.

Draft Metro 2050 does not propose any significant changes to the descriptions of the Urban Containment Boundary, regional land use designations, Urban Centres overlay, or Frequent Transit Development Areas overlay. The following new overlays are proposed in the current draft of Metro 2050:

- Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas
- Trade-Oriented Lands are areas that may be identified in a RCS with a more defined set of permitted uses that support inter-regional, provincial, national, and international trade within the Industrial regional land use designation
- Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation

Metro Vancouver proposes to add a new Major Transit Growth Corridor along 200 Street, between Willowbrook and Carvolth, with the latter being designated as a Frequent Transit Development Area. The proposed addition is to reflect changes to the Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan to accommodate transit-supportive developments along the 200 Street corridor.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts that the region will need to accommodate approximately one million more residents over the next 30 years, requiring approximately 500,000 additional housing units and almost 500,000 additional jobs over that period. Unlike Metro 2040 that presents growth projections for each municipality, draft Metro 2050 presents growth projections for six subregions. In future, member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported annually, outside of the regional growth strategy.

Section E: Goals, Strategies and Actions

Section E includes the goals, strategies, and policy actions. The table below compares the Metro 2040 goals and strategies and the draft Metro 2050 goals and strategies.

Metro 2040	**Draft Metro 2050**
Goal 1: Create a Compact Urban Area • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Protect Rural areas from urban development	Goal 1: Create a Compact Urban Area • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities • Strategy 1.4: Protect Rural Lands from urban development

Metro 2040	**Draft Metro 2050**
Goal 2: Support a Sustainable Economy • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live • Strategy 2.2: Protect the supply of industrial land. • Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production	Goal 2: Support a Sustainable Economy • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live • Strategy 2.2: Protect the supply, and enhance the efficient utilization, of industrial land • Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability
Goal 3: Protect the Environment and Respond to Climate Change Impacts • Strategy 3.1: Protect Conservation and Recreation lands • Strategy 3.2: Protect and enhance natural features and their connectivity • Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality • Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards • Strategy 3.1: Protect and enhance Conservation and Recreation lands • Strategy 3.2: Protect, enhance, restore, and connect ecosystems • Strategy 3.3: Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality • Strategy 3.4: Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards
Goal 4: Develop Complete Communities • Strategy 4.1: Provide diverse and affordable housing choices • Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities	Goal 4: Provide Diverse and Affordable Housing Choices • Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs • Strategy 4.2: Expand, retain, and renew rental housing supply and protect tenants • Strategy 4.3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
Goal 5: Support Sustainable Transportation Choices • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services	Goal 5: Support Sustainable Transportation Choices • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

As shown in the table above, the primary difference in the goal structure of Metro 2050 is that Goal 4 has become "Provide Diverse and Affordable Housing Choices" and now includes three strategies about housing. The content of Metro 2040 Strategy 4.2 "Develop healthy and complete communities with access to a range of services and amenities" (previously under Goal 4) has been moved to Goal 1 as a new Strategy 1.3 entitled "Develop resilient, healthy, connected, and complete communities with a range of services and amenities."

Within each strategy, there are policy actions for Metro Vancouver and member jurisdictions (e.g. municipalities). For member jurisdictions, the policy actions are to be considered and adopted through a new RCS and, in the case of Strategies 4.1, 4.2 and 4.3, housing strategies or action plans. There are more policy actions for member jurisdictions in draft Metro 2050 than in Metro 2040.

Proposed policy action updates in draft Metro 2050 include:

- Enhanced clarity on Urban Centres and Frequent Transit Development Areas
- Stronger alignment of planned locations for growth with transit investment through Major Transit Growth Corridors
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations
- Stronger protection for Industrial lands, particularly Trade-Oriented Lands
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target that 15% of new and redeveloped housing in Urban Centres and Frequent Transit Development Areas be affordable, rental housing
- Additional policies to encourage transit-oriented affordable housing and protect existing non-market rental units

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the RGS. Draft Metro 2050 retains the same three amendment types and procedures as Metro 2040, except that the requirement for a regional public hearing is removed from the Type 2 amendment process.

Section I: Maps

Draft Metro 2050 retains the same parcel-based mapping approach that was introduced in Metro 2040, and no changes are proposed to the Urban Containment Boundary or land use designations. Map 5 "Major Transit Growth Corridors" and Map 11 "Sensitive Ecosystem Inventory" are new maps being introduced in draft Metro 2050.

Comments on Draft Metro 2050:

For Council's consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff's focused review of draft Metro 2050 content with implications for member jurisdictions, including the Township of Langley.

Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

However, it is noteworthy that some of the policy action updates proposed in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management Specific items with particular implications for the Township are identified in Attachment B.

It is noted that Township and Metro Vancouver staff have engaged in a number of discussions on draft Metro 2050 since the MVRD Board formally referred it to member jurisdictions for comment on June 25, 2021. As a result, several of the comments have been resolved in principle, but have nevertheless been included for Council's consideration of endorsement, so that they may form part of the Township's formal submission for records purposes.

Financial Implications:

There are no financial implications associated with the recommendation in this report. Within two years of adoption of the RGS, municipalities are required to prepare and submit an updated RCS to Metro Vancouver. The scope of this work will depend on the final policy actions in the new RGS that need to be considered and adopted as part of an RCS update. At this point, staff anticipate that a relatively minor RCS and concurrent OCP update would be required following the adoption of Metro 2050.

Conclusion and Next Steps:

This report provides an overview of the RGS update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District. As noted above, Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

Respectfully submitted,

Patrick Ward
SOCIAL/STRATEGIC PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Draft Metro 2050, Regional Growth Strategy
ATTACHMENT B Township of Langley comments on draft Metro 2050







Metro 2050

Regional Growth Strategy

DRAFT



SERVICES AND SOLUTIONS FOR A LIVABLE REGION

DRAFT

Metro 2050

4730 Kingsway, Burnaby, BC, V5H 0C6
metrovancouver.org

June, 2021

Acknowledgement of Indigenous Territory

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including ten local First Nations: Katzie, Kwantlen, Kwikwetlem, Matsqui, Musqueam, Qayqayt, Semiahmoo, Squamish, Tsawwassen, and Tsleil-Waututh.

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation, working collaboratively in planning and providing vital utility and local government services to about 2.75 million residents. Essential services include the provision of drinking water, sewage treatment, and solid waste disposal, along with regional services like parks, affordable housing, land use planning, and air quality management that help keep the region one of the most livable in the world.

FIGURE 1. METRO VANCOUVER ENTITIES AND SERVICES



Mission

Metro Vancouver's mission is framed around three broad roles:

1. **Serve as a Regional Federation**
   Serve as the main political forum for discussion of significant community issues at the regional level, and facilitate the collaboration of members in delivering the services best provided at the regional level.

2. **Deliver Core Services**
   Provide regional utility services related to drinking water, liquid waste, and solid waste to members. Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. **Plan for the Region**
   Carry out planning and regulatory responsibilities related to the three utility services as well as air quality, regional planning, regional parks, Electoral Area A, affordable housing, regional economic prosperity, and regional emergency management.

Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work. Each of Metro Vancouver's regional plans and strategies adopts a vision, guiding principles, goals, strategies, actions, and key performance measures that will support a more resilient, low carbon and equitable future. Metro Vancouver's interconnected plans and strategies are guided by the Board Strategic Plan, which provides strategic direction for each of Metro Vancouver's legislated areas of responsibility and the Long-Term Financial Plan which projects total expenditures for capital projects and operations that sustain important regional services and infrastructure. Together these documents outline Metro Vancouver's policy commitments and specific contributions to achieving a resilient region.

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A. *Metro 2050* Scope and Linkages to Other Plans

Regional Growth Strategies: Legislative Authority

The *Local Government Act* establishes authority for regional districts to prepare a regional growth strategy, which is intended to "promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources."

Metro Vancouver's Management Plans

Metro Vancouver's regional growth strategy, *Metro 2050*, is one plan among a suite of interconnected management plans developed around Metro Vancouver's Board Strategic Plan. The regional growth strategy uses land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services; it helps support the region's priorities, mandates, and long-term commitments to sustainability and resiliency, in combination with other management plans.

The regional growth strategy provides the land use framework for planning related to regional utilities (water, liquid waste, and solid waste), transportation, housing, and air quality. Reciprocally, the *Drinking Water Management Plan*, *Integrated Liquid Waste and Resource Management Plan*, and *Integrated Solid Waste and Resource Management Plan* set the utility frameworks within which the regional growth strategy must be developed. Housing policies in the regional growth strategy are implemented in part through the *Metro Vancouver Housing 10-Year Plan*, while the environmental and active transportation policies have important linkages with the *Regional Parks Plan*, *Ecological Health Framework*, and *Regional Greenways 2050*. The regional growth strategy helps improve air quality and reduce greenhouse gas emissions, as called for in the *Clean Air Plan* and *Climate 2050*, by encouraging growth patterns that facilitate energy efficient built form and travel patterns. Finally, the economic actions in the regional growth strategy support a prosperous economy through the implementation of the *Regional Industrial Lands Strategy* and Regional Economic Prosperity Service.

Metro Vancouver and TransLink: Working Together for a Livable Region

Metro Vancouver has a unique relationship with its sister agency, TransLink, the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required by the *South Coast British Columbia Transportation Authority Act* to support Metro Vancouver's regional growth strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink's long-range plan, *Transport 2050*, sets out transportation strategies for the road and transit networks as well as other matters affecting the regional transportation system. The regional growth strategy and regional transportation plan must support each plan's policy frameworks to be successful.

Metro Vancouver acknowledges TransLink's mandate is to prepare and implement regional transportation system plans and demand management strategies. The mandate of the Mayors' Council on Regional Transportation includes approving long-term, 30 year transportation strategies and 10 year investment plans.

Metro Vancouver's role in regional transportation planning is to:

- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
- provide advice and input to TransLink and the Mayors' Council in the fulfillment of their roles in light of regional objectives and the circumstances of the day.

Metro Vancouver and TransLink share a commitment to coordination, information-sharing, and pursuing joint policy research on topics of mutual interest such as walkability, parking, new mobility, social equity, and resiliency.

Working Together with First Nations

Metro Vancouver engages and collaborates with local First Nations on matters of shared regional planning interest. With regards to the regional growth strategy, this includes engaging with First Nations on regional growth strategy updates, amendments, and projections, as well as on key planning initiatives. It may also include opportunities to partner or collaborate on regional planning projects such as corridor studies or inventories. Metro Vancouver shares regional planning reports and data and is available to serve as a planning resource. Metro Vancouver strives to work towards better relationships with Indigenous groups and encourages member jurisdictions to also foster improved relationships.

Metro Vancouver acknowledges that regional growth has impacts on Indigenous territories. Metro Vancouver also respects that, as federal lands, First Nations reserve lands are not subject to the land use policies in the regional growth strategy. However, if and when First Nations develop land management plans, Metro Vancouver, the respective First Nations, and adjacent member jurisdictions will endeavour to engage, collaborate, and coordinate with one another at an early stage to ensure, to the extent possible, that the regional growth strategy, municipal Official Community Plans, regional transportation plans, and First Nations' land management plans are all mutually respectful and supportive.



West Vancouver

Working Together with Federal and Provincial Governments and Other Regional Stakeholders

An important part of successful regional planning is collaboration and building inter-jurisdictional partnerships. Metro Vancouver works with other important partners including the Federal Government and the Province, other authorities and agencies, residents, non-profit organizations and business associations on all aspects of the regional growth strategy where there are shared or overlapping interests. Metro Vancouver strives to foster strong relationships with other government agencies and regional stakeholders, seeks to find opportunities for collaboration, and shares information for the benefit of all, while respecting unique jurisdictional responsibilities.

Due to Canada's federal system, there are federal, provincial, and local jurisdictions and responsibilities that interplay and have significant impacts on how people live and use the region. While some jurisdiction is clearly separate, others can be shared or overlapping. The Federal Government has jurisdiction and funding responsibilities for federal trade and transportation facilities, such as ports and airports, while the Province is responsible for transportation planning, education, agriculture, child care, and health care, all of which have significant impacts on how people live and use the region. Both the Federal Government and the Province are responsible for funding programs that enable the creation of affordable and supportive housing and for taking action on climate change. Metro Vancouver's collaboration with regional stakeholders includes the role of convening and fostering dialogue with and among health authorities, port and airport authorities, post-secondary educational institutions, the Agricultural Land Commission, housing providers, industry groups, and the non-profit sector.

B. Introduction to the Region

Context for the Regional Growth Strategy

Geographic Context: Surrounded by Natural Beauty, but Constrained

Located in the southwestern corner of the British Columbia mainland, the Metro Vancouver region is a diverse urban place rich in natural beauty. Situated on the Salish Sea, bisected by the Fraser River, and flanked by the Cascade Mountains to the north, the region's natural features have contributed to its position as a major international port, an important location for agricultural production, and one of the most desirable places to live in Canada. These features, as well as the international border to the south, lead to a constrained land base that strengthens the imperative for regional planning and growth management. Consequently, the regional federation has a long history of thoughtfully considering how to accommodate population and economic growth with limited land for expansion.

Indigenous Context: A Rich Indigenous History and Vibrant Modern Presence

For thousands of years, Indigenous peoples have lived on, and stewarded, their respective and shared territories that collectively have also become known as the Metro Vancouver region. Today there are ten First Nations with communities located within the Metro Vancouver region: Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Qayqayt First Nation, Semiahmoo First Nation, Squamish Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation. In addition, there are many other Indigenous Nations and organizations located outside the boundaries of Metro Vancouver, having land and territorial interests that include the Metro Vancouver region. Further, many First Nation peoples from other areas of Canada, as well as Inuit and Métis peoples, live within this region.

Social Context: A Culturally Diverse Region

Metro Vancouver is the largest region in British Columbia with over 53% of the province's population. Metro Vancouver is an ethnically diverse region with approximately 49% of the population of European heritage, 20% Chinese, 12% South Asian, 5% Filipino, 2.5% Indigenous, and a wide variety of other cultural backgrounds. This cultural diversity has, and continues to, enrich the region and helps make the region an attractive place to live and supports tourism, immigration, and investment.

Housing is one of the most important social and economic issues in Metro Vancouver. Land values and housing prices in the region are very high and have led to associated housing challenges, including barriers to accessing housing in both the rental and ownership markets, many households spending more than 30% of their gross income on housing, lack of supply across the housing continuum, low rental vacancy rates, and a high rate of homelessness.

Climate Change and Natural Hazards Context: Vulnerable to Impacts and Risks

Metro Vancouver is situated on the Fraser River delta, amongst many forested areas and steep slopes, and in one of the most seismically active zones in Canada. As a result, the region is susceptible to a variety of natural hazards, including earthquakes, wildfires, landslides, and floods. Climate change is already affecting Metro Vancouver, and the impacts are projected to become more frequent and severe over time, increasingly affecting the communities, infrastructure, and natural environment within the region. Climate change can also amplify the impacts of natural hazards; for instance, sea level rise can increase the severity of coastal floods, heavier rainfall events can influence the likelihood of floods and landslides, and warmer temperatures combined with longer drought periods can increase the risk of wildfires.

Challenges and Opportunities

Metro Vancouver's population has grown substantially over the past decades, adding more than one million people in a generation. This strong population growth is projected to continue, therefore the key challenge will be to accommodate growth in ways that advance both livability and sustainability. To accomplish this, the regional growth strategy strives to address the following issues:

Accommodating Growth to Advance Livability and Sustainability

The region is expected to continue to grow by about 35,000 residents per year. Accommodating growth within a land-constrained region implies greater density of development. Carefully structured, with the right diversity and mix of land uses, regional planning can reduce congestion, improve the efficiency of transportation infrastructure, improve the economics of public services, increase the viability of local businesses and retail services, foster the creation of vibrant centres for culture and community activities, and maintain an attractive urban environment.

Building Resilient, Healthy, and Complete Communities

As the region's population both grows and ages, ensuring access to the key elements of healthy, social and complete communities becomes more challenging. Access to amenities like local shops, personal services, community activities, recreation, green spaces, employment, culture, entertainment, and a safe and attractive public realm can improve community health, social connectedness, and resiliency. This requires careful planning, primarily at the local scale, but also regionally. Complete communities can also help with other challenges, such as climate change, by encouraging active transportation and reducing the need to commute or travel long distances to access employment, amenities, or services.

Ensuring Housing for All

Ensuring affordable and appropriate housing that meets a variety of needs across the housing continuum is an ongoing challenge. While the region's housing market continues to evolve, stresses of high prices and low supply have evolved over the past decade to the point where there is extreme pressure on both ownership and rental tenure, and heightened public concern over the impacts of housing challenges on the region's social and economic well-being. Strong regional policy and performance measures pertaining to housing can help to increase the supply of all forms and tenures of housing, and reduce pressures on the housing market.

Supporting Economic Prosperity

Metro Vancouver's economy benefits from a highly varied and specialized base of employment activities, including international trade and logistics; manufacturing; professional and business services; film and television production; tourism and hospitality; education and knowledge creation; agriculture; and emerging technology-driven sectors, such as apparel technology, agri-tech, clean technology, digital media, medical technology, and new mobility. The region connects with, and serves, a resource-rich province and has strong gateway links to the North American and Asia-Pacific regions. An intent of the regional growth strategy is to provide an adequate supply of jobs-producing research, and industrial and commercial space throughout the region for new and expanding industrial and employment uses. This could include research and development, incubation and acceleration, production, and export, located according to their needs, and in a manner that supports an efficient transportation system on which the economy depends.

Advancing Social Equity

Social equity in Metro Vancouver is considered to be the promotion of justice and fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include consideration of the many dimensions of identity, such as socioeconomic status, race, ethnicity, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues.

Economic and social inequity can contribute to broad health and social problems as well as a wide variety of other challenges. In Metro Vancouver, incorporating social equity into regional growth planning practice is crucial to ensuring that the region moves forward in an equitable and inclusive manner. Improving social equity will also support the region's other objectives including resiliency, sustainability, livability, and prosperity for all. Some of the key social equity concerns in the Metro Vancouver region that relate to the regional growth strategy include: access to green space, employment, and transit; housing adequacy, suitability, and affordability; vulnerability to climate change impacts and natural hazards; and the displacement impacts that are the result of redevelopment.

Ensuring Resilience

Metro Vancouver is vulnerable to a variety of shocks and stressors. Regional resilience is the capacity of communities and organizations to prepare, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions, while learning from shocks and stresses to build a more resilient place. Proactive growth management policies can promote land use and built form patterns that reduce exposure to risk, help communities prepare for future shocks, and ensure that residents have the necessary community and social assets located close to where they live and work.

Reconciliation with Indigenous Peoples

Working towards reconciliation introduces a cross-jurisdictional consideration for regional districts, since the primary intergovernmental relationship for First Nations is with the Federal Government. While the regional growth strategy does not apply to reserve lands, it potentially impacts them. In further fostering relationships with First Nations and understanding the various challenges, opportunities, and impacts on all partners, we can collectively move forward and be inclusive of all residents of the region.

Protecting the Environment

Many natural assets in Metro Vancouver are of national and international significance. Managed carefully, they also provide essential ecosystem services such as clean air, fresh water, and nutritious food. The challenge is to protect and restore the integrity of these assets for the benefit of current and future generations in the face of a growing population, associated development, and a changing climate. Regional policy that emphasizes protecting, connecting, and enhancing ecosystems and integrating best practices across disciplines can help address this challenge.

Preparing for Climate Change and Natural Hazards

The major natural hazards in Metro Vancouver include earthquakes, floods, and landslides. The risks associated with these hazards are often worsened by climate change. By 2050, the region is projected to experience sea level rise; warmer temperatures; longer summer drought periods; increased precipitation in the fall, winter, and spring; a reduced annual snowpack; and more frequent extreme weather events. The challenge will be to prepare for the anticipated impacts of climate change and regional natural hazards, while also reducing regional greenhouse gas emissions and achieving a carbon neutral region by the year 2050. Emerging global issues such as climate change displacement may impact population and influence land use and growth management planning in the Metro Vancouver region. An example of a policy approach focused on preparing for the impacts of climate change and natural hazards includes avoiding locating new settlements and infrastructure in locations with known and unmitigated hazards and, where settlements already exist, mitigating those hazards to minimize risk to people and property.

Protecting Agricultural Land to Support Food Production

Local production of food is dependent on a protected land base for agriculture. Metro Vancouver has approximately 60,000 hectares in the provincial Agricultural Land Reserve, and that land is a vital asset for the economic viability of the region, the agricultural sector in particular, along with supporting local food production for future generations. The ongoing importance of producing fresh, local food contributes to a secure food supply, economic resilience, and supports other co-benefits such as ecosystem services. Yet land speculation and the conversion pressures from other land uses on agricultural lands continues to threaten the resilience of agriculture in the region. The impacts of climate change are also projected to have significant impacts on the agricultural industry. Effective growth management policy includes strategies to protect and enhance agricultural lands and support agricultural viability over the long-term.

Improving Accessibility and Mobility and Reducing Congestion

Metro Vancouver has some of the highest levels of transit ridership, walking, and cycling in Canada. However, sustainable mode share varies significantly across the region, the majority of trips are still taken by private motor vehicle, and transportation remains the region's largest source of greenhouse gas emissions. Shaping infrastructure, street design, and population growth in a way that supports sustainable transportation choices are keys to reaching the region's carbon neutrality target by 2050. Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means.

Changing Generational Preferences and Behaviours

Younger and older generations often have different perspectives and preferences regarding: housing type, tenure, and location; transportation choice; employment; proximity to amenities and services; and recreational opportunities. In addition, macroeconomic trends have delayed or limited many opportunities for employment and home ownership while technological innovation has impacted consumer behaviour. The result has been a general trend towards living in more urban environments, making more environmentally-sensitive choices, and prioritizing access over ownership. Other trends that are being seen include smaller family sizes, lower personal savings, higher educational attainment, older age of household formation, and lower rates of home and car ownership. An awareness and consideration of changing generational preferences and behaviours will support better long-range planning as well as regional prosperity through improved labour force recruitment and retention.



Port Coquitlam

C. Introduction to the Regional Growth Strategy

Metro 2050 Vision

Metro Vancouver is a region of diverse and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.

Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gasses, and contributes to resiliency to climate change impacts and natural hazards.

Guiding Regional Planning Principles

Metro 2050 is guided by the following five principles:

1. Put growth in the right places;
2. Protect important lands;
3. Develop complete communities;
4. Provide mobility, housing, and employment choices; and
5. Support the efficient provision of infrastructure.



North Vancouver District



Responding to the Challenges: *Metro 2050* Goals

To respond to the challenges faced by the region, the regional growth strategy sets out a series of strategies and actions for Metro Vancouver and member jurisdictions arranged under five key overarching goals intended to achieve the desired outcomes.

Goal 1. Create a Compact Urban Area

Metro Vancouver's growth is focused inside an Urban Containment Boundary, within which are a variety of complete communities with access to a range of housing choices, and close to employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, and supports the efficient use of land and an efficient transportation network.

Goal 2. Support a Sustainable Economy

The objective is to protect and optimize the land base and transportation systems that are required to ensure the viability of business sectors. This means supporting regional employment and economic growth, including the established and new emerging sectors and businesses. This is best achieved through the long-term protection of Industrial, Employment, and Agricultural lands, and ensuring that supports are in place to allow commerce to flourish in Urban Centres throughout the region, and heavy and light industrial activities on Industrial lands, connected by a diverse and reliable transportation system.


Burnaby

Goal 3. Protect the Environment and Respond to Climate Change and Natural Hazards

The region's vital ecosystems provide essential services for all life. A connected network of protected Conservation and Recreation lands and other green spaces throughout the region provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience. The strategies also help Metro Vancouver and its member jurisdictions contribute to meeting the regional greenhouse gas emission reduction targets, and prepare for the anticipated impacts of climate change and natural hazards.

Goal 4. Provide Diverse and Affordable Housing Choices

Metro Vancouver is a region of communities with a diverse and affordable range of housing choices suitable for residents at any stage of their lives, including a variety of unit types, sizes, tenures, prices, and locations. There is an increased supply of purpose-built rental housing, particularly in proximity to transit, and there are robust tenant protections in place to mitigate the impacts of renovation and redevelopment on renters. Residents experiencing or at risk of homelessness and those with lower incomes or special needs can access permanent, affordable, and supportive housing in neighbourhoods across the region.

Goal 5. Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, walking, cycling, and multiple-occupancy vehicles, which reduces greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail, and waterway networks play vital roles in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.

N.1

D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

The following tools, regional land use designations, and overlays are key to achieving the five goals of the regional growth strategy. They establish a long-term regional land use framework and provide the basis for defining land use matters of regional significance.

The intent statements for the regional land use designations and overlays are to be read in conjunction with applicable strategies and actions under each goal and are to be supported by member jurisdictions in their Regional Context Statements. The boundaries for the regional designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2).

Once defined by member jurisdictions, the locations of Urban Centre and Frequent Transit Development Area overlays are shown on Maps 4 and 5. The parcel-based boundaries of Urban Centre and Frequent Transit Development Area overlays, as determined by member jurisdictions, will be depicted on a reference map, which will be maintained by Metro Vancouver Regional District.

Urban Containment Boundary

The Urban Containment Boundary is a stable, long-term, regionally defined area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from developments requiring utility infrastructure and from auto-oriented, dispersed development patterns. Locating housing, regional transportation, and other infrastructure investments within the Urban Containment Boundary supports land development patterns that can protect food producing land, reduce energy demand and greenhouse gas emissions from commuter traffic, and secures land that stores carbon and helps communities adapt to climate change. Residential and employment infill development is encouraged within the Urban Containment Boundary.



Surrey

Urban Land Use Designations

General Urban

General Urban lands are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban lands, commercial, employment, and residential development should be focused in Urban Centres and Frequent Transit Development Areas. Higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Areas. Neighbourhood-serving shops and services are encouraged in General Urban lands outside of Urban Centres and Frequent Transit Development Areas. General Urban lands are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, and walking are the preferred modes of transportation.

Industrial

Industrial lands are intended for heavy and light industrial activities, including: distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging technology-driven forms of industry, and appropriately-related and scaled accessory uses.

The intensification and densification of industrial activities and forms, as contextually appropriate to the surrounding area, are encouraged. Limited industrial-serving commercial uses that support the primary industrial functions are appropriate. Residential uses are not intended.

Employment

Employment lands are intended for light industrial, commercial, and other employment-related uses to help meet the needs of the local and regional economic activities, and complement the planned functions of Urban Centres and Frequent Transit Development Areas.

Employment lands that are located within Urban Centres and Frequent Transit Development Areas provide locations for a range and mix of employment activities and more intensive forms of commercial development.

Residential uses are not intended on Employment lands, with the exception of sites located within 200 metres of rapid transit stations within Urban Centres or Frequent Transit Development Areas where residential (with an emphasis on affordable, rental) is permitted on the upper floors of mid- to high-rise buildings, as appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

Employment lands located outside of Urban Centres and Frequent Transit Development Areas are primarily intended for: light industrial and commercial uses that require larger-format buildings, which may have particular goods movement needs and impacts; generally lower employment densities and lower transit-generating uses; and uses and forms that are not consistent with the character of a dense transit-oriented neighbourhood, Urban Centre, or Frequent Transit Development Area.

Non-Urban Land Use Designations

Rural

Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities outside the Urban Containment Boundary. Land uses in these areas include low density forms of residential, agricultural uses and small scale commercial, industrial, institutional uses that do not require the provision of urban services such as sewerage or transit. As such, Rural lands are not intended as future urban development areas and generally will not have access to regional sewerage services. Rural designated land generally comprise natural areas, agricultural lands, lands with low-intensity residential or built environments that are historical, remote, or not contiguous with the urban area, and may have topographic constraints.

Agricultural

Agricultural lands are intended for agriculture production and agricultural-related uses that are compatible with farming operations and directly support the local agricultural industry. Lands designated as Agricultural reinforce the provincial Agricultural Land Reserve and local land use plans that protect the region's agricultural land base. These lands are protected to encourage agricultural activities over the long-term.

Conservation and Recreation

Conservation and Recreation lands are intended to protect significant ecological and recreation assets, including: drinking water supply areas, environmental conservation areas, wildlife management areas and ecological reserves, forests, wetlands, riparian areas, major parks and outdoor recreation areas (e.g. ski hills and other tourist recreation areas), and other ecosystems that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities. These lands are protected and managed to ensure they continue providing vital ecosystem services for the benefit of current and future generations.

Regional Overlays and the Major Transit Growth Corridors

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centre and Frequent Transit Development Area overlays and policies enable higher density residential and commercial development for General Urban lands, and higher density commercial and industrial development for Employment lands. Where overlays cover lands other than those designated General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

Urban Centres

Urban Centres are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density forms, mixed residential tenures, affordable housing options, commercial, cultural, entertainment, institutional, and mixed uses. Urban Centres are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, cycling, and walking are the preferred modes of transportation. Urban Centres are priority locations for services and amenities that support a growing population.

Maps 4 and 5 show the location of Urban Centres. Urban Centres boundaries are identified by member jurisdictions in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). As per Table 3, there are different types of Urban Centres with different scales of expected activity and growth.

Major Transit Growth Corridors

Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors are intended to extend approximately 1 kilometre from the roadway centreline in both directions. The intent of these corridors is to provide an overall structure for the region in an effort to support the regional planning principle of directing portions of growth towards Urban Centres and areas around transit. Further local planning will be needed along these corridors to ensure that human settlement patterns support complete communities in an appropriate local context.

The Major Transit Growth Corridors have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on a consideration of the following principles: anchored by Urban Centres or FTDAs, connected by the Major Transit Network, generally resilient to natural hazards, accessible to jobs and services, and walkable. Major Transit Growth Corridors are not an overlay; rather, they are an organizing principle to support the identification of FTDAs. The Major Transit Growth Corridors are also a growth monitoring tool to assess performance on transit-oriented development objectives.

Frequent Transit Development Areas

Frequent Transit Development Areas (FTDAs) are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. They are identified by member jurisdictions and located at appropriate locations within the Major Transit Growth Corridors. FTDAs complement the network of Urban Centres, and are characterized by higher density forms of residential, commercial, and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, and walking are the preferred modes of transportation.

Identifying FTDAs within the Major Transit Growth Corridors 1) provides greater certainty and integration between local, regional, and transit plans, and 2) supports transit-oriented development planning across jurisdictional boundaries.

Maps 4 and 5 show the location of FTDAs. The FTDA boundaries are established by member jurisdictions in Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). There are two types of FTDAs: Corridor FTDAs which are linear areas within a Major Transit Growth Corridor; and Station Area FTDAs which are nodal areas surrounding a rapid transit station. Corridor FTDAs are intended to accommodate medium development densities and forms that are consistent with bus-based rapid transit, while Station Area FTDAs are intended to accommodate higher development densities and forms that are consistent with rail-based rapid transit.

Trade-Oriented Lands Overlay

The Trade-Oriented Lands Overlay is intended for Industrial lands that are required to support goods movement in, out and through the Metro Vancouver region, and that keep British Columbia and Canada connected to the global supply chain.

These important areas are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals.

Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision.

Natural Resource Areas Overlay

Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but continue to reflect its long-term intent. These uses include a landfill; quarries; lands with active forest tenure managed licences; and wastewater and drinking water treatment facilities. Metro Vancouver creates and maintains this overlay.

Growth Projections

The population, housing, and employment growth projections are included in the regional growth strategy as a collaborative guide for land use and infrastructure planning for Metro Vancouver member jurisdictions, and other regional agencies. The growth projections are provided as a reference, and are not specific growth targets for the region, sub-regional areas, or member jurisdictions.

Regional Projections

Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will need to accommodate approximately one million more residents. This means that the region will also require approximately 500,000 additional housing units and almost 500,000 additional jobs. The regional growth strategy focuses on encouraging this growth to Urban Centres and Frequent Transit Development Areas to support complete and walkable communities. It is projected that between 2021 and 2050, most housing and employment growth will occur in these key areas, aligning with the *Metro 2050* growth targets.

In 2016, Metro Vancouver's population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 2).

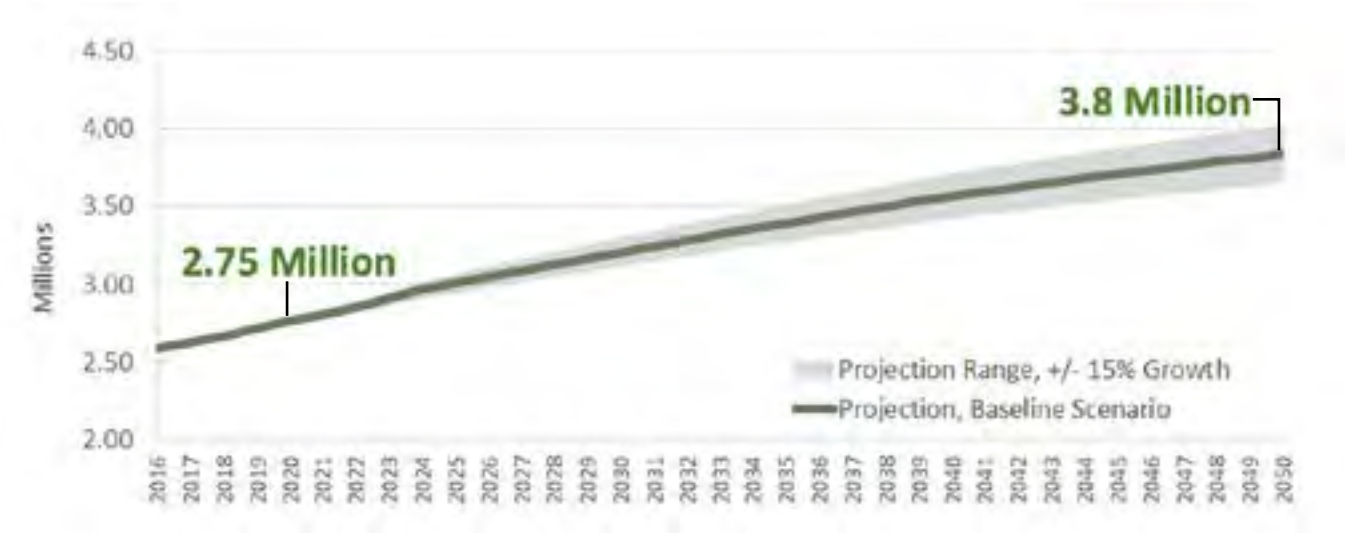
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services in the region, from seniors' housing, health-care, accessible public transit, and many other aspects.

Strong population growth is an indicator of strong housing growth. To accommodate projected growth, the region will require an additional 500,000 dwelling units. Apartments are projected to make up over 50% of future growth, followed by multi-attached units. Single-detached housing will grow; however, minimally as locations for additional housing are exhausted.

In 2016, the average number of people living in a household in Metro Vancouver was 2.54 persons. Household size has been decreasing over the last two census periods. This trend is projected to continue and is expected to reach 2.38 by 2050 for all housing structure types. This shift will impact the number of new units required to accommodate the projected population.

Employment growth tends to follow strong population growth, and Metro Vancouver is expected to gain approximately 500,000 additional jobs by the year 2050, for a total of 1.9 million jobs (Table 1), with a population-to-employment ratio of 0.5. Commercial services will continue to grow and will make up about 50% of total future jobs. New jobs in public administration and other employment sectors will each make up approximately a quarter of job growth. The primary resource sector is projected to remain at a very low level for the region.

FIGURE 2. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER



Sub-Regional Projections

To establish a long-term regional growth management framework, the regional growth strategy provides population, dwelling unit, and employment projections at a sub-regional level (Figure 3) to help frame growth distribution across the region and support the following principles:

- support Metro Vancouver utility, TransLink and member jurisdiction long-term capital planning and infrastructure investment programs;
- establish a baseline in setting future growth targets for the Urban Centres and Frequent Transit Development Areas within sub-regions;
- provide flexibility for member jurisdictions in preparing and adjusting local projections over time, and to guide long-range policy planning; and
- achieve greater resiliency to changes in residential and employment market demands.

Metro 2050's sub-regions are:

1. **North Shore** (City of North Vancouver, Districts of North Vancouver and West Vancouver, Electoral Area A, and Lions Bay);
2. **Burrard Peninsula** (Cities of Burnaby, New Westminster and Vancouver, UEL and UBC);
3. **Tri-Cities** (Cities of Coquitlam, Port Coquitlam and Port Moody, Villages of Anmore and Belcarra);
4. **South of Fraser – West** (Cities of Delta and Richmond, Tsawwassen First Nation);
5. **South of Fraser – East** (Cities of Langley, Surrey and White Rock, Langley Township); and
6. **North East** (Cities of Maple Ridge and Pitt Meadows).

FIGURE 3. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS

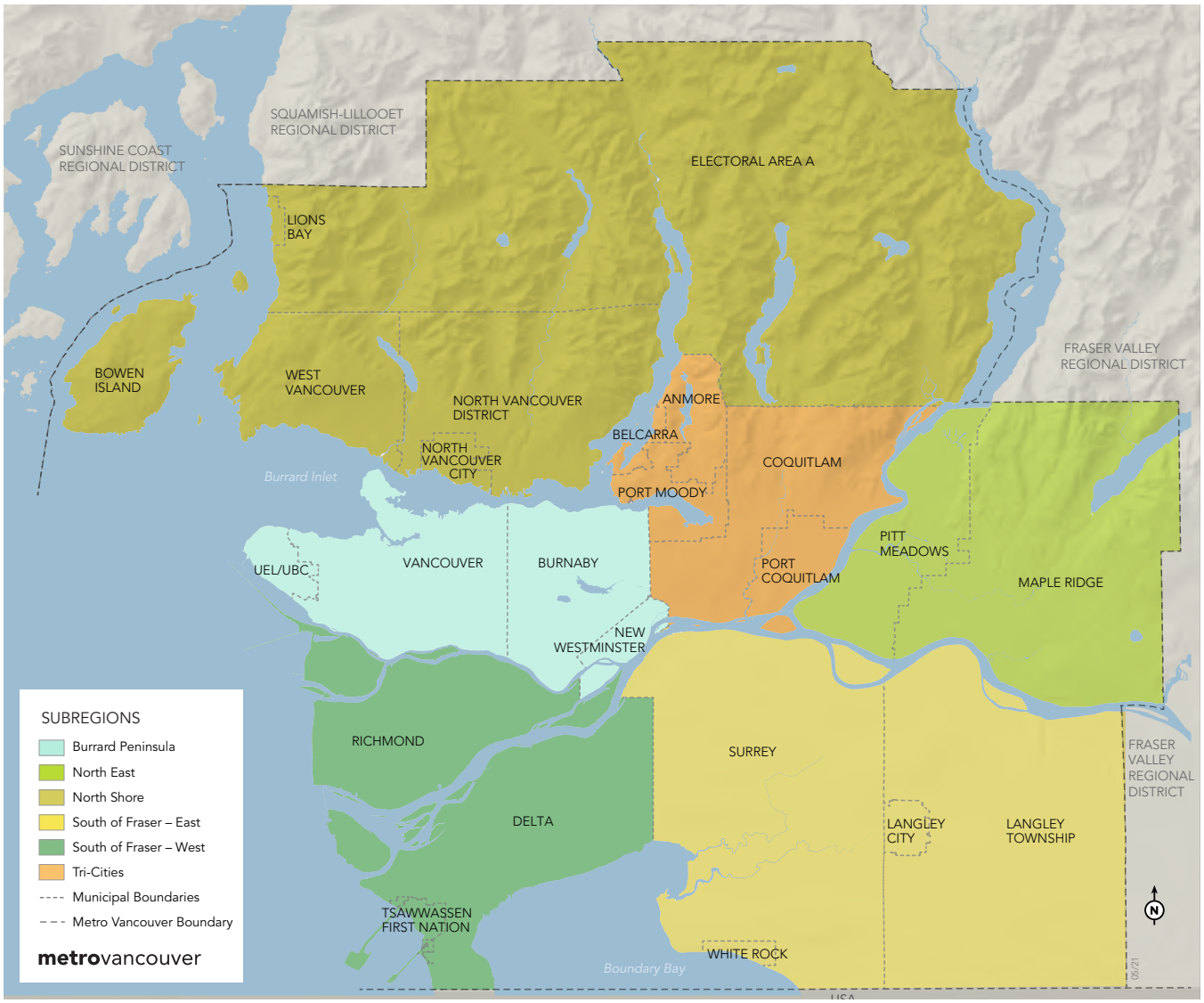


TABLE 1. REGIONAL AND SUB-REGIONAL PROJECTIONS BY DECADE TO 2050

	POPULATION					
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	**2,593,200**	**2,767,000**	**3,206,100**	**3,564,100**	**3,836,800**
	Burrard Peninsula	1,014,800	1,064,900	1,206,000	1,311,900	1,387,800
	North Shore	199,700	207,700	236,500	254,200	271,200
	South of Fraser – East	713,300	782,500	939,200	1,077,300	1,185,100
	South of Fraser – West	314,500	337,900	381,100	414,100	441,300
	North East	105,500	110,800	127,200	142,800	155,000
	Tri-Cities	245,300	263,100	316,100	363,800	396,500
	DWELLING UNITS					
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	**1,000,500**	**1,075,500**	**1,287,700**	**1,460,500**	**1,589,400**
	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
	North Shore	79,600	83,600	100,600	111,900	122,000
	South of Fraser – East	242,700	266,900	332,300	395,200	441,000
	South of Fraser – West	113,500	123,100	146,700	163,400	175,400
	North East	38,800	42,200	50,000	56,800	61,900
	Tri-Cities	90,000	96,800	124,800	148,600	165,700
	EMPLOYMENT					
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	**1,342,200**	**1,420,100**	**1,621,600**	**1,775,300**	**1,883,600**
	Burrard Peninsula	643,700	671,700	739,500	786,500	820,000
	North Shore	89,400	94,000	107,200	115,900	123,200
	South of Fraser – East	287,100	309,500	372,900	426,600	465,200
	South of Fraser – West	194,100	207,500	236,000	257,700	271,900
	North East	35,800	38,600	45,500	51,200	55,100
	Tri-Cities	92,000	98,900	120,500	137,500	148,200

To minimize urban sprawl and its negative impacts, support the protection of agricultural, industrial and ecologically important lands, and support the efficient provision of urban infrastructure, the regional growth strategy sets a target of containing 98% of the region's growth to areas within the Urban Containment Boundary.

To support the development of compact, complete, and transit-oriented communities within the Urban Containment Boundary, the regional growth strategy also includes targets for structuring growth to the network of Urban Centres and Frequent Transit Development Areas. It sets out a target of focusing 40% of the region's dwelling unit growth and 50% of the region's employment growth to areas within Urban Centres, and a target of focusing 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas (Table 2).

TABLE 2. DWELLING UNIT AND EMPLOYMENT GROWTH TARGETS FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS***

REGIONAL TARGETS FOR RESIDENTIAL GROWTH BY LOCATION	
Location	**Percent of Regional Dwelling Unit Growth 2006-2041**
All Urban Centre Types	**40%**
Frequent Transit Development Areas**	**28%**
Urban Centre Type Breakdown	
• Metropolitan Core	5%
• Surrey Metro Core	6%
• Regional City Centres	16%
• Municipal Town Centres*	13%
REGIONAL TARGETS FOR EMPLOYMENT GROWTH BY LOCATION	
Location	**Percent of Regional Employment Growth 2006-2041**
All Urban Centre Types	**50%**
Frequent Transit Development Areas**	**27%**
Urban Centre Type Breakdown	
• Metropolitan Core	10%
• Surrey Metro Core	5%
• Regional City Centres	19%
• Municipal Town Centres*	16%

*Includes Municipal Town Centres and High Growth Municipal Town Centres

** Includes Corridor FTDAs and Station Area FTDAs

***This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of *Metro 2050*.

E. Goals, Strategies & Actions

GOAL 1

Create a Compact Urban Area



Langley Township

North Vancouver City

Goal 1: Create a Compact Urban Area

A commitment to a compact urban area within the region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure such as sewerage services and transit, contributes to negative health impacts, and adds to the global problem of greenhouse gasses thereby worsening climate change. Strategies under this goal delineate between urban and non-urban areas through the use of an Urban Containment Boundary.

To protect Rural, Conservation and Recreation, and Agricultural lands, it is critical to maintain the Urban Containment Boundary and to structure growth within it. This includes creating strong Urban Centres throughout the region that are well served by transit and the road network. These centres collectively make an important contribution to providing locations for employment and convenient access to shops and services close to home. Frequent Transit Development Areas, located in strategic areas within Major Transit Growth Corridors, provide an additional focus for growth, particularly for higher density residential, commercial, transit-oriented, and mixed use development. Major Transit Growth Corridors represent the priority locations for transit investment, housing and employment growth, and new Frequent Transit Development Areas, helping to bring additional certainty and greater coordination for member jurisdictions, TransLink and Metro Vancouver. Together, the Urban Centres and Frequent Transit Development Areas help shape transportation demand, optimize investments in the region's transportation system, and support the development of region-wide network of complete communities.

Complete communities are walkable, mixed use, and transit-oriented places where people can live, work, and play, at all stages of their lives. Compact and complete communities enable most people to have close access to a wide range of employment, health, social, cultural, educational and recreational services and amenities. This is integral to positive mental and physical health and well-being, and helps reduce greenhouse gas emissions and air pollution. These places also help create a strong sense of neighbourhood identity, social connection, and community resilience.

Equitable growth management includes a commitment to advancing equity to enhance sustainability, social cohesion, and overall living conditions for all, while intentionally working to mitigate negative consequences that are unique to each community.

Strategies to achieve this goal are:

1.1 Contain urban development within the Urban Containment Boundary

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities

1.4 Protect Rural Lands from urban development

Strategy 1.1 Contain urban development within the Urban Containment Boundary

Containing urban development, including job and housing growth, within the Urban Containment Boundary limits urban sprawl and supports the efficient and cost effective provision of infrastructure (such as water, sewerage, and transit) and services and amenities (such as schools, hospitals, community centres, and child care). The Urban Containment Boundary helps to protect important lands such as Conservation and Recreation, Agricultural and Rural lands from dispersed development patterns. Containing urban development also supports greenhouse gas emission reductions through trip reduction and trip avoidance, while protecting some of the region's important lands for food production and carbon sequestration and storage.

Metro Vancouver will:

1.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.

1.1.2 Accept Regional Context Statements that accommodate all urban development within the areas defined by the Urban Containment Boundary, and that meet or work towards Action 1.1.9.

1.1.3 In collaboration with member jurisdictions, develop an Implementation Guideline to guide the process by which member jurisdictions are to provide Metro Vancouver's Liquid Waste Services with specific, early, and ongoing information about plans for growth that may impact the regional sewer system, as well as plans to separate combined sewer systems.

1.1.4 Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.

1.1.5 Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains.

1.1.6 Work with First Nations to incorporate development plans and population, employment, and housing projections into the regional growth strategy to support potential infrastructure and utilities investments.

1.1.7 Advocate to the Federal Government and the Province requesting that they direct urban, commercial, and institutional facilities and investments to areas within the Urban Containment Boundary, and to Urban Centres.

1.1.8 Advocate to the Province to ensure that any transportation plans, strategies, and infrastructure investments do not encourage the dispersal of housing and employment growth outside the Urban Containment Boundary, consistent with the goals of the regional growth strategy.

Member jurisdictions will:

1.1.9 Adopt Regional Context Statements that:

a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);

b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;

c) Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers;

d) Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts.

TransLink will:

1.1.10 Continue to plan for a compact urban form within the Urban Containment Boundary when developing and implementing transportation plans, strategies, and investments.

1.1.11 Discourage the provision of infrastructure that would facilitate the dispersal of housing and employment growth outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies, and investments.



Langley Township

Strategy 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

Focusing growth into a network of centres and corridors reduces greenhouse gas emissions both by supporting sustainable transportation options and by reducing the distances that people have to travel to make essential trips, all while improving the cost-efficiency of infrastructure investments. In addition, a compact built form is, on average, more land and energy efficient than other forms of development. Focusing growth into centres and corridors fosters the development of walkable, vibrant, and mixed use communities that can support a range of services and amenities.

Identifying Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors ensures that growth is being directed to locations with high quality and frequent transit service. This provides greater certainty to residents, TransLink, and member jurisdictions, and ensures greater integration of land use and transportation planning.

Metro Vancouver will:

1.2.1 Explore, with member jurisdictions, other governments and agencies, the use of financial tools and other incentives to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with member jurisdictions, TransLink, other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.

1.2.3 Maintain a reference map to provide updated information on the location and extent of Urban Centres, Major Transit Growth Corridors, and Frequent Transit Development Areas.

1.2.4 Monitor progress towards the targets set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) for Urban Centres and Frequent Transit Development Areas.

1.2.5 Accept Regional Context Statements that prioritize growth and focus higher density development primarily in Urban Centres, additionally in Frequent Transit Development Areas, and that meet or work towards Action 1.2.24.

1.2.6 In consultation with TransLink, accept the identification of new Frequent Transit Development Areas located within Major Transit Growth Corridors identified on Map 5.

1.2.7 Work with TransLink, the Province, First Nations, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors.

1.2.8 Consult with TransLink and utilize the required criteria set out in the Centre Type Classification Framework (Table 4) when reviewing Regional Context Statements for acceptance or proposed amendments to the regional growth strategy for the reclassification of Frequent Transit Development Areas or Urban Centres.

1.2.9 Only consider a new Urban Centre in the regional growth strategy where, in addition to meeting the criteria listed in Centre Type Classification Framework (Table 4), all of the following criteria have been met:

a) it intersects with a Major Transit Growth Corridor identified on Map 5; and

b) appropriate supporting local or neighbourhood plans have been completed by the respective member jurisdiction, that demonstrate how the future Urban Centre will accommodate the intended regionally-significant levels of employment and residential growth, and identify the adequate provision of park land, public spaces, and amenities to serve the anticipated growth.

1.2.10 Only consider the identification of a new Frequent Transit Development Area that is:

a) within a Major Transit Growth Corridor; and

b) outside known and unmitigated flood and other natural hazard risk areas.

1.2.11 Only consider reclassifying an Urban Centre or a Frequent Transit Development Area to a growth-intensive classification if it is located outside of known and unmitigated flood and natural hazard areas.

1.2.12 Develop an Implementation Guideline, in collaboration with member jurisdictions and TransLink, to be used as a resource to support transit-oriented planning throughout the region.

1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:

a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;

b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and

c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.

1.2.14 Monitor the region's total dwelling unit and employment growth that occurs in Major Transit Growth Corridors.

1.2.15 Work with First Nations and other appropriate agencies to ensure that new development and infrastructure investment is directed to areas that are transit-oriented and resilient to climate change impacts and natural hazards.

1.2.16 Advocate to the Federal Government and the Province requesting that they direct major office and institutional development, public service employment locations and other Major Trip-Generating uses to Urban Centres, Frequent Transit Development Areas, and locations within the Major Transit Growth Corridors, where appropriate. This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, public-serving health care service facilities, and government-owned or funded affordable or supportive housing developments.

1.2.17 Advocate to the Federal Government and the Province that their procurement, disposition, and development of land holdings be consistent with the goals of the regional growth strategy.

1.2.18 Advocate to the Province that Metro Vancouver, member jurisdictions, TransLink, and other stakeholders be engaged early in the process on any initiatives pertaining to the planning of new or expanded major transit capital investments.

1.2.19 Advocate to the Province that any future or expanded rail-based rapid transit service:

a) avoid locations that are exposed to unmitigated natural hazards and climate change risk;

b) improve place-making, safety, access, and amenities for people on foot, on bikes, and for those using mobility aids; and

c) support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas.

1.2.20 Advocate to the Federal Government and the Province to support the coordination of growth, land use, and transportation planning at the regional scale through updates to legislation, regulations, partnerships, plans, agreements, and funding programs, including coordination between regional districts.

1.2.21 Advocate to the Federal Government and the Province to support the integration of regional land use and transportation by ensuring that all housing and transportation funding programs and initiatives for the region are consistent with the goals of the regional growth strategy.

1.2.22 Advocate to the Federal Government and the Province requesting that they support local community concerns and public health by ensuring that the Vancouver Fraser Port and airport operators continue with efforts to measure, report, and manage traffic, noise, air pollution, and vibration impacts on adjacent communities.

1.2.23 Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution.

Member Jurisdictions will:

1.2.24 Adopt Regional Context Statements that:

a) Provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors);

b) Include policies for Urban Centres and Frequent Transit Development Areas that:

i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4;

ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13;

iii) encourage office development to Urban Centres through policies, economic development programs, or other financial incentives;

iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;

v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors in a resilient and equitable way (e.g. community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);

vi) consider the support for provision of child care spaces in Urban Centres and Frequent Transit Development Areas;

vii) consider the implementation of green infrastructure;

viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;

ix) support the provision of community services and spaces for non-profit organizations; and

x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms of commercial, light industrial; and only within 200 metres of rapid transit stations, consider residential uses (with an emphasis on affordable, rental units) on upper floors.

c) Include policies for General Urban lands that:

i) identify General Urban lands and their boundaries on a map generally consistent with Map 2;

ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;

iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) within walking distance of the Frequent Transit Network, as appropriate; and

iv) encourage neighbourhood-serving commercial uses.

d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;

e) consider the identification of new Frequent Transit Development Areas in appropriate locations for areas within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives; and

f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.

TransLink will:

1.2.25 Develop procurement, disposition, and development plans and actions for land holdings that support the goals of the regional growth strategy and include the provision of affordable rental housing.

1.2.26 Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.

1.2.27 Work with member jurisdictions to support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.

1.2.28 Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas.



Port Moody

TABLE 3. GUIDELINES FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

CENTRE TYPE	FUNCTION	GENERAL EXPECTATIONS	LOCATION
Urban Centre - All *(applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)*	Primary hubs of activity. Accommodates significant regional residential and employment growth. Provides a range of amenities and services. Major Road Network access. Primary locations for Major Trip Generating Uses.	Complete communities with a balanced mix of housing, employment, services, and amenities. Primary focal points for concentrated growth in the region. High intersection densities. High quality, accessible walking and cycling environment. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Industrial uses are maintained. Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded.	Locations identified on Map 4
Metro Core - Vancouver	The Region's downtown. Region-serving uses (central business district). Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.	Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Region-serving uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations.	Vancouver
Metro Centre - Surrey	Centre of activity South of the Fraser River. Accommodates significant levels of regional employment and residential growth.	Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations.	Surrey
Regional City Centre	Sub-regional hub of activity. Accommodates significant levels of residential and employment growth.	Sub-region serving uses (hospital, post-secondary). Office uses. Existing frequent transit services. Regional-scale employment, services, business and commercial activities. Major institutional, community, cultural and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Minimum density of 60-350 Jobs + People/ hectare.	Any location on the Major Transit Network.
High Growth Municipal Town Centre	Centre of activity for a member jurisdiction. Locations for significant levels of regional employment and residential growth.	Previously a Municipal Town Centre. High Regional Accessibility. Existing Major Transit Network service. Higher density commercial Uses. High density residential uses. Minimum density of 60-200 Jobs + People/ hectare.	Maximum 1,200m from a Major Transit Network station. Not in an area with known and unmitigated natural hazards. Locations with high regional accessibility to jobs.

Municipal Town Centre	Centre of activity for a municipality. Accommodates municipal residential and employment growth.	Municipally-serving shops, services, uses, and amenities. Medium to high density forms of residential uses. Employment, services, business and commercial activities, typically serving the municipal or local area. Institutional, community, cultural, and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Services and activities oriented to the local needs of the surrounding communities. Municipal focus for community and cultural activities. Minimum density of 20-150 Jobs + People/ hectare.	Any location on the Major Transit Network.
Frequent Transit Development Area (FTDA) – All *(applies to both Corridor FTDAs and Station Area FTDAs)*	Location for additional medium and higher density transit-oriented development forms and mixed uses in alignment with the Major Transit Growth Corridors. Location for additional employment growth. Location for affordable rental housing. Location for Major Trip Generating Uses.	Locations for transit-oriented employment and/or housing growth. Walkable and bike-friendly urban design. Managed parking supply. Transit priority measures. Provides appropriate noise, vibration, and air quality mitigation measures. Parks, green spaces, and public open spaces provided. Industrial uses are maintained. Supply of affordable rental housing is protected and expanded.	Located in appropriate locations within the Major Transit Growth Corridors.
Corridor Frequent Transit Development Area	Supports bus-based frequent and rapid transit. Location for medium density housing forms. Location for affordable, particularly affordable rental housing.	Linear shaped. Minimum density of 35-80 Jobs + People/ hectare.	Up to 1000m from the Major Transit Growth Corridor centreline.
Station Area Frequent Transit Development Area	Location for office employment uses. Accommodate significant residential and employment growth. Support high-capacity rapid and frequent transit.	Restricted parking supply. Nodal shaped. Minimum density of 60-350 Jobs + People/hectare.	Up to 1,000m from an existing Major Transit Network or RapidBus Station.

TABLE 4. URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREAS TYPE RECLASSIFICATION FRAMEWORK

CENTRE TYPE RECLASSIFICATION FRAMEWORK		
Centre Type	Required Criteria for a new Urban Centre or Urban Centre reclassification	Metro 2050 Amendment Type
In order to become…	**The area must meet the following criteria…**	**And pursue the following amendment process…**
Frequent Transit Development Area (FTDA) – All *(applies to Corridor FTDAs and Station Area FTDAs)*	*Required for reclassification to any FTDA types:* Located within a Major Transit Growth Corridor. Policies supportive of, street, sidewalk and cycling network connectivity. Policies supportive of managed parking supply. Not in an area with known and unmitigated natural hazards. Official Community Plan (OCP) Land Use Map and policies supportive of infill and intensified residential and/or employment growth.	Type 3 or Regional Context Statement Update
Corridor FTDA	Meets the above criteria for FTDAs, and: Located within a Major Transit Growth Corridor (on Map 5). Located up to 800m from the corridor centreline. Linear shaped	Type 3 or Regional Context Statement Update
Station Area FTDA	Meets the above criteria for FTDAs, and: Located within a Major Transit Growth Corridor. Located up to 1,200m from a station on the Major Transit Network or RapidBus station. May be nodal shaped.	Type 3 or Regional Context Statement Update
Urban Centre - All *(applies to all Urban Centre types)*	*Required for reclassification to any Urban Centre type:* Located on the Major Transit Network. Not in a known unmitigated natural hazard area. OCP Land Use Map and policies supportive of infill and intensified residential and employment growth.	
Municipal Town Centre	Meets the above criteria for Urban Centre, and: Formerly a Frequent Transit Development Area. Evidence that the area is a primary hub of activity within a member jurisdiction. Minimum density of 60 Jobs + People / hectare. Minimum area of 40 hectares.	Type 3
High Growth Municipal Town Centre	Meets the above criteria for Urban Centre, and: Existing rapid rail transit service High Regional Accessibility Not in a known unmitigated natural hazard area. Minimum 100 Jobs + People / hectare. Formerly a Municipal Town Centre or FTDA. Minimum area of 40 hectares.	Type 3
Regional City Centre and Metro Centres	Reclassification from any centre type to or from the "Regional City Centre" or to "Metro Centre" types is not contemplated by the regional growth strategy.	

Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Creating complete communities, especially in the region's Urban Centres, with a mix of uses and affordable services and amenities, allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.

Metro Vancouver will:

1.3.1 Support member jurisdictions and work with First Nations in developing resilient, healthy, connected, and complete communities through regional strategies, research, and best practices that:

a) promote greater local access to affordable community services and child care, healthy food, and public spaces (including regional parks and greenways);

b) reduce greenhouse gas emissions, bolster resilience to climate change impacts and natural hazards, and improve social equity, universal accessibility, and inclusive engagement; and

c) encourage the provision and enhancement of urban green spaces in new and established neighbourhoods.

1.3.2 Provide technical advice, assistance, research, and data to member jurisdictions and other agencies to improve air quality, reduce greenhouse gases, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.

1.3.3 Collaborate with health authorities, academic institutions, and other researchers to share best practices, research, data, and tools that can advance land use policies to:

a) ensure neighbourhoods are designed for walking, cycling, rolling and social activities to promote positive mental and physical health;

b) meet community social needs and priorities;

c) reduce community exposure to climate change and air quality impacts, especially communities that are disproportionally impacted; and

d) increase equitable access and exposure to public spaces through urban green space enhancement and retention opportunities.

1.3.4 Measure and monitor access to community services and amenities, particularly in Urban Centres and Frequent Transit Development Areas.

1.3.5 Advocate to the Federal Government and the Province to ensure that growing communities are served appropriately and in a timely manner with social amenities, health, schools and educational opportunities, to avoid inequities in service levels between communities in the region.

1.3.6 Advocate to the Federal Government and the Province to ensure that community, arts, cultural, recreational, institutional, social services, health and education facilities funded or built by them are located in Urban Centres or areas with good access to transit.

Member Jurisdictions will:

1.3.7 Adopt Regional Context Statements that:

a) support compact, mixed use, transit, walking, cycling and rolling-oriented communities;

b) locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit;

c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.

d) respond to health and climate change-related risks by providing equitable access to:

i) recreation facilities;

ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and

iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;

e) support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services;

f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact methods in neighbourhood design and major infrastructure investments; and

g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.

TransLink will:

1.3.8 Provide equitable and accessible levels of transit service to communities and employment areas.

1.3.9 Continue to improve sustainable mobility options for neighbourhoods outside the Urban Centres and Frequent Transit Development Areas within the General Urban Land Use designation as shown on Map 2.



Tsawwassen First Nation

Strategy 1.4 Protect Rural lands from urban development

Rural designated lands are located outside the Urban Containment Boundary and are not intended for urban forms of development. Containing growth within the Urban Containment Boundary ensures the protection of natural, rural, and agricultural areas, and the efficient and cost effective provision of sewerage, transit, and other community services. The inherent benefits of urban containment also support reduced greenhouse gas emissions and increases opportunities for natural carbon sinks.

Metro Vancouver will:

1.4.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural regional land use designation as identified on Map 2. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the Rural regional land use designation and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Rural regional land use designation from urban development.

1.4.2 Accept Regional Context Statements that protect lands with a Rural regional land use designation from urban development and that meet or work towards Action 1.4.3.

Member Jurisdictions will:

1.4.3 Adopt Regional Context Statements that:

a) identify the Rural lands and their boundaries on a map generally consistent with Map 2;

b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;

c) specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation;

d) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve; and

e) support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.

GOAL 2

Support a Sustainable Economy



Coquitlam

Surrey

Goal 2: Support a Sustainable Economy

The regional growth strategy leverages the region's existing economic strengths to provide for a prosperous future by supporting diverse commercial and industrial sectors, employment growth, ensuring well designed regional places with an emphasis on public space and transit, and recognizing the region's role as a key provincial and national gateway. The regional growth strategy supports a sustainable economy through its regional land use, urban design, and transportation policies and strategies.

Urban Centres distributed throughout the region provide opportunities for commercial activities, services, and employment uses to be located close to where people live, and enable economic and transportation efficiencies. The design of these centres supports a strong sense of place, a public realm that promotes a positive civic image, and ensures a high quality of life through the provision of amenities and diversity of housing types. Policies discourage the dispersal of major employment and Major Trip-Generating uses outside of Urban Centres and Frequent Transit Development Areas, to support jobs in close proximity to homes and connected by sustainable forms of transportation.

Increasing demands for land for industrial activities as the population and economy grow, coupled with ongoing market pressure to convert Industrial lands to office, retail, residential, and other uses, has resulted in a critically diminished supply of industrial land in the region. In addition to the national, provincial, and regional serving industries in Metro Vancouver, many small to medium sized industries provide for the day-to-day needs of the region's population, such as repair and servicing activities, e-commerce, manufacturing, and renovation and construction functions. Additional lands are needed for container storage, freight forwarding, warehouses, and other distribution functions that support the regional economy to provide for a sustainable and resilient supply chain system.

Meeting the needs of both a growing regional economy and an expanding international gateway for trade requires an adequate supply of serviced industrial lands, such as those identified as 'trade-oriented' lands. Preserving the region's industrial lands supports existing businesses by allowing them to expand and supports new businesses to locate in the region, all the while avoiding long transportation distances, business inefficiencies, and higher greenhouse gas emissions. In response to the vulnerability of industrial land, policies are included to protect and intensify the use of the limited supply in the region. Efforts that encourage industrial densification and intensification provide a range of benefits such as: more efficient use of lands and resources; reduced pressures on other lands; improved capacity for businesses to grow to create employment opportunities; increased job opportunities; greater clustering of co-located operations; circular economy; and a more efficient transportation system.

There are some economic activities that are not traditional industrial uses and cannot be easily accommodated or viable in Urban Centres or Frequent Transit Development Areas. The regional growth strategy provides for these activities to be accommodated in Employment areas, which are intended to complement the planned function of Urban Centres, Frequent Transit Development Areas, and Industrial lands.

Major educational and medical institutions in this region also have a vital role in the economy, as they have key linkages with many sectors, provide and support research and innovation, and are incubators for new industries.

Agriculture is an important sector of the region's economy and a critical component of the local food system. The agricultural industry is dependent on the protection and availability of agricultural land for the production of food and other goods and services. Effective legislation and an economically viable agricultural sector are important ways to protect agricultural land for future generations.

Agricultural production is vulnerable to the impacts of climate change. Projected changes in temperature, precipitation, flooding and extreme weather events will profoundly affect agriculture production. Policies focus on increased resilience and the long-term protection of land for sustainable food production, edge planning, new drainage and irrigation infrastructure, and climate change adaptation. This strategy also seeks to protect agricultural land for local food production and supports the economic viability of the agricultural sector, while recognizing the value of ecosystem services.

Equitable growth management includes a commitment to advancing equitable and sustainable planning and land development practices that support a regional economy that is accessible and designed to benefit all people. It includes a commitment to employment growth, effective use of industrial lands, efficient transportation system, sustainable practices that work to enhance and protect natural resources, build resilience through climate-smart agricultural approaches, and mitigate the potential disproportionate impacts on ecosystems, communities, groups or individuals.

Strategies to achieve this goal are:

2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

2.2 Protect the supply, and enhance the efficient utilization, of industrial land

2.3 Protect the supply of agricultural land and strengthen agricultural viability



White Rock

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Economic and employment activities, such as post-secondary and medical institutions, shopping streets, retail centres, business parks, transportation terminals and associated infrastructure, complement employment activities in Urban Centres (Strategy 1.2) and industrial uses on Industrial lands (Strategy 2.2), which have different location requirements and attributes. These businesses support the region's economy and population, and rely on and have implications for the transportation network and the design of neighbourhoods. Locating jobs close to where people live and near the transit network supports the creation of complete communities (Strategy 1.3), reduces social inequities in the region, and helps to reduce energy consumption and greenhouse gas emissions through reduced vehicle travel and increased active transportation.

Metro Vancouver will:

2.1.1 Provide regional utility infrastructure to support the region's economic functions and to support efficient employment and settlement patterns.

2.1.2 Work with the Federal Government, the Province, member jurisdictions, First Nations, and the private sector to advance shared economic prosperity and resilience through the Regional Economic Prosperity Service to attract strategic investment to the region.

2.1.3 Work with the Federal Government, the Province, and member jurisdictions to explore:

a) fiscal measures to reinforce the attraction of investment and employment opportunities to Urban Centres, Frequent Transit Development Areas, and lands with an Industrial or Employment regional land use designation; such employment opportunities should be consistent with the intention of the underlying regional land use designation; and

b) fiscal reform to ensure that the property tax system supports sound land use decisions.

2.1.4 Accept Regional Context Statements that support economic activity and an urban form designed to be consistent with its context in: Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports, and that meet or work towards Action 2.1.10.

2.1.5 Advocate to the Federal Government, the Province, and TransLink to develop and operate transportation infrastructure that supports and connects the region's economic activities by sustainable modes of transportation in Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports.

2.1.6 Advocate that airport authorities:

a) encourage the use of surplus airport lands for industrial activities, and where appropriate, discourage non-airport related commercial development and any expansion beyond the Industrial and Employment areas specified on Map 7;

b) accelerate the movement of goods by energy efficient, low and zero emission modes; and

c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.7 Advocate that the Port of Vancouver:

a) encourage the use of surplus port lands for industrial activities, and where appropriate, discourage non-port related commercial development and any expansion beyond the Industrial and Employment lands specified on Map 7;

b) accelerate the movement of goods by energy efficient, low and zero emission modes; and

c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.8 Advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters.

2.1.9 Advocate that the Federal Government and the Province support existing and new industries in the region through such means as investment, procurement strategies, tax incentives, skill development, and small business loan programs.

Member Jurisdictions will:

2.1.10 Adopt Regional Context Statements that:

a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;

b) support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and

c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas.



Richmond

Strategy 2.2 Protect the supply, and enhance the efficient use of, industrial land

Industrial lands are critical to supporting a diverse, resilient economy – one that supports businesses and residents by securing land for economic development and jobs within the region, and reducing costs for commuting and the transportation of goods. In response to the vulnerability of industrial land, policies are included to protect and appropriately use the region's limited supply of Industrial and Employment lands, while also considering the future of industrial activities and work, greenhouse gas emissions, and the impacts of climate change.

Metro Vancouver will:

2.2.1 Monitor the supply, demand, and utilization of Industrial land with the objective of assessing whether there is sufficient capacity to meet the needs of the growing regional economy.

2.2.2 Work with the Province, member jurisdictions, and other agencies to investigate industrial taxation rates and policies that support industrial development, efficient use of Industrial land, and industrial densification.

2.2.3 Prepare an Implementation Guideline covering the following topics: opportunities for Industrial lands to support new growth planning initiatives, new forms of industry and technologies, urban industry and e-commerce, design of industrial forms, guidance on setting criteria for trade-oriented lands, and other policy measures.

2.2.4 Seek input from TransLink, the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure, and/or the Agricultural Land Commission on any proposed Regional Context Statement or regional growth strategy amendments for Industrial and Employment lands as appropriate.

2.2.5 Accept Regional Context Statements that include provisions that protect and support the ongoing economic viability of industrial activities and that meet or work towards the strategies set out in Action 2.2.9.

2.2.6 Advocate to the Federal Government and the Province to coordinate transportation infrastructure and service investments that support the efficient movement of goods and people for industrial and employment operations, and considers the Regional Goods Movement Strategy and the Regional Truck Route Network.

2.2.7 Advocate to the Federal Government and the Province to support initiatives and infrastructure investments that:

a) introduce more energy efficient, low carbon and zero emissions equipment operations and vehicles;

b) reduce distances travelled by commercial vehicles;

c) accelerate the movement of goods by energy efficient, low and zero emission modes; and

d) shift freight activity out of peak congestion periods.

2.2.8 Advocate to the Federal Government, the Province, and relevant agencies to enhance data collection and sharing related to industrial, employment, transportation, and economic matters in support of the efficient use of Industrial lands in the region.

Member jurisdictions will:

2.2.9 Adopt Regional Context Statements that:

a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.

b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted.

c) include policies for Industrial lands that:

i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;

ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;

iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary;

iv) encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removing of any outdated municipal policies or regulatory barriers related to development form and density;

v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking;

vi) explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;

vii) provide infrastructure and services in support of existing and expanding industrial activities;

viii) introduces land use policies through area plans for rail-oriented, waterfront, and trade-oriented areas that may contain unique industrial uses;

ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and

x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.

d) include policies for Employment lands that:

i) support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/ intensification of industrial activities, where appropriate;

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;

iii) support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;

iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;

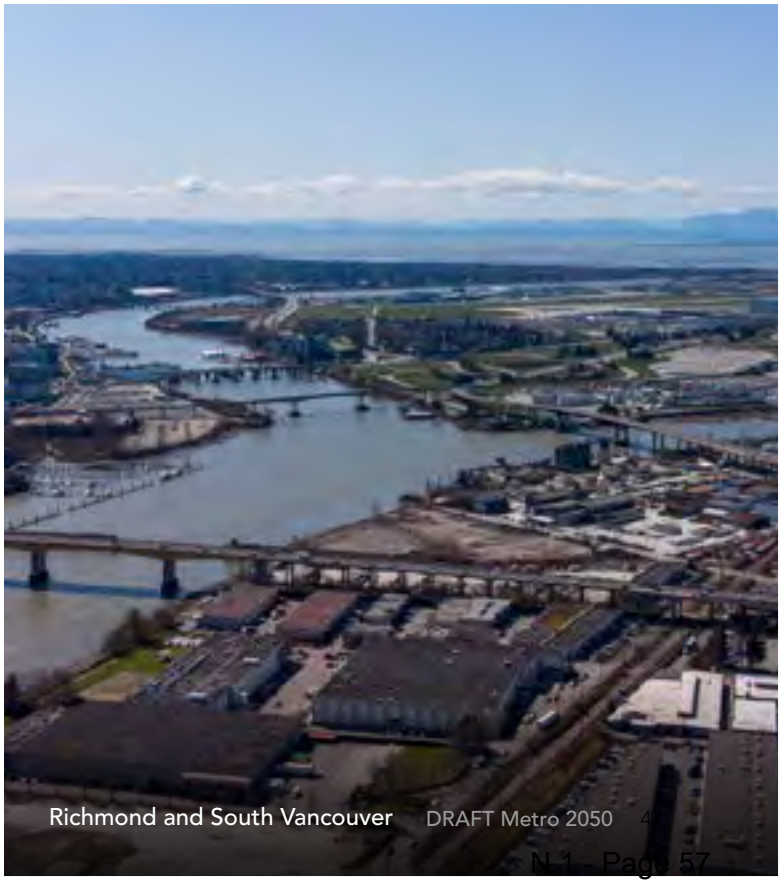
v) do not permit residential uses, except for an accessory caretaker unit;

vi) notwithstanding 2.2.9 (d)(v), consider limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station, and located within Urban Centres or Frequent Transit Development Areas, where appropriate. Residential uses are to be located only on the upper floors of new office and light industrial developments, and to be subject to consideration of municipal objectives, local context, and other regional growth strategy objectives.

e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.

f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).


Delta


Richmond and South Vancouver

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farm land for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agriculture operations by encouraging new markets and expanding the distribution of local foods.

Metro Vancouver will:

2.3.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services for lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing or for new development where, in the MVRD Board's discretion, the use is consistent with the underlying Agricultural regional land use designation and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the regional growth strategy to protect the supply of agricultural land and strengthening agricultural viability.

2.3.2 Monitor the status of agricultural land in the region including local agriculture production and other public benefits such as the provision of ecosystem services in collaboration with the Province and the Agricultural Land Commission.

2.3.3 Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with the Province and the Agricultural Land Commission.

2.3.4 Work with the Agricultural Land Commission to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve except if the Agricultural Land Commission has:

a) provided written confirmation that the site is not subject to the *Agricultural Land Commission Act*; or

b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed *Metro 2050* amendment.

2.3.5 Undertake agricultural awareness activities that promote the importance of the agricultural industry, the protection of agricultural land, and the value of local agricultural products and experiences, in partnership with other agencies and organizations.

2.3.6 Accept Regional Context Statements that protect the region's supply of Agricultural land and strengthen agricultural viability that meet or work towards the provisions set out in Action 2.3.12.

2.3.7 Advocate to all levels of government the necessity of agriculture impact assessments and mitigation requirements when transportation, utility, and recreational infrastructure is being planned, developed, or operated on agricultural lands.

2.3.8 Advocate to the Province for farm property tax reform that encourages more actively farmed land and enables secure land tenure for new and established farmers.

2.3.9 Advocate to the Province to increase agricultural producers' knowledge and adoption of innovative practices for advancing agriculture economic development, and resilience to climate change and natural hazards impacts as defined in the regional growth strategy (Table 5).

2.3.10 Advocate to the Province to provide incentives to encourage land management practices that reduce greenhouse gas emissions, improve soil health, protect natural assets, and maintain ecosystem services from agricultural land.

2.3.11 Advocate to the Province for changes to the *Local Government Act* to require that Official Community Plans prioritize the need for agricultural land, similar to how long-term needs are considered for residential, commercial, and industrial lands.

Member Jurisdictions will:

2.3.12 Adopt Regional Context Statements that:

a) specify the Agricultural lands and their boundaries within their jurisdiction on a map consistent with Map 8;

b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;

c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:

i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;

ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;

iii) support climate change adaptation including:

- monitor storm water, flooding, and sea level rise impacts on agricultural land,
- implement flood construction requirements for residential uses,
- and maintain and improve drainage and irrigation infrastructure that supports agricultural production, where appropriate and in collaboration with other governments and agencies;



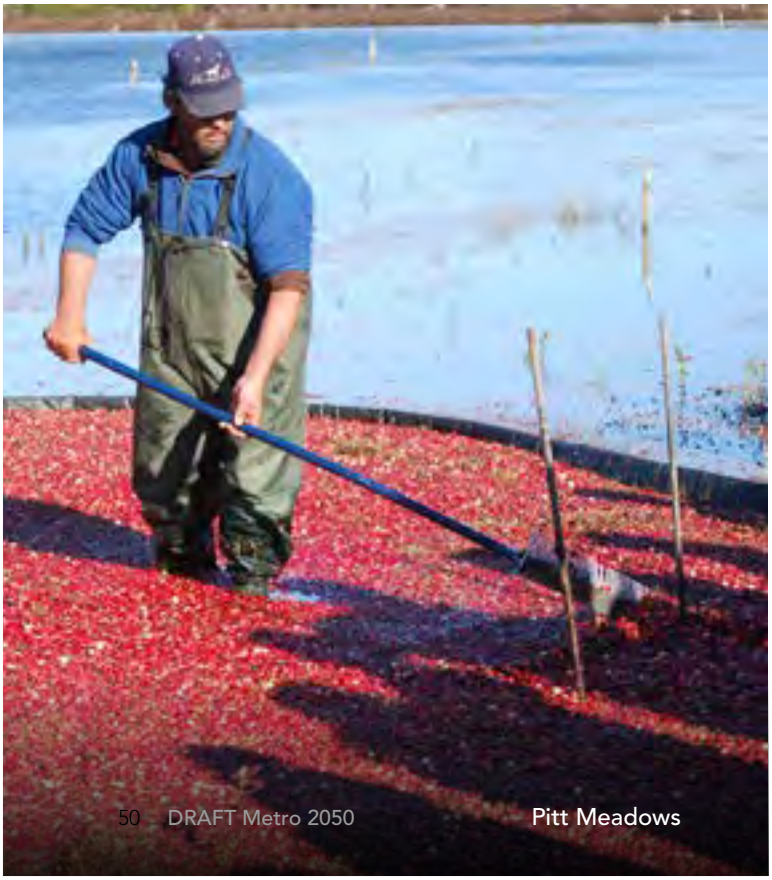
Delta

iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements;

v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act;*

vi) align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations;

2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.



Pitt Meadows

GOAL 3

Protect the Environment and Respond to Climate Change and Natural Hazards



Langley Township

Electoral Area A

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance, providing both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway. The region's forests, fields, coastal and intertidal areas, wetlands, and watercourses together are integral pieces of a habitat network for birds, fish, and other wildlife.

The diverse mountain, coastal, and river areas provide the region's residents with essential ecosystem services such as fresh water, clean air, pollination, traditional Indigenous food and medicines, fertile soil, flood control, cooling, carbon storage, and opportunities for tourism, recreation, cultural and spiritual enrichment, health and wellbeing. Climate change, land development, invasive species, and other human-induced pressures are causing ecosystem change and loss in many areas, which reduces nature's capacity to provide these life-sustaining services. If planned, designed, and built in harmony with nature, communities will be heathier and more resilient over the long-term.

The tenets of the regional growth strategy, such as the ongoing focus on urban containment, and land use patterns that support sustainable transportation options and carbon storage opportunities in natural areas, are critical for the region to address climate change. This section contains a strategy and associated policies that support Metro Vancouver's commitment to reaching a carbon neutral region by the year 2050. Climate change is expected to continue to cause warmer temperatures, a reduced snowpack, increasing sea levels, and more intense and frequent drought and rainfall events in the region. An additional strategy aims to improve resilience to these climate change impacts, since many of the region's natural hazards will be worsened by a changing climate.

A commitment to improving social equity includes advancing equitable climate change strategies and actions that will: intentionally consider the suite of concerns that increase community vulnerability, and acknowledge current financial, health, social disparities that are being exacerbated by low carbon solutions and the impacts of climate change. It includes developing a process that delineates resources for greenhouse gas reduction and resilience efforts equitably, prioritizing nature-based solutions and communities and support for people in the region that are disadvantaged or have been disproportionately impacted by climate change.

Strategies to achieve this goal are:

3.1 Protect and enhance Conservation and Recreation lands

3.2 Protect, enhance, restore, and connect ecosystems

3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

FIGURE 4. ECOSYSTEM SERVICES PROVIDED BY HEALTHY ECOSYSTEMS



Strategy 3.1 Protect and enhance Conservation and Recreation lands

The Conservation and Recreation regional land use designation is intended to help protect significant ecological and recreation assets throughout the region. Protection and management of these assets will ensure they remain productive, resilient, and adaptable, providing vital ecosystem services that support both humans and wildlife, while also safeguarding communities from climate change and natural hazard impacts.

Metro Vancouver will:

3.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying Conservation and Recreation regional land use designation and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.

3.1.2 Implement the *Metro Vancouver Regional Parks Plan*, the *Regional Parks Land Acquisition 2050 Strategy*, and *Regional Greenways 2050*, and work collaboratively with member jurisdictions to identify, secure and enhance habitat and park lands, and buffer park and conservation areas from activities in adjacent areas.

3.1.3 For the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District, avoid ecosystem loss and fragmentation on lands with a Conservation and Recreation regional land use designation when developing and operating infrastructure, but where unavoidable, mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.4 Monitor ecosystem gains and losses on lands with a Conservation and Recreation regional land use designation and the Natural Resource Areas therein, as identified on Map 9.

3.1.5 Accept Regional Context Statements that protect lands with a Conservation and Recreation regional land use designation, and that meet or work towards Action 3.1.9.

3.1.6 Advocate to the Federal Government, the Province, utility companies, and TransLink to avoid ecosystem loss and fragmentation on lands within a Conservation and Recreation regional land use designation when developing and operating utility and transportation infrastructure, but where unavoidable, to mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.7 Advocate to the Province and its agencies to actively manage provincially-owned land within a Conservation and Recreation regional land use designation, and work with adjacent land owners to effectively buffer these lands, with the intent of minimizing negative impacts and enhancing ecosystem integrity and providing public recreational opportunities.

3.1.8 Advocate to the Federal Government and the Province to:

a) recognize the Conservation and Recreation regional land use designation and ensure that their activities within or adjacent to these lands are consistent with the long-term intent of the land use designation; and

b) consult and collaborate with all levels of government, including First Nations, and other stakeholders in the planning and management of lands with a Conservation and Recreation regional land use designation, including during the review of future natural resource extraction projects.

Member jurisdictions will:

3.1.9 Adopt Regional Context Statements that:

a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;

b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:

i) drinking water supply areas;

ii) environmental conservation areas;

iii) wildlife management areas and ecological reserves;

iv) forests;

v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);

vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);

vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and



Coquitlam

viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:

- major parks and outdoor recreation areas;
- education, research and training facilities, and associated uses that serve conservation and/or recreation users;
- commercial uses, tourism activities, and public, cultural, or community amenities;
- limited agricultural use, primarily soil-based; and
- land management activities needed to minimize vulnerability/risk to climate-related impacts.

c) include policies that:

i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by requiring wildland interface planning, and introducing measures such as physical buffers or development permit requirements; and

ii) encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands within a Conservation and Recreation regional land use designation.



Belcarra

Strategy 3.2 Protect, enhance, restore, and connect ecosystems

This Strategy establishes a collective vision for ecosystems across the region, recognizing the scientific evidence that 'nature needs half' of the land base to continue functioning for the benefit of all life and support human well-being. The vision can be realized in this region by working together to protect, enhance, and restore ecosystems, strategically linking green spaces into a region-wide network that sustains ecosystem services and movement of wildlife across the landscape. Actions to enhance tree canopy cover in urban areas will also improve community resilience by intercepting rainwater, moderating the urban heat island effect, and improving health outcomes.

Metro Vancouver will:

3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:

a) increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and

b) increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.

3.2.2 Implement the Metro Vancouver *Ecological Health Framework*, including relevant actions to:

a) collect and maintain data, including the Sensitive Ecosystem Inventory, tree canopy cover, imperviousness, and carbon storage datasets; report on gains and losses and climate-related impacts on ecosystems; and share these datasets with member jurisdictions; and

b) incorporate ecosystem services into Metro Vancouver's corporate planning, asset management systems and investments, and provide regionally-appropriate guidance on methodologies, tools and decision-making frameworks.

3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:

a) protect, enhance, and restore ecosystems as identified on Map 11 or more detailed local ecological and cultural datasets;

b) identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);

c) identify a regional green infrastructure network that connects ecosystems and builds on existing local networks, while maximizing the climate adaptation, biodiversity, and human health benefits; and

d) prepare Implementation Guidelines to support a regional green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.

3.2.4 Work with local First Nations to:

a) increase understanding of Indigenous ecological knowledge, and share information about environmental research, policy development, and planning best practices; and

b) find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes.

3.2.5 Accept Regional Context Statements that advance the protection, enhancement, restoration, and connection of ecosystems in a regional green infrastructure network, and that meet or work towards Action 3.2.7.

3.2.6 Advocate to the Federal Government and the Province to:

a) strengthen species-at-risk and ecosystem protection legislation to better protect critical habitat, and support restoration and biodiversity, in addition to convening a local government support network; and

b) support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems.

Member jurisdictions will:

3.2.7 Adopt Regional Context Statements that:

a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;

b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:

i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;

ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network;

iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity; and

iv) indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.



c) include policies that:

i) support the consideration of ecosystem services in land use decision-making and land management practices;

ii) enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of climate resiliency;

iii) reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans;

v) increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners; and

iv) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.

Strategy 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

The tenets of the regional growth strategy are crucial for meeting the region's commitment to reduce greenhouse gas emissions and to reach carbon neutrality by the year 2050. As described in other strategies in the regional growth strategy, this can be achieved in three key ways: by supporting growth and development patterns that enable sustainable transportation options; by encouraging higher-density built forms and multi-unit developments which are typically more energy efficient than lower-density alternatives; and by reducing development pressures in areas that naturally store and sequester carbon (such as conservation and agricultural lands). To supplement these important policy actions from other goal areas in the regional growth strategy, Strategy 3.3 contains the region's greenhouse gas emissions reduction targets and associated policies.

Metro Vancouver will:

3.3.1 Implement the:

a) strategies and actions of the regional growth strategy that contribute to regional targets to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050; and

b) *Metro Vancouver Clean Air Plan*, *Climate 2050*, and other associated actions to help achieve the regional greenhouse gas emissions reduction targets in Action 3.3.1 a).

3.3.2 Work with the Federal Government, the Province, TransLink, member jurisdictions, First Nations, non-governmental organizations, energy utilities, the private sector, and other stakeholders, as appropriate, to:

a) monitor energy consumption, greenhouse gas emissions, and air quality related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources, and consider lifecycle energy and emissions;

b) monitor and pursue opportunities to increase carbon storage in natural areas; and

c) promote best practices and develop guidelines to support local government actions that reduce energy consumption and greenhouse gas emissions, support a transition to clean, renewable energy (including electricity), create carbon storage opportunities, and improve air quality.

3.3.3 Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing public exposure to traffic-related air contaminants.

3.3.4 Work with the Federal Government, the Province, and other stakeholders when conducting environmental assessments to reduce the environmental and health impacts related to regional air quality and greenhouse gas emissions.

3.3.5 Accept Regional Context Statements that encourage land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Action 3.3.7.

3.3.6 Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:

a) in the building sector,

i) accelerating the transition of energy efficiency requirements in the BC Building Code to net-zero energy ready levels by 2032;

ii) setting greenhouse gas and energy performance requirements for new and existing buildings;

iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;

iv) supporting large-scale building electrification;

v) requiring benchmarking and energy labels for new and existing buildings;

vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon building products;

vii) supporting programs, services and incentives for low-carbon upgrade options in rental buildings that benefit building owners and tenants;

viii) incenting equitable transit-oriented development through policy and funding programs; and

ix) supporting, where feasible and appropriate, energy recovery, renewable energy generation and zero-carbon district energy systems, and related transmission needs.

b) in the transportation sector,

i) revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gasses;

ii) supporting electric vehicle charging in new and existing buildings through requirements and programs;

iii) continuing to increase the amount of reliable and sustainable funding available for sustainable transportation infrastructure and low emission travel modes, such as active transportation and public transit; and

iv) continuing to advance stringent standards for on-road vehicle emissions and fuel carbon content.

Member jurisdictions will:

3.3.7 Adopt Regional Context Statements that:

a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;

b) identify policies, actions and/or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:

i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure;

ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and

c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.

TransLink will:

3.3.8 Support regional air quality objectives and greenhouse gas emission reduction targets by advancing policy and infrastructure to support the aggressive transition of the ground-based vehicle fleet to zero-emissions, and by transitioning the entire transit fleet to one that utilizes low-carbon fuels.

3.3.9 In collaboration with Metro Vancouver and member jurisdictions, establish a definition of major development proposals, which are referenced in the *South Coast British Columbia Transportation Authority Act*, to support the objective of concentrating Major Trip-Generating uses in areas well served by transit.



Vancouver

Strategy 3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring. The region is also exposed to multiple natural hazards, many of which are worsened by climate change. Where and how the region accommodates growth determines the degree to which communities and infrastructure are exposed to these risks. While efforts need to be made to ensure that all populations are well-equipped to address these challenges, proactive and collaborative planning can minimize risks by encouraging growth and development in more resilient areas, where feasible, and taking measures to ensure existing communities and infrastructure are resilient to current and future risks.

TABLE 5. MAJOR NATURAL HAZARDS AND CLIMATE CHANGE IMPACTS AFFECTING METRO VANCOUVER

NATURAL HAZARDS	RELATED CLIMATE CHANGE IMPACTS
Earthquakes	
Tsunamis	Sea level rise
Landslides	More precipitation (fall, winter, and spring)
Floods (pluvial, coastal, riverine)	More precipitation (fall, winter, and spring) Sea level rise Decrease in snowpack
Wildfires	Longer drought periods (summer) Warmer temperatures and extreme heat events Reduced air quality
Erosion	Sea level rise More precipitation (fall, winter, and spring)
Subsidence	Sea level rise
Windstorms and other extreme weather events	Sea level rise More precipitation (fall, winter, and spring)

Metro Vancouver will:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of Metro Vancouver utilities, assets, operations, and other critical infrastructure.

3.4.2 Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to:

a) collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;

b) plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development;

c) support the integration of emergency management, utility planning, and climate change adaptation principles in land use plans, transportation plans, and growth management policies;

d) research and promote best practices and develop guidelines to support resilience to the impacts of climate change and natural hazards as it relates to planning and development;

e) support regional flood management approaches, such as the implementation of the Lower Mainland Flood Management Strategy; and

f) research and share information related to the impacts of climate change and natural hazards on vulnerable populations, and focus resilience actions on equitable outcomes.

3.4.3 Accept Regional Context Statements that encourage land use, settlement patterns, transportation and utility infrastructure which improve the ability to withstand climate change impacts and minimize natural hazard risks, and that meet or work towards Actions 3.4.5, 3.4.6, 3.4.7, and 3.4.8.

3.4.4 Advocate to the Federal Government and the Province that they:

a) review and improve existing provincial legislation and guidelines regarding flood hazard management at the local level, encourage the adoption of local flood hazard policies and bylaws, and implement appropriate preparatory actions to address the long-term implications of sea level rise on infrastructure planning, construction, and operations;

b) incorporate resilience considerations into building codes and standards;

c) modernize the provincial *Emergency Program Act* and associated regulations with requirements for land use planning, and consider land use implications in the development of climate change adaptation strategies; and

d) provide guidelines, programs, funding, and timely data and information to support regional and local planning for climate change impacts and natural hazards.

Member jurisdictions will:

3.4.5 Adopt Regional Context Statements that include policies that:

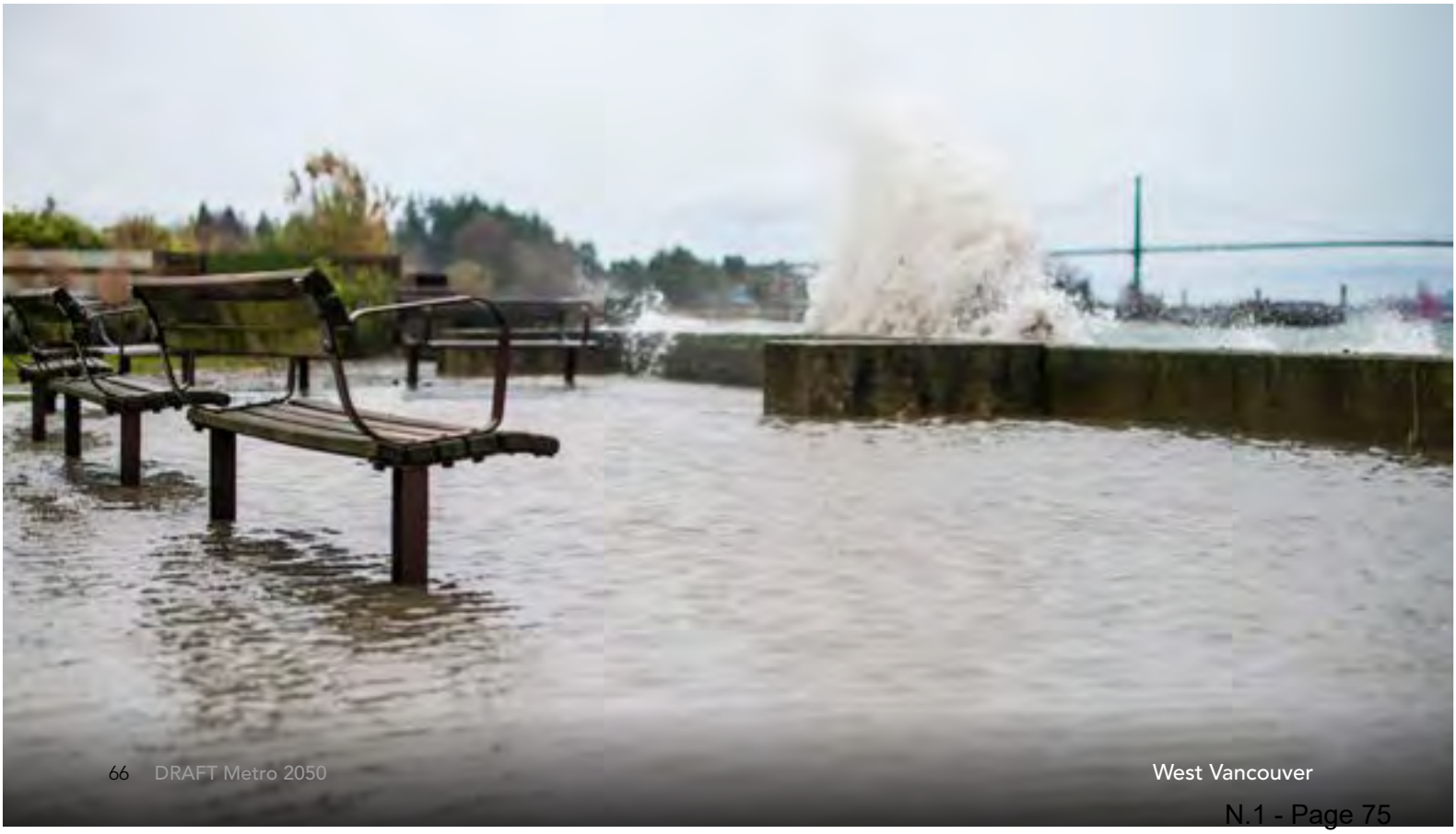
a) minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and

b) discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.

3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.

3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.

3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.



West Vancouver

GOAL 4

Provide Diverse and Affordable Housing Choices



Maple Ridge

New Westminster

Goal 4: Provide Diverse and Affordable Housing Choices

A diverse and affordable housing stock is critical to accommodating growth and supporting the region's population. Communities across Metro Vancouver are experiencing significant housing pressures paired with accelerating housing costs in the rental and ownership markets. Strong demand for rental housing is causing low rental vacancy rates and rising rental costs, and at the same time, existing affordable rental housing stock is aging and in need of maintenance and renewal.

High land and construction costs make the delivery of new rental units that are affordable to low and moderate income households challenging, particularly in proximity to transit. Lower income households earning less than 80% of the Regional Median Household Income, who make up the majority of renters in the region, are being forced to look further afield for housing that is affordable and meets their needs. Additionally, there is a shortage of permanent, affordable, and supportive housing units to meet the acute housing needs of vulnerable populations including those experiencing or at risk of homelessness.

In response to these challenges, a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. Having housing choices means that all residents can find adequate and suitable housing that is affordable based on their household income, and that meets their unique needs and preferences. For the purpose of implementing *Metro 2050*'s policies, "affordable housing" is defined as housing that is affordable to households earning up to 120% of the Regional Median Household Income. Goal 4 encourages diverse and affordable housing choices as a means to provide opportunities for residents to live in their desired community or neighbourhood, close to employment, transit, schools, parks, amenities and important social connections.

The first strategy identifies actions to promote an adequate supply of housing to meet existing and future housing needs across the housing continuum. Supporting housing policy efforts across the region through housing strategies or action plans that work towards achieving the number and type of housing units required to meet the needs identified in local housing needs reports or assessments is critical to this strategy.

The second strategy encourages policies and actions that expand rental housing supply, mitigate or limit the net loss of existing purpose-built rental and non-market housing stock, and protect renter households. The strategy also advocates for measures and incentives to stimulate the supply of below-market and market rental housing, particularly in proximity to transit.

The third strategy advocates for capital and operating funding to support the non-profit housing sector and the overall provision of permanent, affordable, and supportive housing. The strategy also requests ongoing housing and income benefits to supplement the high cost of rent in the private market. It recognizes that housing strategies and action plans must be aligned with plans to address homelessness. All levels of government have a role to play in creating opportunities for diverse housing options, and senior government funding is essential to meeting the housing needs of these populations.

A commitment to social equity prioritizes planning and decision-making processes that ensure the housing needs of the region's residents and populations that are housing insecure are met, so that everyone can access safe, quality, affordable, and climate resilient housing. Furthermore, it means intentionally seeking to prevent economic, health or access disparities in the housing market that are primarily experienced by lower income populations, renter households, and individuals experiencing or at risk of homelessness. Essential to this commitment is examining and modifying any systemic and institutional practices and policies that may limit the quality, affordability, accessibility, and equitable distribution of housing that is essential to creating a livable and resilient region for current and future generations.

Strategies to achieve this goal are:

4.1 Expand the supply and diversity of housing to meet a variety of needs

4.2 Expand, retain, and renew rental housing supply and protect tenants

4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness



Port Moody

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Housing diversity refers to the range of housing types and tenures required to meet the needs of households of all sizes, incomes, ages, and abilities. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience in the region.

Metro Vancouver will:

4.1.1 Assist member jurisdictions in developing housing strategies or action plans by providing analysis on regional demographics, household characteristics, and market conditions, and work with member jurisdictions to review and refine local housing priorities, policies, and housing needs reports or assessments in the context of this analysis.

4.1.2 Monitor and report on the progress of member jurisdiction housing strategies or action plans in achieving the number and type of housing units required to meet current and anticipated housing needs, as determined in the member jurisdiction's housing needs report or assessment.

4.1.3 Support member jurisdictions in the development and delivery of housing policies and actions by compiling, analyzing, and communicating data, preparing implementation guidelines and best practices research, and convening discussions on issues of common interest.

4.1.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will achieve diverse and affordable housing options, expand the supply and diversity of housing to meet a variety of needs along the housing continuum, and meet or work towards Actions 4.1.8 and 4.1.9.

4.1.5 Advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning powers.

4.1.6 Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.

4.1.7 Advocate to the Province for expanded funding maximums and eligibility that support Treaty and Non-Treaty First Nations in developing housing needs reports or assessments to ensure a complete regional and provincial understanding of housing needs, and to help inform local plans, policies, and development decisions.



Vancouver

Member jurisdictions will:

4.1.8 Adopt Regional Context Statements that:

a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;

b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options;

c) identify policies and actions that contribute to the following outcomes:

i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;

ii) increased supply of family-friendly, age-friendly, and accessible housing;

iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing;

iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit;

v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;

vi) increased social connectedness in multi-unit housing;

vii) integrated housing within neighbourhood contexts and high quality urban design; and

viii) existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards.

4.1.9 Prepare and implement housing strategies or action plans that:

a) are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs;

b) are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability;

c) identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and

d) identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8.

Strategy 4.2 Expand, retain, and renew rental housing supply and protect tenants

Purpose-built rental housing is a critical component of the housing continuum, offering security of tenure to the many residents who cannot or choose not to purchase a home. The private rental market also forms a large part of the region's overall rental housing stock, and provides additional rental housing options such as secondary suites, laneway/coach houses, and rented condominiums. Increasing the rental housing supply, retaining existing rental housing, and renewing aging rental housing while minimizing the impacts of redevelopment and renovation on existing tenants preserves affordability and increases opportunities for everyone in the region to access an energy efficient home they can afford.

Metro Vancouver will:

4.2.1 Monitor the purpose-built rental housing stock in the region, and report on rental housing supply gaps by income level and number of bedrooms.

4.2.2 Implement the *Metro Vancouver Housing 10-Year Plan* (2019) and seek opportunities for Metro Vancouver Housing to partner with member jurisdictions and others to expand affordable rental housing across the region.

4.2.3 Set a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas, and monitor progress towards the target every 5 years.

4.2.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will increase rental housing supply while protecting tenants, and that meet or work towards Actions 4.2.7 and 4.2.8.

4.2.5 Advocate to the Federal Government and the Province to provide measures and incentives to stimulate private sector investment in rental housing to help achieve the current and anticipated need for rental housing units, as determined by housing needs reports or assessments.

4.2.6 Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.

Member jurisdictions will:

4.2.7 Adopt Regional Context Statements that:

a) indicate how they will, within their local context, work towards the regional target of 15% affordable rental housing in redeveloped and new housing development within Urban Centres and Frequent Transit Development Areas;

b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas;

c) identify the use of regulatory tools that protect and preserve rental housing;

d) identify policies and actions that contribute to the following outcomes:

i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;

ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;

iii) protection and renewal of existing non-market rental housing;

iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and

v) reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability.

4.2.8 Prepare and implement housing strategies or action plans that:

a) encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock;

b) encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing; and

c) cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2.



Burnaby

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Lower income households and populations experiencing or at risk of homelessness have the most acute housing needs in the region. Through collaboration with the Federal Government and the Province, efforts to support the provision of non-market housing can ensure equitable access to housing for all. Meeting the housing needs of the most vulnerable in our communities also provides a number of co-benefits including positive health outcomes and improved social cohesion.

Metro Vancouver will:

4.3.1 Accept Regional Context Statements that describe how local plans, strategies, and policies will meet the specific housing needs of lower income households, including the existing housing needs of populations experiencing or at risk of homelessness, and that meet or work towards Actions 4.3.7 and 4.3.8.

4.3.2 Collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness.

4.3.3 Advocate to the Federal Government and the Province for measures and incentives to stimulate non-market rental supply and capital and operating funding to support the construction of permanent, affordable, and supportive housing across the region.

4.3.4 Advocate to the Federal Government and the Province to provide capital and operating funding to meet the current and anticipated housing needs of lower income households and populations experiencing or at risk of homelessness, as determined by housing needs reports or assessments.

4.3.5 Advocate to the Federal Government and the Province for portfolio-based, long-term funding sources for non-profit housing providers that shift away from short-term, project-based funding models as a means of ensuring the sustainability of the non-profit housing sector.

4.3.6 Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits, and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing.

Member jurisdictions will:

4.3.7 Adopt Regional Context Statements that:

a) indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units; and

b) identify policies and actions that partner with other levels of government and non-profit organizations to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness.

4.3.8 Prepare and implement housing strategies or action plans that:

a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households;

b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development; and

c) are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness.

GOAL 5

Support Sustainable Transportation Choices



North Vancouver City

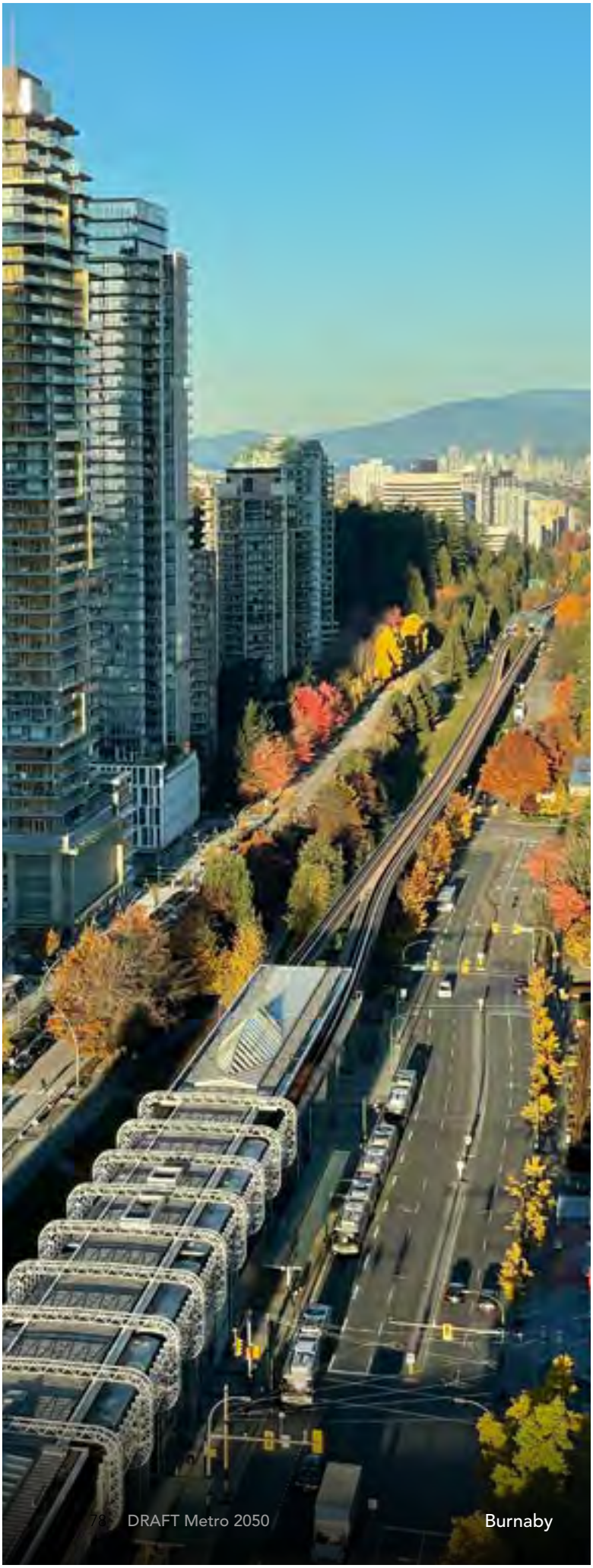
Goal 5: Support Sustainable Transportation Choices

Land uses influence travel patterns and transportation systems, in turn, affect land use and development. Achieving the goals of *Metro 2050* requires the alignment of land use and transportation strategies. Accessible and sustainable transportation choices are supported by strategies for a compact urban area, with transit-oriented development patterns that focus growth in Urban Centres, Major Transit Growth Corridors and Frequent Transit Development Areas. This transit-oriented pattern of growth helps reduce vehicle use, traffic congestion, energy consumption and greenhouse gas emissions from on-road sources while fostering transit ridership and active transportation. It provides the region's residents with resilient mobility options, a cleaner environment, and opportunities to reduce household transportation costs.

The first strategy identifies actions to increase the proportion of trips by transit, cycling, walking, and other alternatives to single occupancy vehicles. *Transport 2050*'s Major Transit Network will be critical in reinforcing *Metro 2050*'s network of Urban Centres and Frequent Transit Development Areas. *Metro 2050* aligns these locations for growth with planned transit connections to provide clearer expectations about future growth and investment. Aligning land use and transportation in this way enables a diversity of transit-oriented affordable housing, shorter trips and greater access to opportunity.

The second strategy recognizes the fundamental role that the Major Road Network, Regional Truck Route Network, provincial highways, and federal transportation facilities play in shaping regional growth, moving people and goods within the region, and connecting the region with intra-provincial, national and international destinations. The strategy advocates for active management of the existing and planned capacity of the road network and the demands put upon it to minimize the need for capital-intensive roadway expansion in the future. Further, rail and marine transportation have the potential to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical to preserving transportation options in the future. This strategy also anticipates the changing nature of industry and digitalization of commerce.

Metro Vancouver works in partnership with member jurisdictions, TransLink, Port of Vancouver, airport authorities, the Federal Government, and the Province to coordinate decision-making in support of the regional growth strategy. TransLink prepares and implements strategic transportation plans for roads, transit, active transportation, and goods movement, among other regional transportation programs. TransLink is also responsible for the region's long-term transportation strategy, *Transport 2050*. *Metro 2050* and *Transport 2050* comprise the region's long-term vision for the land use and transportation system. The Province prepares provincial highway and transit plans which help to guide the development of regional transportation plans. Both the Federal Government and the Province play significant roles in funding regional transit and goods movement infrastructure. Metro Vancouver advocates for reductions in transportation-related greenhouse gas emissions and common air contaminants.



A commitment to equity includes creating a more equitable land use and transportation system across the region that will enhance social cohesions and connectedness to benefit all communities; mitigate the environmental, economic, and social risks associated with goods and service movement; and ultimately, provide affordable and accessible transportation that creates quality jobs, promotes safe and inclusive communities, and focuses on results that benefit all.

Strategies to achieve this goal are:

5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Burnaby

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

The coordination of land use and transportation supports positive region building by ensuring communities are connected to sustainable transportation networks while investing in transportation improvements for existing neighbourhoods. Over time, this creates a regional growth pattern where destinations are closer together and more accessible for all, with less need to drive. The benefits of this transit-oriented growth pattern include: reduced greenhouse gas emissions; formation of complete, compact communities; more physical activity and improved health; lower transportation costs; and a more resilient economy with better access to job opportunities, diverse and affordable housing, and community amenities.

Metro Vancouver will:

5.1.1 Provide advice and input into TransLink's regional transportation system, planning, and demand management strategies through the provision of land use, growth management and air quality information and forecasts, and the evaluation of land use and vehicle emissions impacts.

5.1.2 Establish the following objectives for the regional transportation system:

a) support the regional land use framework and strategy, as set out in Strategy 1.2;

b) reduce energy consumption and greenhouse gas emissions while improving air quality, as set out in Strategy 3.3; and

c) ensure the safe and efficient movement of vehicles for passengers, goods, and services, as set out in Strategy 5.2.

5.1.3 Encourage TransLink and member jurisdictions, in support of Action 5.1.2 (a), to prioritize the expansion of transit services between Urban Centres, according to the following priorities:

- Priority 1: Major Transit Network
- Priority 2: Frequent Transit Network
- Priority 3: Local Transit Networks

5.1.4 Collaborate with TransLink, in support of Action 5.1.2 (b), on the achievement of regional priorities to increase the share of trips made by transit, shared mobility options, cycling, and walking, and reduce energy consumption and air emissions from on-road transportation sources. Metro Vancouver will support the development of strategic transportation plans to achieve this objective, within TransLink's mandate to plan and manage the regional transportation system.

5.1.5 In collaboration with other levels of government, implement the Regional Greenway Network, as shown in Map 10.

5.1.6 Collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy that:

a) provides guidance to inform municipal parking requirements;

b) considers local needs through customized guidance for different land use and transportation contexts; and

c) seeks to right-size the supply of parking in the region, make more efficient use of the limited land supply, and improve housing and transportation affordability.

5.1.7 Accept Regional Context Statements that identify policies and actions that coordinate land use and transportation planning to support transit, shared mobility options, cycling, and walking, that support the transition to zero-emission vehicles, and that meet or work towards Action 5.1.14.

5.1.8 Advocate to the Federal Government and the Province, in collaboration with TransLink and member jurisdictions, to evaluate and develop measures to mitigate the potential negative impacts on the region's Industrial, Agricultural, and Conservation and Recreation lands when planning transportation infrastructure, including roadways, railways and rapid transit systems.

5.1.9 Advocate for the Province to work with TransLink, adjacent regional districts, and Metro Vancouver in coordinating transportation planning and infrastructure projects in the Lower Mainland.

5.1.10 Advocate to the Federal Government and the Province to provide increased reliable and sustainable funding for expanding, and operating:

a) the regional transit system;

b) the Regional Cycling Network (i.e. the Major Bikeway Network for utility cycling trips and Regional Greenway Network for recreational travel); and

c) municipal pedestrian infrastructure.

5.1.11 Advocate to railway companies, when developing their plans and strategies for rail corridors and facilities in the region, that they coordinate and consult with member jurisdictions, TransLink, Port of Vancouver, and Metro Vancouver to ensure that they are compatible with and support the regional transportation and land use planning goals of the regional growth strategy.

5.1.12 Advocate to member jurisdictions to engage with impacted municipalities and First Nations when developing plans, polices, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

5.1.13 Advocate to the Province and TransLink to co-locate active transportation facilities with rapid transit infrastructure and include delivery of such facilities within the scope of rapid transit projects.

Member jurisdictions will:

5.1.14 Adopt Regional Context Statements that identify land use and transportation policies and actions that:

a) coordinate to encourage a greater share of trips made by transit, shared mobility options, cycling, and walking;

b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation, and shared mobility services;

c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking;

d) support the transition to zero-emission vehicles;

e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10; and

f) support implementation of local active transportation facilities that connect to the Regional Greenway Network or Major Bikeway Network.

TransLink will:

5.1.15 In support of coordinated land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking:

a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, while avoiding known unmitigated flood and other natural hazard risk areas;

b) provide Metro Vancouver with adequate opportunity to provide input into TransLink's strategic planning and decision-making processes that would affect the achievement of the objectives and priorities as set out in Action 5.1.2;

c) establish performance measures and/or targets that support an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling and walking, and the associated reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

d) prepare and implement regional transportation system and demand management strategies, such as: ridesharing programs, transportation user–based pricing, and regulation for ride-hailing services and other emerging mobility technologies;

e) support the development of safe and comfortable regional cycling networks serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;

f) work with the Province, the Integrated Partnership for Regional Emergency Management, and member jurisdictions to evaluate the potential impacts of climate change and known unmitigated natural hazards on rapid transit alignments, station locations, and associated transportation infrastructure;

g) explore methods to support affordable housing through existing and future revenue sources, such as: continuing the reduction or waiver of the TransLink Development Cost Charge on certain types of not-for-profit rental housing; seeking partnership opportunities with the Province and others to support delivering affordable housing; seeking commitments on the development of affordable housing policies and targets in partnership agreements required for major transportation projects; and considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments;

h) continue developing active transportation and transit networks as a means to create redundancy in low-cost, low-emission travel options;

i) work with the Province, member jurisdictions, and others, to implement both the Regional Greenway Network and the Major Bikeway Network, as identified in Map 10; and

j) continue to identify viable new opportunities to create and improve transit and active transportation linkages to and within First Nations communities.



Pitt Meadows

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Roadways, truck routes, provincial and federal highways, port terminals, rail corridors, navigable waterways, airports, transit routes and active transportation facilities play a vital role in supporting the regional economy, shaping regional growth, and connecting Metro Vancouver to other regions. Making the most of the goods movement system requires protecting industrial lands and transportation rights-of-way, minimizing community impacts, reducing greenhouse gas emissions, and seeking demand-management alternatives to infrastructure expansion, particularly for roadway expansion.

Metro Vancouver will:

5.2.1 Support implementation of the Regional Goods Movement Strategy and continue to participate in the Greater Vancouver Urban Freight Council.

5.2.2 Accept Regional Context Statements that identify coordinated land use and transportation policies and actions in support of the safe and efficient movement of vehicles for passengers, goods and services and that meet or work towards Action 5.2.6.

5.2.3 Support the ongoing efforts of the Federal Government, the Province, and the Port of Vancouver to reduce truck traffic on local roads by exploring: the more effective use of the existing multi-modal transportation network on a 24-hour basis; expanding short-sea shipping; moving more containers by rail directly from marine container terminals to transload facilities; and enhancing co-location of import and export transload facilities.

5.2.4 Advocate to the Province, TransLink, and neighbouring regional districts to request that the following elements are considered when contemplating future expansion of private vehicle capacity on major roads, highways, and crossings:

a) transportation demand management and active transportation strategies as alternatives to, or as integral with, such capacity expansion;

b) the negative impacts on the achievement of regional greenhouse gas emission reduction targets and air quality objectives;

c) the negative impacts on the implementation of the regional land use framework and strategy as set out in Strategy 1.2;

d) the long-term effects of induced demand, ongoing maintenance requirements, life-cycle costs, and opportunity costs;

e) the negative impacts on ecosystems, as identified in Map 11; and

f) the ability of the transportation system to withstand known unmitigated climate change impacts and natural hazards.

5.2.5 Advocate to the Federal Government and the Province to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services through:

a) policies and regulations to protect rail rights-of-way, truck routes, transit routes, and access points to navigable waterways;

b) policies and regulations to protect communities and habitats by mitigating air quality impacts;

c) local government funding programs for applied research into transportation system and demand management-related technologies, policies, and regulations to optimize the low-carbon movement of vehicles for passengers, goods, and services, in particular to and from airports, ports, intermodal goods handling facilities, last mile delivery, and distribution centres for e-commerce;

d) local government funding programs for survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling inter- and intra-regionally; and

e) local government funding programs and regulations to encourage the transition to zero-emissions options for medium- and heavy-duty vehicles.

Member jurisdictions will:

5.2.6 Adopt Regional Context Statements that:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Industrial, Employment and Agricultural lands, ports, airports, and international border crossings;

b) identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, and short sea shipping;

c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

d) identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement;

e) identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways; and



Port Coquitlam



f) identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.

TransLink will:

5.2.7 Support the safe and efficient movement of vehicles for passengers, goods and services in consideration of the regional land use framework and strategy, as set out in Strategy 1.2, by:

a) managing and maintaining the Major Road Network and Regional Truck Route Network;

b) implementing the Regional Goods Movement Strategy;

c) preparing and implementing regional transportation system and demand management strategies; and

d) continuing to identify viable new opportunities to create and improve active transportation and transit linkages between the region's Industrial and Employment lands and the regional labour force.

5.2.8 Support the protection of rail rights-of-way, truck routes, and access points to navigable waterways to preserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat, and communities.

5.2.9 Seek to minimize negative impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health within the Lower Fraser Valley Airshed.

F. Implementation

6.1 Regional Growth Strategy Implementation Framework

6.1.1 Metro Vancouver and affected local governments will implement the regional growth strategy within a collaborative decision-making framework. This framework is based on provisions set out in the *Local Government Act* and in recognition by Metro Vancouver and affected local governments that collaborative decision-making is necessary in order to achieve the vision and goals laid out in the regional growth strategy.

The regional growth strategy has been designed so that the more regionally significant an issue, the higher the degree of regional federation involvement in decision-making, and conversely, the less regionally significant an issue, the less Metro Vancouver involvement there is. This approach is intended to provide appropriate consideration of land use planning decisions made within Metro Vancouver and member jurisdictions.

This collaborative decision-making process applies to:

- acceptance by affected local governments of the initial regional growth strategy and subsequent amendments;
- acceptance by Metro Vancouver of municipal Regional Context Statements and subsequent amendments;
- ongoing regional growth strategy and Regional Context Statement administration and procedures;
- implementation guidelines.



Lions Bay

TABLE 6: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

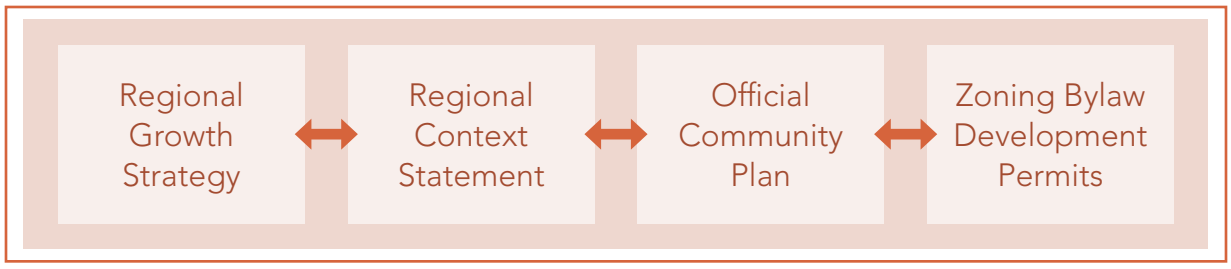
PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 Board vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 Board vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 Board vote
Small scale urban designation changes	Small scale Industrial area designation change, changes to Urban Centre boundaries	Official Community Plan change only, no requirement to amend Regional Context Statement
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

*Table 6 for reference only

6.2 Regional Context Statements

6.2.1 Within two years of the Metro Vancouver Regional District (MVRD) Board's adoption of a regional growth strategy or of a Type 1 amendment, each member jurisdiction must include, or update, in its Official Community Plan, and submit to the MVRD Board for acceptance, a Regional Context Statement. A member jurisdiction will submit its Regional Context Statement to the MVRD Board for acceptance after the member jurisdiction holds its public hearing and subsequent reading relating to its Official Community Plan bylaw amendment.

FIGURE 5: RELATIONSHIP BETWEEN THE REGIONAL GROWTH STRATEGY AND OFFICIAL COMMUNITY PLANS



Each member jurisdiction prepares an updated Official Community Plan (OCP) and Regional Context Statement (RCS) within two years of the adoption of a new regional growth strategy or a Type 1 Amendment. The RCS sets out the relationship between the regional growth strategy and the member jurisdiction's OCP, and identifies how local actions will contribute to achieving regional growth strategy goals. Member jurisdictions must submit their RCS to the Metro Vancouver Board for acceptance.

Contents of Regional Context Statement

6.2.2 The Regional Context Statement must identify the relationship between an Official Community Plan and the goals, strategies, and actions identified in the regional growth strategy. If applicable, the Regional Context Statement will identify how the Official Community Plan will be made consistent with the regional growth strategy over time. Regional Context Statements that propose to add or delete Frequent Transit Development Areas must be accompanied by written comments from TransLink.

Regional Context Statement Process

6.2.3 If a member jurisdiction proposes an amendment to a Regional Context Statement, it must submit to Metro Vancouver a council resolution, including an accompanying report, that sets out the member jurisdiction's proposed amendment(s).

6.2.4 If a member jurisdiction anticipates that its proposed Regional Context Statement, or amendment to its Regional Context Statement, will not be accepted by the Metro Vancouver Regional District Board because it is not generally consistent with the regional growth strategy, the member jurisdiction should submit a proposed amendment to the regional growth strategy. The procedure for amendments to the regional growth strategy is set out in section 6.4.

6.2.5 The Metro Vancouver Regional District (MVRD) Board will respond within 120 days of receiving a Regional Context Statement from a member jurisdiction by council resolution, indicating whether it accepts the Regional Context Statement. If the MVRD Board does not accept a Regional Context Statement, the Board will indicate the provisions to which it objects and the reasons for its objections.

Consistency with Regional Growth Strategy

6.2.6 In considering acceptance of Regional Context Statements, the Metro Vancouver Regional District Board's expectation is that acceptable Regional Context Statements are generally consistent with the regional growth strategy's goals, strategies, actions and the regional land use designations depicted on Map 2. Regional Context Statements should respond to all applicable policies in the regional growth strategy, and indicate how the Official Community Plan is generally consistent (including projections, maps, and specific policy language) or how it will be made consistent over time.

Providing for Appropriate Municipal Flexibility

6.2.7 A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:

a) the member jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;

b) notwithstanding section 6.2.7 (a), for sites that are greater than one hectare and less than three (3) hectares in area, the member jurisdiction may re-designate land:

- from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or

- from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station,

provided that:

- the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and
- the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;

c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.

6.2.8 A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the regional growth strategy.

6.2.9 Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.

6.2.10 If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.

6.3 Categories of Regional Growth Strategy Amendments

Type 1 Amendments to the Regional Growth Strategy

6.3.1 The following Type 1 amendments to the regional growth strategy require an affirmative 50%+1 weighted vote of the Metro Vancouver Regional District Board and acceptance by all affected local governments in accordance with section 436 of the *Local Government Act*:

a) the addition or deletion of regional growth strategy goals or strategies;

b) an amendment to the process for making minor amendments to the regional growth strategy, which is specified in sections 6.3.3 and 6.3.4; and

c) the matters specified in section 437 (4) of the *Local Government Act*.

6.3.2 All amendments to the regional growth strategy other than the amendments specified in section 6.3.1 are minor amendments (Type 2 and Type 3) for the purposes of section 437 (2) of the *Local Government Act*.

Type 2 Amendments to the Regional Growth Strategy

6.3.3 The following Type 2 amendments require an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board:

a) amendment to the Urban Containment Boundary;

b) amendment of Agricultural or Conservation and Recreation regional land use designations, except as set out in section 6.3.4 (e), (f) and (g);

c) amendment from Rural to Industrial, Employment, or General Urban regional land use designations;

d) amendment of sites located outside the Urban Containment Boundary from Employment to a General Urban regional land use designation;

e) the addition or deletion of an Urban Centre; and

f) the addition or deletion of, or amendment to, the descriptions of the regional land use designations or actions listed under each strategy.

Type 3 Amendments to the Regional Growth Strategy

6.3.4 The following Type 3 amendments require an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional District Board:

a) the addition or deletion of a Frequent Transit Development Area;

b) for sites within the Urban Containment Boundary, amendments from Industrial, Employment, or General Urban to any other such regional land use designation(s);

c) amendment from Industrial, Employment, or General Urban to Rural, Agricultural, or Conservation and Recreation regional land use designations;

d) amendment from Rural to Agricultural or Conservation and Recreation regional land use designation;

e) amendment from Conservation and Recreation to Agricultural regional land use designation;

f) for sites that are contiguous with, or within, the Urban Containment Boundary, and are not within the Agricultural Land Reserve and subject to the *Agricultural Land Commission Act*, amendment from Agricultural or Rural to Industrial regional land use designation, and associated Urban Containment Boundary adjustments;

g) for sites that are identified as Special Study Areas on Map 12, an amendment to another regional land use designation and associated Urban Containment Boundary adjustments;

h) removal of the Trade-Oriented Lands overlay from parcels with an Industrial regional land use designation;

i) housekeeping amendments to figures, tables or maps, performance measures or other items related to document structure that do not alter the intent of the regional growth strategy;

j) amendments to mapping to incorporate maps included in accepted Regional Context Statements;

k) the reclassification of a Frequent Transit Development Area to an Urban Centre, or reclassification of an Urban Centre type to another Urban Centre type;

l) an amendment to the Major Transit Growth Corridors; and

m) all other amendments not identified in sections 6.3.1 or 6.3.3.



New Westminster

6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the regional growth strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or Urban Containment Boundary unless or until the member jurisdiction or jurisdictions in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment.

Notification and Request for Comments

6.4.2 For all proposed amendments to the regional growth strategy the Metro Vancouver Regional District (MVRD) Board will:

a) provide written notice of the proposed amendment to all affected local governments;

b) provide a minimum of forty-five (45) days from the date of the notice for affected local governments, and the appropriate agencies, to respond to the proposed amendment;

c) post notification of the proposed amendment on the MVRD website, for a minimum of forty-five (45) days from the date of the notice;

d) if the proposed amendment is to change a site from Industrial or Employment to General Urban regional land use designation, provide written notice and a minimum of forty-five (45) days from the date of the notice for the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

Procedures for Type 1 Amendments

6.4.3 For Type 1 amendments to the regional growth strategy set out in section 6.3.1, the procedures set out in section 436 of the *Local Government Act* apply.

Procedures for Type 2 Amendments

6.4.4 For Type 2 amendments to the regional growth strategy set out in section 6.3.3, the Metro Vancouver Regional District (MVRD) Board will:

a) consider first, second, and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at first, second, and third readings, refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;

c) provide public engagement opportunities that may include:

- notification of the proposed amendments on the Metro Vancouver website;
- requesting written comments by way of a comment form on the Metro Vancouver website;
- opportunities for the public to appear as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered;
- conveyance of comments submitted from the respective local public hearing to the MVRD Board, and
- hosting a public information meeting (digitally or in person).

d) receive the comments from the notification and referral for comments process set out in section 6.4.2, and consider final reading and adoption of the amendment bylaw, which must receive at least a two-thirds weighted vote of the MVRD Board.

Procedures for Type 3 Amendments

6.4.5 For Type 3 amendments to the regional growth strategy set out in section 6.3.4, the Metro Vancouver Regional District (MVRD) Board will:

a) consider first, second, and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative majority weighted vote of the MVRD Board at each of the first, second, and third readings, notify and refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;

c) consider final adoption of the amendment bylaw and, provided the amendment bylaw receives an affirmative simple majority weighted vote of the MVRD Board, adopt the amendment bylaw.

6.5 Coordination with First Nations

6.5.1 Metro Vancouver will work with First Nations to facilitate the compatibility of the regional growth strategy and First Nations' planning and development initiatives.

6.5.2 A land use plan prepared by Tsawwassen First Nation will include a statement equivalent to a Regional Context Statement as defined in the *Local Government Act*, identifying how the Nation's land use plan is consistent with the regional growth strategy.

6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the regional growth strategy and TransLink's regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments on proposed Regional Context Statements that would impact the regional transportation system or significantly affect the demand for regional transportation services.

6.6.2 As an affected local government, TransLink is required to consider acceptance of the regional growth strategy and any proposed Type 1 amendments, as set out in section 6.3.1.

6.6.3 TransLink is mandated to provide a regional transportation system that is consistent and supportive of the regional growth strategy, and its associated goals, objectives, land use designations, overlays, and policies. *The South Coast British Columbia Transportation Authority Act* also requires TransLink to: review the regional growth strategy and any amendments to it and advise Metro Vancouver of the implications for the Regional Transportation Strategy, and prepare regional transportation investment plans that set out the relationships between major actions and the regional growth strategy.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions.

6.7.2 Metro Vancouver will collaborate with the Federal Government and the Province on major investments in the regional transportation system, expansion of diverse and affordable housing options, and the location of public facilities that support the goals and strategies specified in the regional growth strategy. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.



White Rock

6.8 Coordination with Metro Vancouver / Greater Vancouver Boards

6.8.1 All bylaws adopted and all works and services undertaken by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy.

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

6.8.2 For further clarity, sites within the Urban Containment Boundary that are designated General Urban, Industrial, or Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays that might apply.

6.8.3 For lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation, sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 apply regardless of whether the area is within one of the Greater Vancouver Sewerage and Drainage District's sewerage areas.

With reference to sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1, in determining whether, in the circumstances, connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk, the Metro Vancouver Regional District (MVRD) Board will consider the opinion of a professional, as such term is defined in the Sewerage System Regulation pursuant to the *Public Health Act* (British Columbia), or if appropriate a qualified professional, as such term is defined in Municipal Wastewater Regulation 87/2012 pursuant to the *Environmental Management Act* (British Columbia), submitted by the member jurisdiction as to the technical and economic feasibility of installing and maintaining a private on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The MVRD Board may also obtain its own opinion from a professional and consider such opinion.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.

6.9.2 All connections to regional sewerage services approved by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board as per sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the Metro Vancouver Regional District (MVRD) and GVS&DD Boards. Any sewerage service connection outside of that boundary will require MVRD Board and GVS&DD Board approval.

6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *Regional Growth Strategy Bylaw No. 1136*, on July 29, 2011, a member jurisdiction had expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Metro Vancouver Regional District Board approval of a regional land use designation amendment, the current regional land use designation(s) applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is considered a Type 3 amendment under section 6.3.4 of the regional growth strategy.

This includes any associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

6.10.2 If the Special Study Area involves lands within the Agricultural Land Reserve, the member jurisdiction is required to consult with the Agricultural Land Commission during the preparation of the planning studies prior to initiating an application to exclude the lands from the Agricultural Land Reserve.

6.11 Jurisdiction

6.11.1 The regional growth strategy applies to all lands within the boundaries and jurisdiction of the Metro Vancouver Regional District.

6.11.2 In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the regional growth strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail.



Anmore

6.12 Regional Growth Strategy Maps

6.12.1 The maps contained in the regional growth strategy are small scale depictions of the official regional land use designation maps and have been included for convenience purposes only. The official regional land use designation maps, the Sensitive Ecosystems Inventory map, and the Major Transit Growth Corridor map are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated to incorporate changes to designation boundaries that result from adopted regional growth strategy amendment bylaws. TransLink owns and maintains the official Major Transit Network map on its website.

6.12.2 Where a regional land use designation boundary does not align with a property or parcel legal boundary, the Agricultural Land Reserve boundary, a member jurisdiction Official Community Plan or zoning boundary, or a distinct geographic or natural feature, the regional land use designation boundary will be considered approximate, and the boundary depicted in the respective accepted Regional Context Statement will prevail.

6.12.3 The boundaries of Urban Centres, Frequent Transit Development Areas, and Trade-Oriented Lands are to be defined by member jurisdictions in Official Community Plans, Neighbourhood or Area Plans, or equivalent, and shown in Regional Context Statements. Where member jurisdictions amend the boundaries of Urban Centres, Frequent Transit Development Areas, or Trade-Oriented Lands, and, in accordance with section 6.2.8, have not changed their Regional Context Statement, member jurisdictions will notify Metro Vancouver, in writing, within thirty (30) days.

6.12.4 The boundaries for Special Study Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A Type 3 amendment to Map 12 is only permitted to delete Special Study Areas and may occur after the regional growth strategy has been amended to change the regional land use designation of the Special Study Area or when a member jurisdiction decides to eliminate a Special Study Area.

6.13 Tables, Figures and Performance Measures

6.13.1 Tables 1 and 2 showing growth projections and dwelling unit and employment growth targets for Metro Vancouver and member jurisdictions are included in the strategy as guidelines only. These tables are included in the regional growth strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with member jurisdictions, will maintain projections to monitor growth and will propose updates to tables in accordance with the amendment process set out in section 6.3.4 following Metro Vancouver Regional District Board acceptance of Regional Context Statements or a significant change in the growth projections assumptions.

6.13.2 The following figures and maps in the regional growth strategy are included as reference only: Table 6; Figures 1, 2, 3, 4, 5; Maps 1, 10, and 11.

6.13.3 Pursuant to the *Local Government Act*, Metro Vancouver will prepare an annual report on progress in meeting the goals of the regional growth strategy through the monitoring of the performance measures identified in the Performance Measures section and in meeting other targets set out in the regional growth strategy.

6.14 Interpretation

6.14.1 All terms used in the regional growth strategy that are defined in the *Local Government Act* have the meanings given to such terms in the *Local Government Act*.

6.14.2 For terms not addressed in 6.14.1, a Glossary of Terms is provided and will be used to define terms used in *Metro 2050*.

6.14.3 In the case of the Electoral Area A, a Regional Context Statement is not required, but the policy actions listed for member jurisdictions should be addressed in the Electoral Area A Official Community Plan, as applicable.

6.15 Implementation Guidelines

6.15.1 Metro Vancouver may periodically prepare Implementation Guidelines to assist in the implementation of the regional growth strategy, to be prepared in collaboration with member jurisdictions. These guidelines should be read in conjunction with the regional growth strategy, and do not replace or supersede the content and requirements of the regional growth strategy.



Electoral Area A

G. Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following performance measures.

Regional land use designations

- Total and cumulative change in hectares of land in each of the six regional land use designations

Goal 1: Create a Compact Urban Area

Urban Containment

- Total and cumulative change in hectares of land in the Urban Containment Boundary
- Percent of regional dwelling unit growth located within the Urban Containment Boundary
- Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary (UCB) to lands with an Agricultural, Rural, or Conservation and Recreation regional designation
- Change in hectares of greenfield lands within the Urban Containment Boundary that have a General Urban regional land use designation.

Growth in Priority Areas

- Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in people plus jobs per hectare in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Complete Communities and Health

- A walkability index composed of, land use mix, commercial floor area ratio, intersection density, residential density, and sidewalk completeness
- Total and change in number of community services and amenities in Urban Centres and Frequent Transit Development Areas, including, but not limited to, child care, green space and land use mix

Goal 2: Support a Sustainable Economy

Employment in Priority Areas

- Percent of regional employment growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Total and change in employment by sector in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in office floor area within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Agricultural Lands

- Percent of land in the Agricultural Land Reserve that is actively farmed

Employment Accessibility

- Average number of kilometres travelled for commute (region-wide)
- Average number of minutes travelled for commute (region-wide)
- Average trip length by transportation mode (region-wide)

Industrial and Employment Lands

- Total and cumulative change in hectares of land designated Industrial and Employment that is developed and vacant

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Ecosystem Health

- Change in hectares of land protected for nature across the region
- Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary
- Change in hectares of land identified as a Sensitive or Modified Ecosystem
- Change in hectares of identified Sensitive and Modified Ecosystems rated high quality

Greenhouse Gas Emission Reduction

- Total and change in tonnes of regional greenhouse gas emissions related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources in support of the regional target to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050
- Tonnes of carbon storage in natural areas including lands with Rural, Conservation and Recreation, and Agricultural regional land use designations

Goal 4: Provide Diverse and Affordable Housing Choices

- Percentage of affordable rental housing in new and redeveloped units in Urban Centres and Frequent Transit Development Areas
- Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level

Goal 5: Support Sustainable Transportation Choices

Travel Mode Choices

- Total and change in trips by transportation mode
- Percent of residents within walking distance of the Major Transit Network
- Total and per-capita change in the number of actively insured vehicles

Road and Vehicle Use and Safety

- Total and per-capita change in annual vehicle kilometres travelled by transportation mode



H. Glossary of Terms

METRO 2050 GLOSSARY

The following terms used in the regional growth strategy are defined as follows:

Affected Local Governments - Metro Vancouver Regional District member jurisdictions (excluding Bowen Island Municipality), Squamish-Lillooet Regional District, Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as TransLink).

Affordable Housing - For the purpose of *Metro 2050*, "Affordable Housing" is housing that is affordable to households earning up to 120% of the Regional Median Household Income. In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household's gross income is spent on housing (including all housing-related costs like utilities).

Air Contaminant - Any substance that is introduced into the air that: injures or is capable of injuring the health or safety of a person; injures or is capable of injuring property or any life form; interferes or is capable of interfering with visibility; interferes or is capable of interfering with the normal conduct of business; causes or is capable of causing material physical discomfort to a person; or damages or is capable of damaging the environment.

Carbon Neutral Region - A region that generates no net greenhouse gas emissions. This is achieved by any greenhouse gas emissions across all economic sectors being balanced out by the removal of carbon dioxide from the atmosphere by the plants, trees, and soil of the region, or through technological means.

Carbon Storage - The total amount of carbon stored in ecosystems such as forests, wetlands and intertidal areas, which often takes thousands of years to accumulate. A conservative estimate of the total carbon stored in the vegetation and soils of the region's ecosystems is 65 million tonnes. This estimate is derived from Metro Vancouver's regional carbon storage dataset and applies to the full extents of the watersheds that supply the Metro Vancouver region's drinking water, along with estuarine and intertidal areas.

Climate Change Impacts - The consequences of realized climate change risks on ecosystems, economies, infrastructure, and communities.

Dwelling Unit - For the purposes of *Metro 2050*, the term "Dwelling Unit" is used as a short-form for "private dwelling that is occupied by usual residents" and is measured using Census household data.

Ecosystem Connectivity - The physical and functional links between ecosystems that support biodiversity by allowing the movement of species within and between ecosystems. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural and urban ecosystems.

Ecosystem Fragmentation - The process of ecosystems being divided into smaller and isolated patches of land thereby reducing ecosystem integrity.

Ecosystem Integrity - The ability of an ecosystem to support diverse communities of organisms and maintain ecological processes (e.g. water, carbon, and nutrient cycling).

Ecosystem Services - The benefits people obtain from ecosystems. These services can be grouped into four main types: supporting, provisioning, cultural, and regulating.

Embodied Emissions - The greenhouse gas emissions associated with the construction of goods and products, including the raw materials, manufacture, and the transport of the good or product to where it is sold.

Green Infrastructure - The natural, enhanced, and engineered assets that collectively provide society with ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban trees, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Low Impact Development - Development that works with nature to: manage stormwater quantity and quality by preserving trees and other natural features where possible; support ecosystem connectivity; minimizes impervious surfaces; and create dispersed multi-functional landscapes that minimize pollutant runoff, the need for stormwater infrastructure, and extreme flooding and heat events.

Lower Income Households - Households earning less than 80% of the Regional Median Household Income.

Member Jurisdictions - Metro Vancouver Regional District member municipalities, Tsawwassen First Nation, and Electoral Area A.

Natural Hazards - Naturally occurring phenomena that may cause loss of life, injury or other health impacts, property damage, social, and economic disruption or environmental degradation. Examples of natural hazards affecting the Metro Vancouver region include earthquakes, landslides, floods, and wildfires. Many natural hazards are worsened by climate change.

Official Community Plan - As defined by the British Columbia *Local Government Act*, or land use plan equivalent in the case of the City of Vancouver, Tsawwassen First Nation, and Electoral Area A.

Province - The Government of British Columbia, including its ministries and agencies.

Regional Context Statement - As described by the British Columbia *Local Government Act*, the linking document that demonstrates the relationship between an Official Community Plan and the regional growth strategy and, if applicable, how the Official Community Plan is to be made consistent with the regional growth strategy over time. A Regional Context Statement and the rest of the Official Community Plan must be consistent.

Regional Median Household Income - The median total household income of all households living in the Metro Vancouver region based on Census data. As defined by Statistics Canada, the median divides the region's households into two equal groups: half having an income above that amount, and half having an income below that amount. It differs from the mean (or average) income.

Resilience - The capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.

Risk - A combined function of the probability of a hazard occurring and the magnitude or severity of its potential consequences (i.e. injury, damage, loss of habitat etc.).

Sensitive Ecosystem Inventory - An inventory of the region's most ecologically important areas mapped using provincial methodology. It does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. young forests <5 hectares, crop or fallow land, enhanced or engineered assets, backyards and street trees). The inventory includes sensitive ecosystems and modified ecosystems, as follows:

- **Sensitive Ecosystems** - are ecologically fragile, rare or at-risk ecosystems such as wetlands, forests, and riparian areas.
- **Modified Ecosystems** - include young forests (30-80 years old) and freshwater reservoirs, that have experienced some human alteration, but still provide ecosystem services and remain important for biodiversity. In many cases, modified ecosystems are essential to maintaining ecosystem connectivity in highly fragmented landscapes where sensitive ecosystems have been lost.

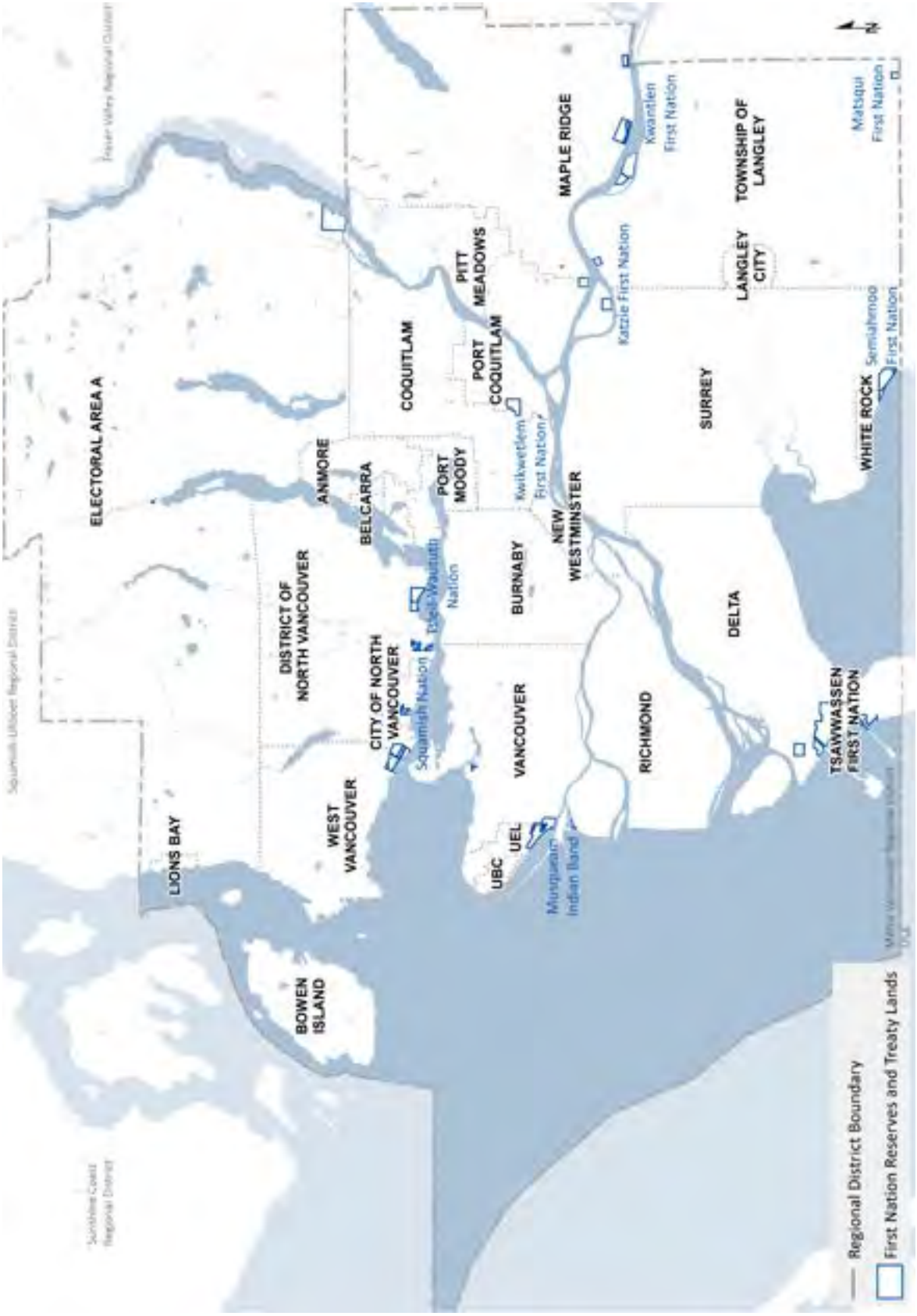
Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity related issues.

Transit-Oriented - Areas located in close proximity to transit (generally within 800 m). Distances over 800 m from rapid transit stations may also be considered within the context of the area.

Transportation Demand Management - Measures that seek to reduce the overall amount of driving, particularly for single-occupant vehicle trips, through strategies aimed at deterring driving (e.g. priced parking) or promoting alternative modes of transportation (e.g. providing free bike parking).

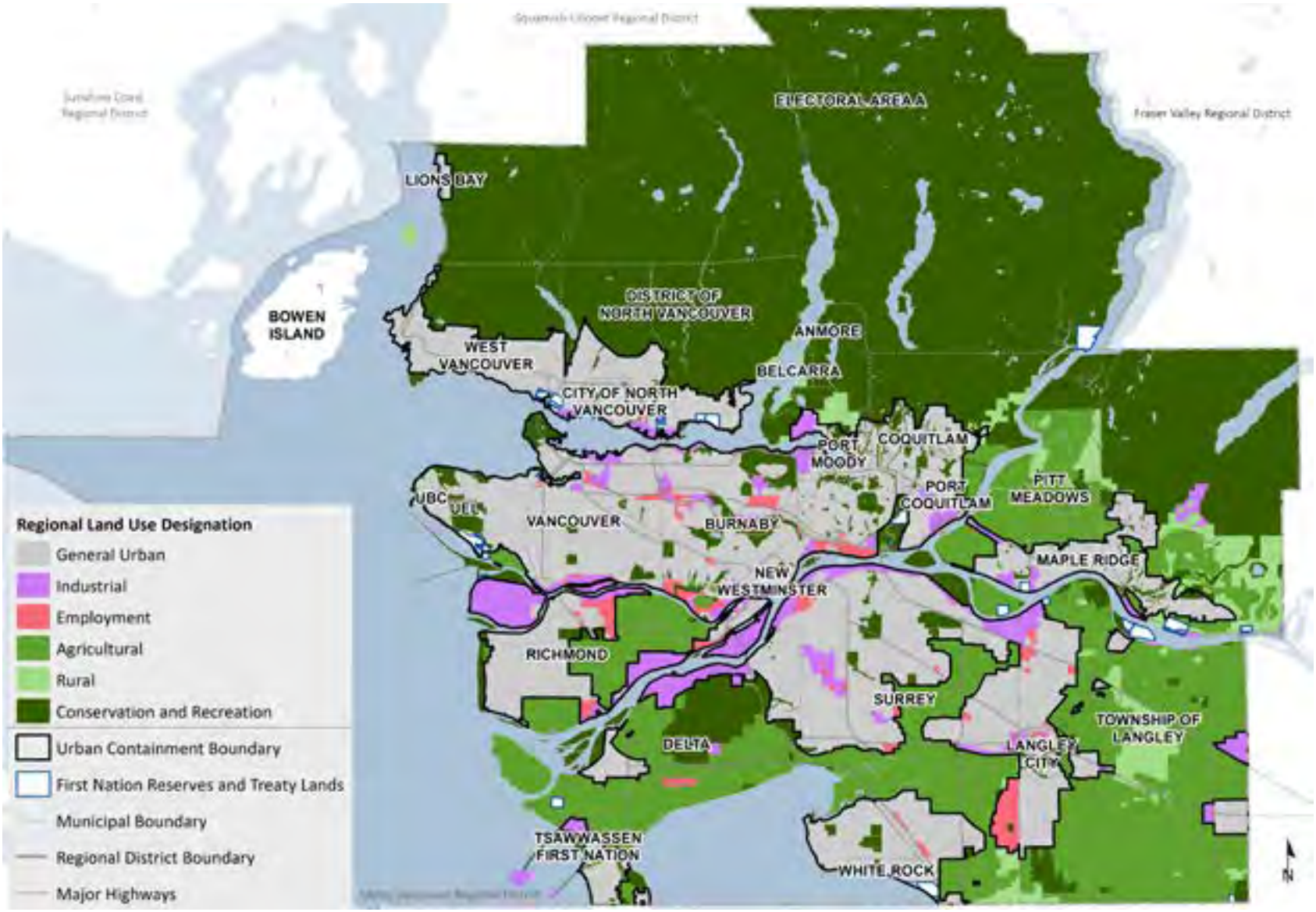
I. Maps

Map 1: Metro Vancouver Region



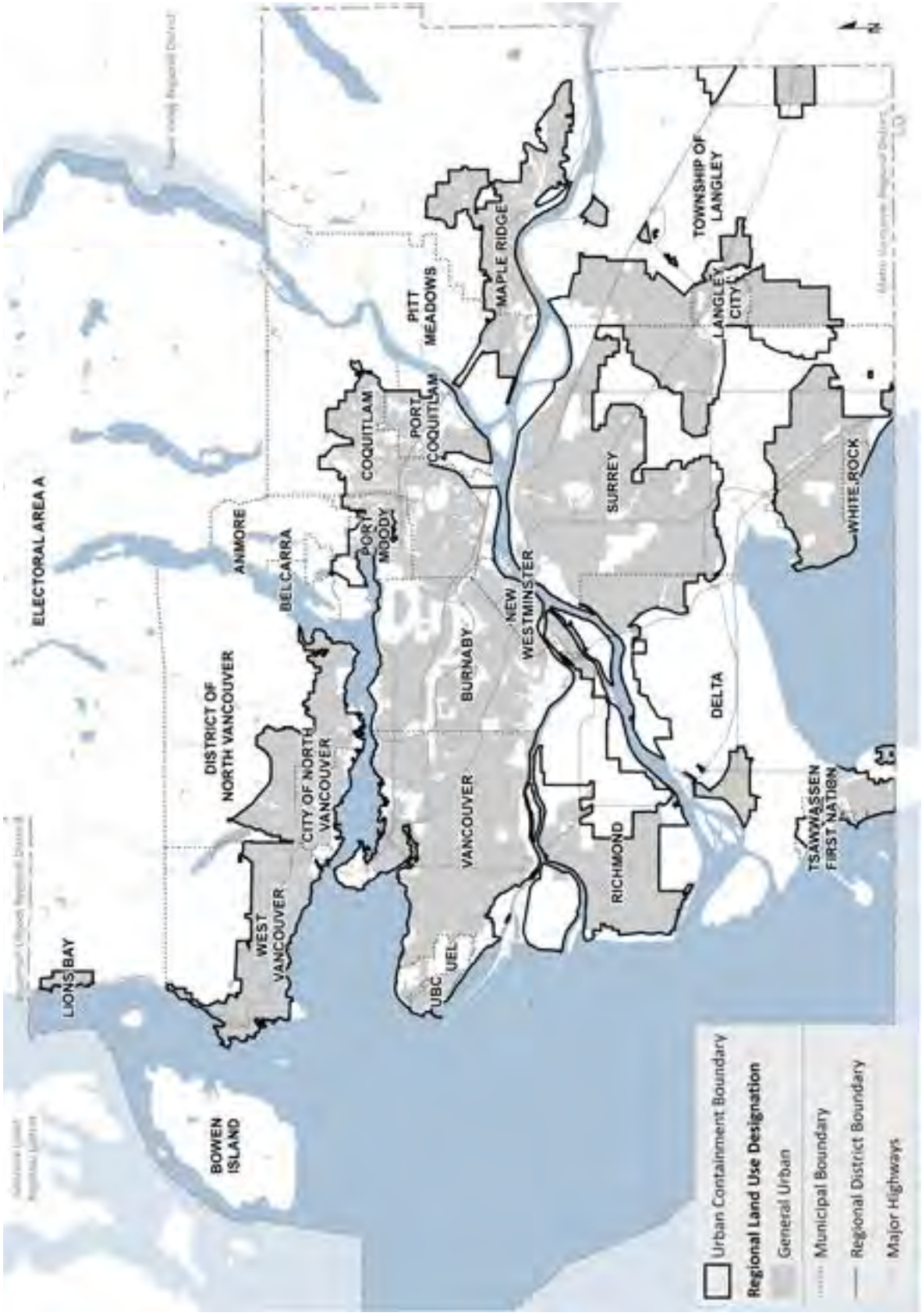
Map for reference only.

Map 2: Regional Land Use Designations

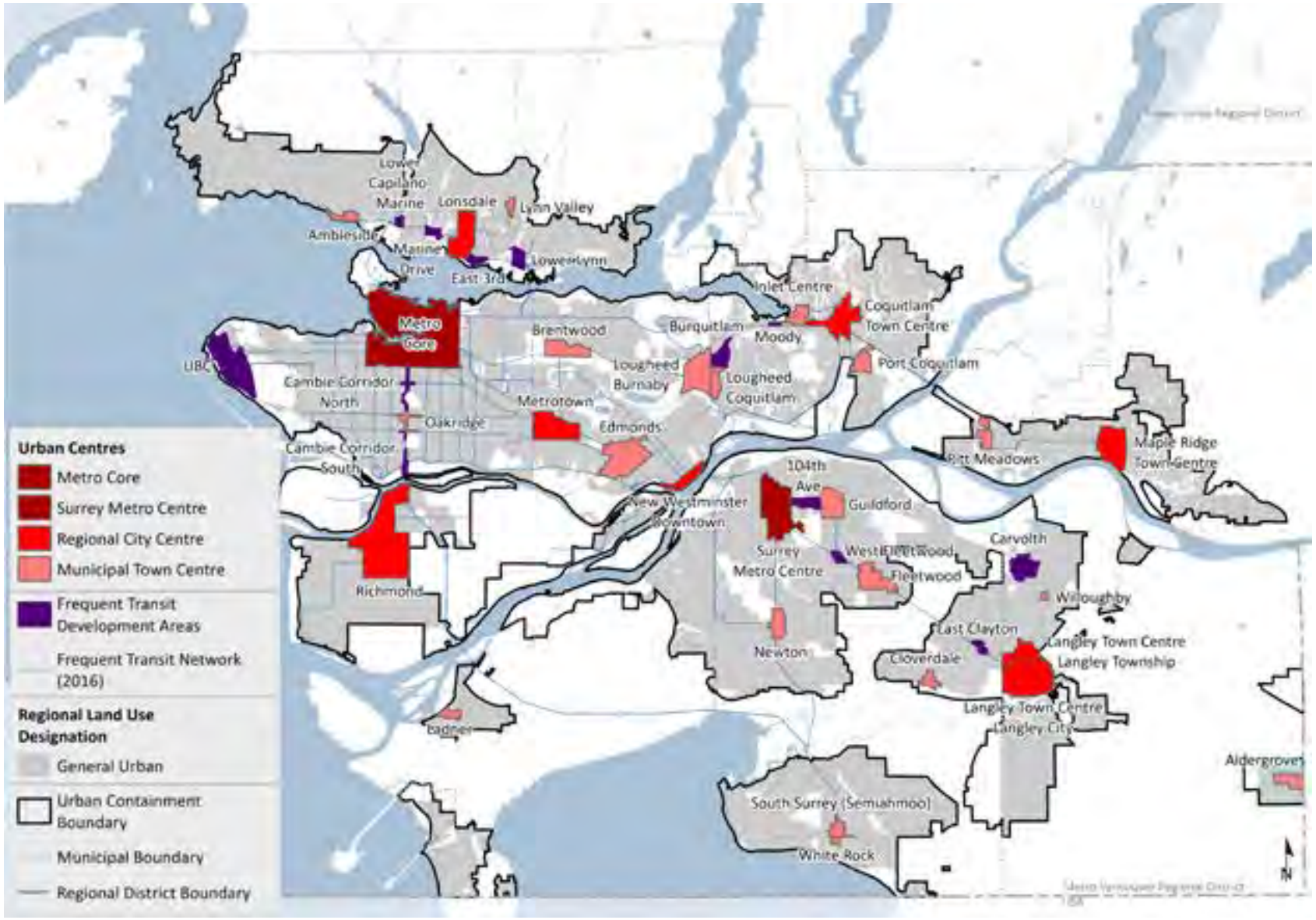


This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land use designation boundaries. The official Regional Land Use Designation Map can be viewed on the Metro Vancouver website.

Map 3: Urban Containment Boundary and General Urban Lands

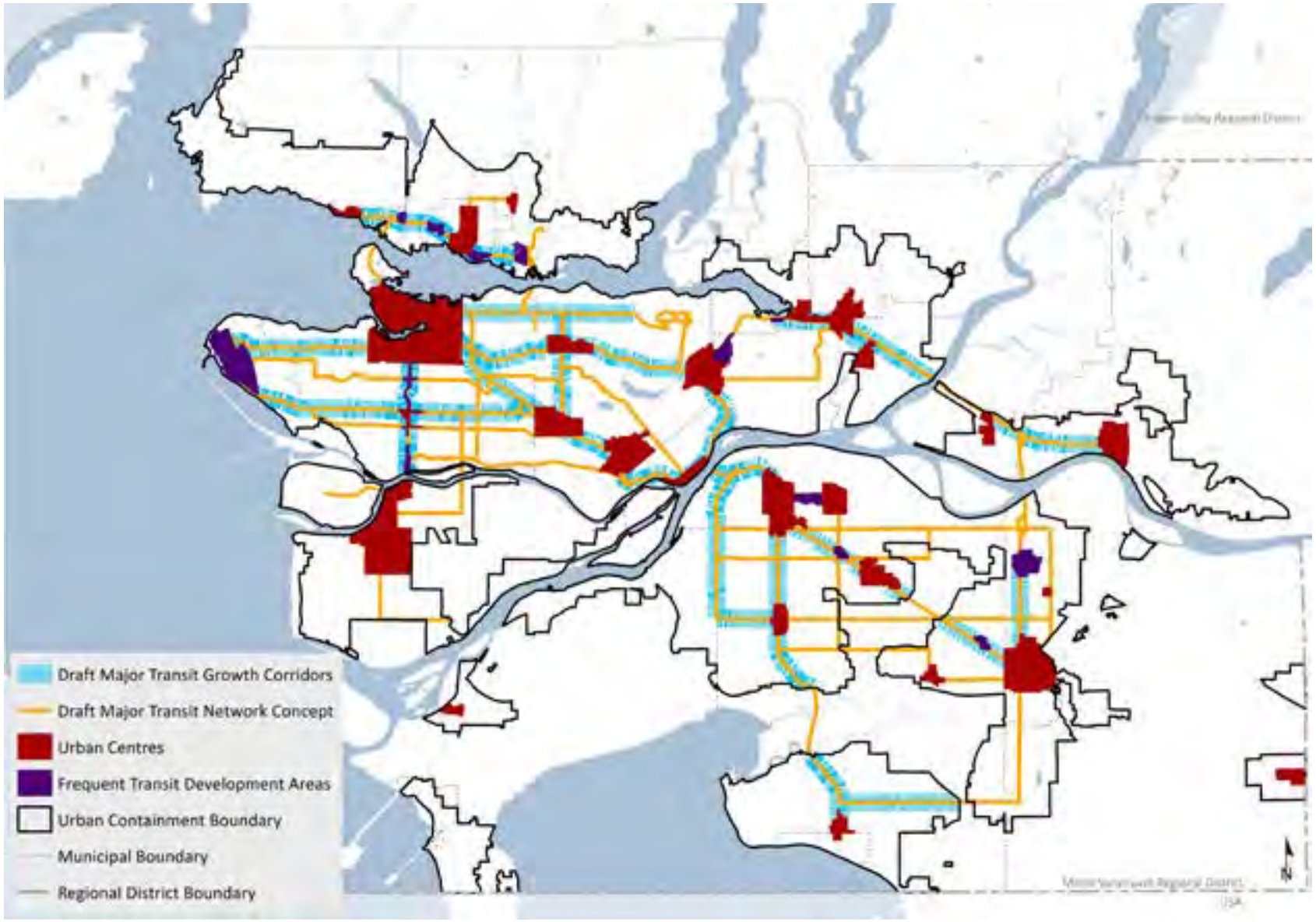


Map 4: Urban Centres and Frequent Transit Development Areas



Urban Centers and FTDAs are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions.
Where overlays cover ares other than General Urban or Mixed Employment, the intent and policies of the underlying regional land use designations still apply.

Map 5: Major Transit Growth Corridors and Major Transit Network

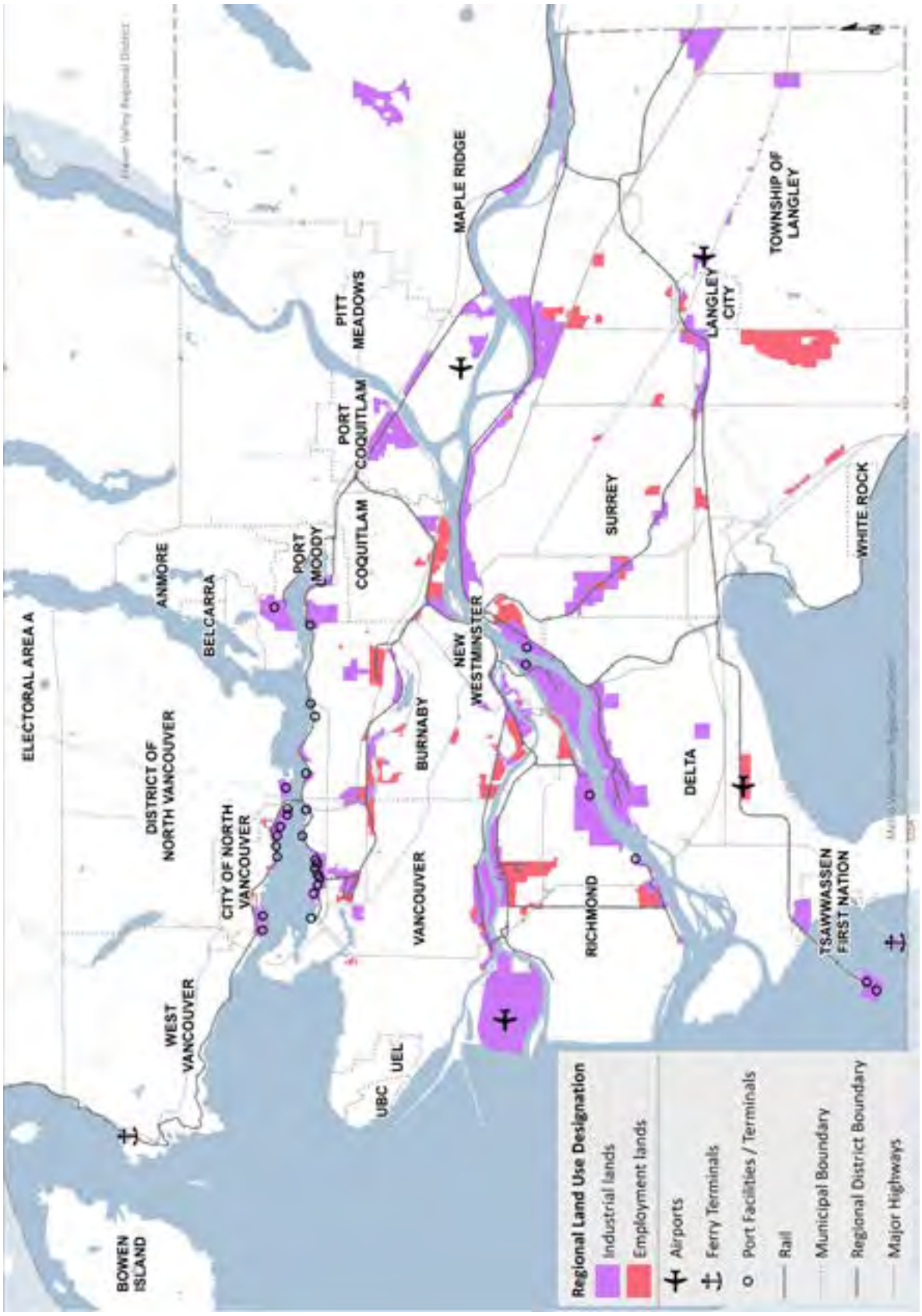


The Major Transit Growth Corridors are preliminary and subject to review and confirmation. The Draft Major Transit Network comprises both Transport 2050 Concepts A and B, which are also to be confirmed and are shown on this map for illustrative purposes only.

Map 6: Rural Lands



Map 7: Industrial and Employment Lands



The depicted highway network, rail lines, and port / airport transportation facilities are shown for reference only.

Map 8: Agricultural Lands



For the latest ALR geography, please visit the Agricultural Land Commission website at www.alc.gov.bc.ca

Map 9: Conservation and Recreation Lands



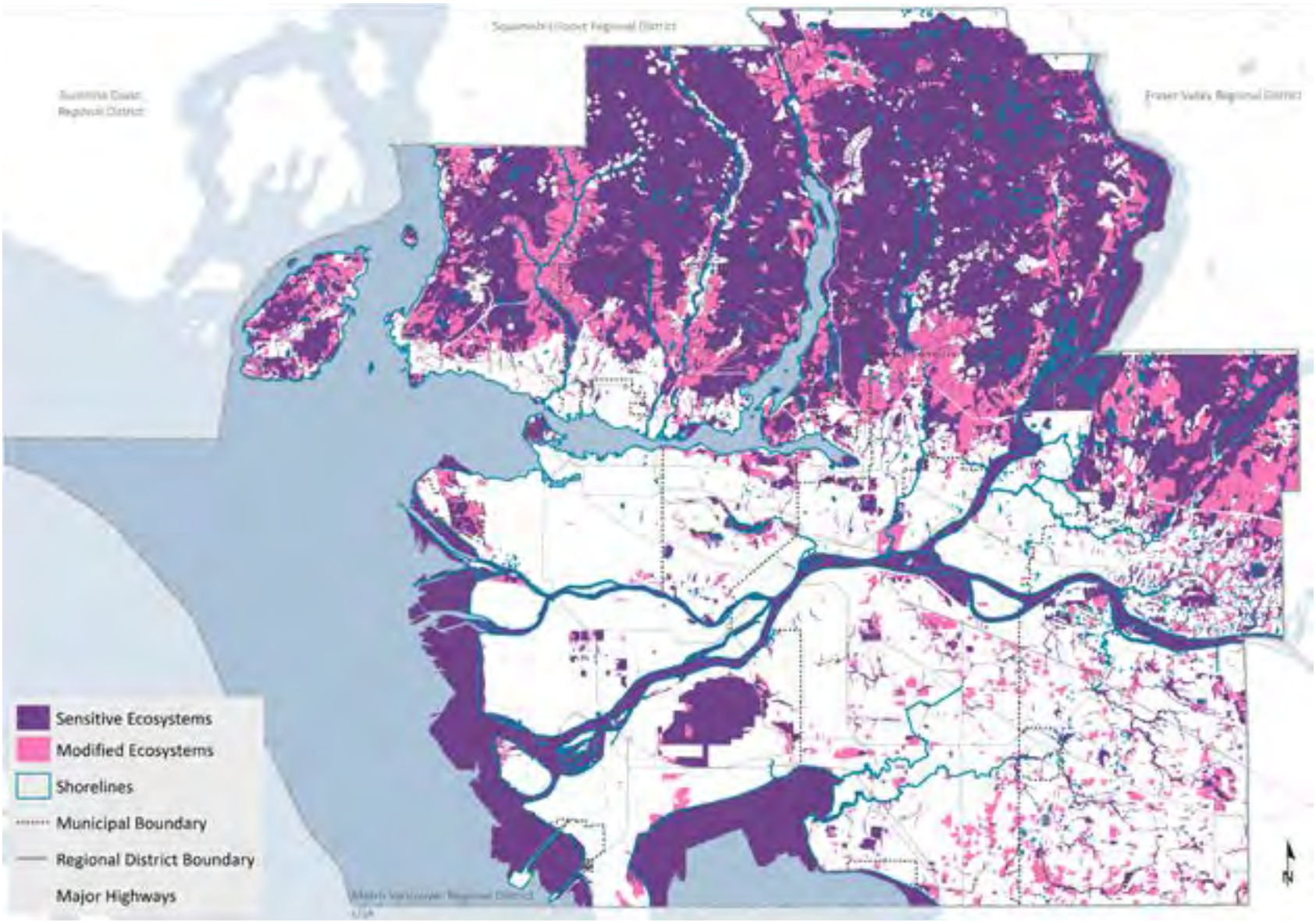
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including:
Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GVWD

Map 10: Regional Greenway Network and Major Bikeway Network



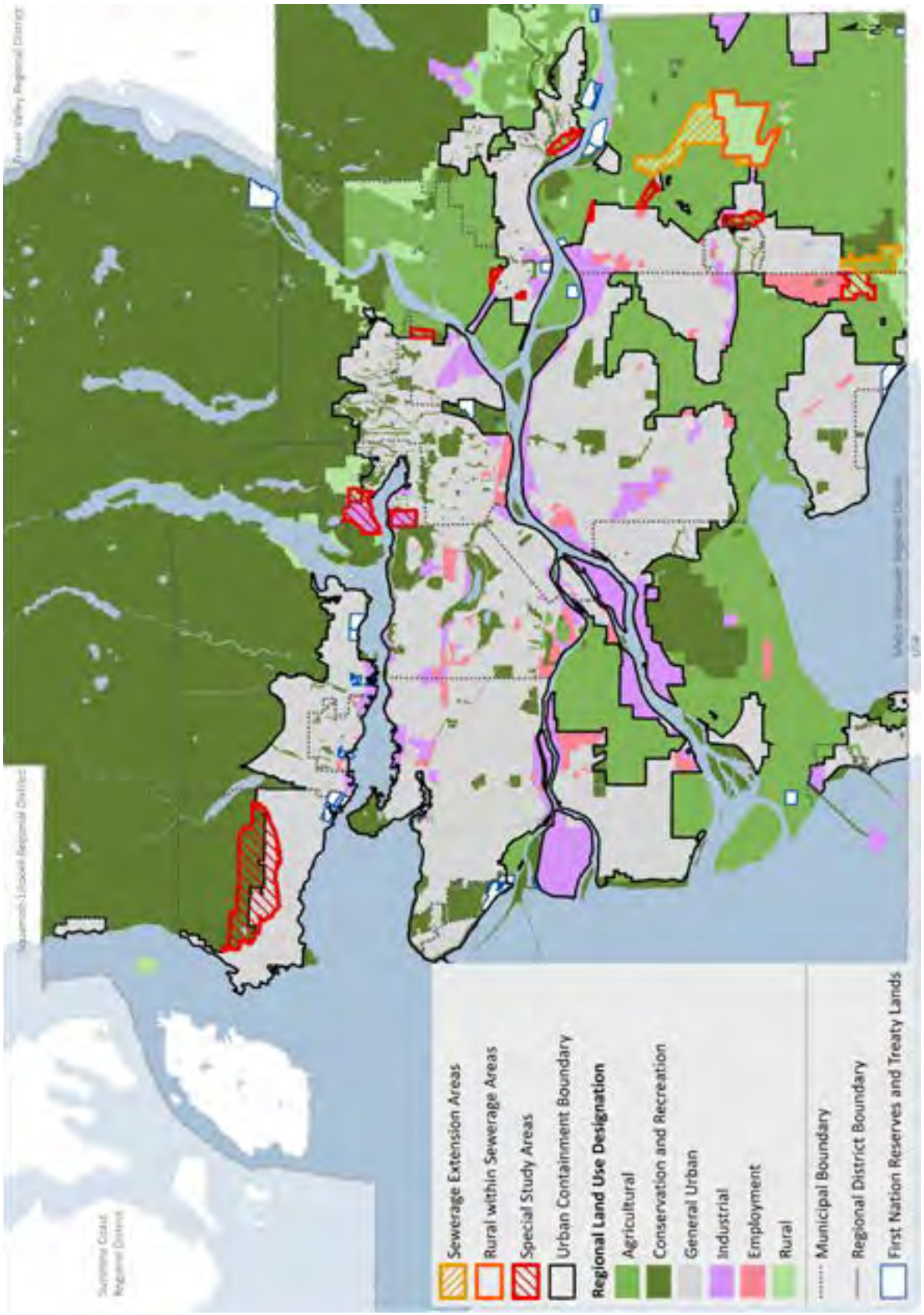
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred MBN concept.

Map 11: Sensitive Ecosystem Inventory



Map for reference only. An online SEI Tool is available at https://gis.metrovancouver.org/mvmaps/SEI and downloadable from http://www.metrovancouver.org/data. The SEI dataset is from 2014. Local ecological datasets may be more current and detailed.

Map 12: Special Study Areas and Sewerage Extension Area



Bylaw No 1136, 2010 and List of Amendments

This will be the same as current Metro 2040

List of Affected Local Governments and Dates of Acceptance

This will be the same as current Metro 2040

DRAFT

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Township of Langley comments on draft Metro 2050

1. Scope of policy actions

Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): "Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans." It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.

2. Policy 2.3.12(c)(vi)

Draft policy action 2.3.12(c)(vi) reads as follows: "Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations."

The following comments are provided on this draft policy:

- An Official Community Plan (OCP) is a policy-oriented document whereas Minister's Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory-oriented documents as this exercise would introduce an inappropriate level of detail to the OCP.
- The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters.
- As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister's Bylaw Standards, subject to the approval of the Minister of Agriculture.
- Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy.
- The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.

3. Policy 6.9.1

Draft policy action 6.9.1 reads as follows: "Notwithstanding any other provision in the regional growth strategy, within the area identified on Map 12 as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified on Map 12 as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations."

Policy 6.9.1 in Metro 2040 currently reads as follows: “Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.”

There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:

- In draft Metro 2050, regional sewer servicing in the “Rural within the Sewerage Area” (i.e. south Salmon River Uplands) is subject to “the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.” Under Metro 2040, there are no conditions of regional sewer servicing in this area.
- In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed.

The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.

4. Regional Land Use Designations

There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township’s existing Regional Context Statement map, as described in the table below and shown in Appendix 1.

Location	TOL RCS Designation	Draft Metro 2050 Designation
Fort Langley Airport	Industrial	Agricultural
University District	Urban	Agricultural

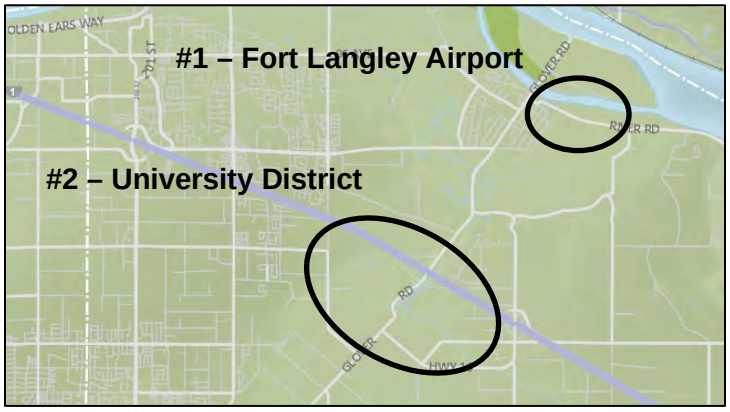
It is recommended that the regional land use designations reflect the land use designations shown on the Township’s existing Regional Context Statement map (per the table above).

5. Major Transit Network

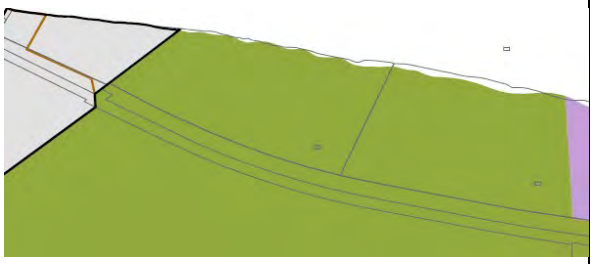
Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with TransLink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-TransLink discussions.

Appendix 1 – Land Use Designation Maps

Key Map



TOL RCS and Draft Metro 2050 Land Use Designations

#	TOL RCS	Draft Metro 2050
1		
2		



Council Procedure Bylaw Excerpts

New Business

6.07 Any Member of Council, may file in writing an item for inclusion in the agenda prior to noon (12:00pm) on the fifth (5th) calendar day preceding the meeting; or

If the Member deems the item urgent, providing notice to the Township Clerk/Deputy Township Clerk prior to 10:00am of the day of the meeting. Adding of late items to the agenda requires a majority vote or unanimous consent of the Council members at the time of the adoption of the meeting agenda.

Motions to Reconsider, Rescind or Amend Previously Adopted Motion

10.10 The Mayor may require Council to reconsider and vote again on a previously adopted motion pursuant to the *Community Charter*.

10.11 Councillors may bring a resolution or bylaw back before Council under the following rules:

	Adopted Resolution or Bylaw	**Defeated Resolution or Bylaw**
Re-visiting a resolution or bylaw during **the same meeting** of the original vote	A motion to reconsider a resolution or bylaw that was adopted can be made at the same meeting by a member who voted **in favor** of the resolution or bylaw. A seconder is required, the motion to reconsider is debatable, and – if it is adopted (by a majority vote) – the original vote is canceled, and the resolution or bylaw is once again before Council for debate. **See Note 1 below**.	A motion to reconsider a resolution or bylaw that was defeated can be made at the same meeting by a member who voted **against** the resolution or bylaw. A seconder is required, the motion to reconsider is debatable, and – if it is adopted (by a majority vote) – the original vote is canceled and the resolution or bylaw is once again before Council for debate.
Re-visiting a resolution or bylaw **at a subsequent meeting**	Upon sufficient notice, pursuant to section 6.07, any member, regardless of how he or she voted on an adopted resolution or bylaw, can move a motion that the adopted resolution or bylaw be reconsidered. Upon approval of reconsideration, the motion to rescind or amend-something-previously-adopted requires a seconder, is debatable, and requires a majority vote to adopt. **See notes 1 and 2 below**.	Any member, regardless of how he or she voted on a defeated resolution or bylaw, can bring back a resolution or bylaw for reconsideration under the procedures for introducing new business, pursuant to section 6.07. **See note 3 below.**
	Note 1: An adopted resolution or bylaw can only be re-visited if it has not had the approval or assent of the electors and has not been acted upon in a manner that is impossible to reverse or modify. Note 2: If the same or substantially the same motion to rescind or amend-something-previously-adopted is defeated a second time in three (3) months, it may not be renewed for at least six (6) months, except if Council, by a majority vote, permits such renewal.	Note 3: If the same or substantially the same resolution or bylaw is defeated a second time in three (3) months, it may not be renewed for at least six (6) months, except if Council, by a majority vote, permits such renewal.